South Bay Cities Council of Governments

SBCCOG Board of Directors’ Meeting
Thursday, April 22, 2021 @ 6:00 pm
Conducted Via Zoom

AGENDA

I. CALL TO ORDER (6:00 PM)
   Olivia Valentine, Chair

II. VERIFY QUORUM

III. CONFIRM POSTING OF THE AGENDA BY TORRANCE CITY CLERK

IV. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA

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

VI. CONSENT CALENDAR (6:10 pm)
Matters listed under Consent Calendar are considered routine and will be enacted by one motion and one vote. They have all been reviewed by the Steering Committee which recommended the action indicated. 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. February Board Meeting Minutes (attachments) – Approve (Pages 3-9)

B. South Bay Fiber Network Work Orders (attachments) – Approve (Pages 11-24)
   1. Change order to Work Order #3 and Work Order #4

C. Special Assessment for SBCCOG Land Use Planner (attachments) – Approve (Pages 25-28)

D. Appointments to Outside Agencies (attachment) – Approve (Page 29)
   1. Bea Dieringer – SBCCOG appointment to LCC
   2. Bill Brand – Santa Monica Bay Restoration Commission

E. Delegation of Authority Issue (attachment) – Approve (Pages 31-36)

F. Legislative Matrix with bills of interest (attachment) – Approve (Pages 37-53)
   1. Support – AB 538, SB 612, AB 1053, ACA 7, AB 1251
   2. Oppose – SB 617, AB 339, AB 1401

G. Actions of Steering Committee since last Board meeting (attachment) – Receive and file (Page 55)

H. Monthly Reports – Receive and File
   1. South Bay Environmental Services Center Report (attachment) (Pages 57-62)

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, April 22, 2021 via email to davidl@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:
Receive Zoom meeting credentials in advance of the meeting, register by using the link below: https://scag.zoom.us/meeting/register/tJIId-uorDsghEYylrAPN_G-rVEpc0Lrw
OR to access the Zoom meeting, visit https://zoom.us/join or call (669) 900-6833 and use Meeting ID: 968 020 200; Passcode: 398836
2. Transportation Report (attachment) (Pages 63-68)
3. City Attendance at SBCCOG meetings (attachment) (Page 69)
4. Reports from Outside Agencies (attachments for each at end of the agenda)
   A. League of California Cities & La Division Legislative Committee (Bea Dieringer & Jeff Kiernan) 
      (Pages 85-93)
   B. SCAG Regional Council (Drew Boyles, Mark Henderson, James Gazeley) (Pages 95-98)
   C. SCAG Energy and Environment Committee & California Association of Councils of Governments
      - CALCOG (Britt Huff) (Pages 99-101)
   D. Metro Service Council & Ridership Report (Don Szerlip) (Pages 103-105)
   E. South Bay Workforce Investment Board (Chris Cagle) (Pages 107-113)

VII. PRESENTATIONS – (all prepared presentations will be posted @ www.southbaycities.org)
   A. Construction Update on the Clearwater Project (6:10 pm)
      1. Glenn Acosta, Sanitation Districts Senior Engineer

   B. South Bay Regional Partnership & SoCalREN Public Agency Programs (6:40 pm)
      1. Fernanda Craig, SoCalREN Program Manager, LA County ISD
      2. Nicol Manzanares, SoCalREN Program Manager, The Energy Coalition

   C. Sacramento Striping Local Control of Zoning and Land Use (7:00 pm)
      1. Redondo Beach Mayor Bill Brand

VIII. TRANSPORTATION REPORTS (7:20 pm)
   A. Metro Report - Board member James Butts/Mike Bohlke/Steve Lantz
   B. Transportation Committee report – Christian Horvath
      1. Measure M Metro Budget Request Amendment (attachment) – Approve (Pages 71-74)

IX. SBCCOG PROGRAM ACTION ITEMS, REPORTS & UPDATES (7:30 pm)
   A. Research re: more local control re: health regulations
      a. Service Planning Area 8 Update – Nancy Rodriguez, LA County Dept. of Public Health
   B. General Assembly evaluations – (attachment) (Pages 75-84)
   C. Legislative Visits
   D. South Bay Fiber Network
   E. Community Project Funding Requests
   F. Senior Services
   G. Homeless Services
   H. Telework Workshop
   I. Ad Hoc Committees
      a. Nominating Committee selected for new officers and 4 at large Steering Committee members
      b. ByLaws Committee

X. AGENCY REPORTS (7:55 pm)
   NOTE: Oral reports will only be made to clarify or amplify written attachments
   No Attachments received for the following:
   A. SCAG Committees
      1. Community, Economic, & Human Development (Mark Henderson, Drew Boyles, Frank Zerunyan & Mark Waronek)
      2. Transportation (James Gazeley)
   B. Air Quality Management District (Joe Buscaino & Stephano Padilla)
   C. KHHR (Hawthorne Airport) Communities Network Committee (Olivia Valentine)
   E. South Bay Association of Chambers of Commerce (Olivia Valentine)
   F. Santa Monica Bay Restoration Commission (Bill Brand/Eric Alegria)
   G. South Bay Aerospace Alliance (Olivia Valentine/Rodney Tanaka)

XI. UPCOMING EVENTS & ANNOUNCEMENTS

XII. ADJOURNMENT

Next Board meeting - Thursday, May 27, 2021
SBCCOG BOARD MEETINGS:  ATTENDANCE 2020 - 2021

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

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ITEM VI.A
SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
THURSDAY, FEBRUARY 25, 2021
HELD VIRTUALLY VIA ZOOM

I. CALL TO ORDER
Chair Valentine called the SBCCOG Board of Directors meeting to order at 6:03 pm.

II. VERIFY QUORUM

In attendance were the following voting elected officials:
Jim Dear, Carson
Drew Boyles, El Segundo
Rodney Tanaka, Gardena
Olivia Valentine, Hawthorne
Stacey Amato, Hermosa Beach (6:06 arrival)
James Butts, Inglewood (6:13 arrival, 7:11 departure)
Bernadette Suarez, Lawndale
Jim Gazeley, Lomita
Joe Buscaino, LA City
Jim Roos, Palos Verdes Estates
John Cruikshank, Rancho Palos Verdes
Christian Horvath, Redondo Beach
Bea Dieringer, Rolling Hills
Steve Zuckerman, Rolling Hills Estates (6:10 arrival)
Sonia Lopez, LA County D-2 (8:05 departure)
Jennifer LaMarque, LA County D-4 (6:04 arrival)

Other elected officials in attendance:
Barry Waite, Lomita
Britt Huff, Rolling Hills Estates
Heidi Ashcraft, Torrance

Also, in attendance were the following persons:
Martha Hurtado, El Segundo
Joseph Lillio, El Segundo
Jacob Haik, LA City CD-15
Aram Chaparyan, Torrance
Wally Siembab, SBCCOG
Sarah Patterson, SCAG
Jacki Bacharach, SBCCOG
Kim Fuentes, SBCCOG
Steve Lantz, SBCCOG
Jenni Fuentes, SBCCOG
Dr. Seira Kurian, LA County Public Health
Nancy Rodríguez, LA County Public Health
Maria Rosales-Ramirez, LA Sanitation Districts
David Mieger, Metro
Dolores Roybal-Saltarelli, Metro
Mark Dierking, Metro
Georgia Sheridan, Metro
Sarah Patterson, SCAG
Jacki Bacharach, SBCCOG
Kim Fuentes, SBCCOG
Steve Lantz, SBCCOG
Jenni Fuentes, SBCCOG
Natalie Champion, SBCCOG
Colleen Farrell, SBCCOG
Grace Farwell, SBCCOG
Aaron Baum, SBCCOG
Brooke Heri, SBCCOG
Jon Rodman, SBCCOG
Christine Robert, The Robert Group
Isaiah Ford, The Robert Group

III. CONFIRM POSTING OF THE AGENDA BY THE CITY OF TORRANCE
Jacki Bacharach confirmed that the agenda was properly posted in the City of Torrance.

IV. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA
Ms. Bacharach reported no changes to the agenda but announced that the legislative matrix has been hyperlinked to the Legislature’s bill database; and Item G-3 on the Consent Calendar (City Attendance at SBCCOG meetings) will be included in all Board agenda packets going forward.

V. PUBLIC COMMENT
No public comment was received.

VI. CONSENT CALENDAR
A. January Board Meeting Minutes (attachments) – Approved
B. FY 21-22 Measure R & M Multi-Year Sub-Regional Programs Metro Budget Request (attachments) – Approved
C. MOU with City of Compton re: Integrated Monitoring Program for the Dominguez Channel Watershed Management Area (attachment) – Approved
D. Contract with So Cal Gas Company *(attachment)* – Approved
E. Legislative Matrix with bills of interest *(attachment)* – Approved
   1. Support – AB 14, AB 34, SB 4, SB 54, SB 83, SB 15
   2. Oppose – SB 9
F. Dues for FY 2021-2022 *(attachment)* – Approved
G. Monthly Reports – Received andFiled
   1. South Bay Environmental Services Center Report *(attachment)*
   2. Transportation Report *(attachment)*
   3. City Attendance at SBCCOG meetings *(attachment)*
   4. Reports from Outside Agencies *(attachments for each at end of the agenda)*
      a. League of California Cities & La Division Legislative Committee (Bea Dieringer & Jeff Kiernan)
      b. SCAG Regional Council (Drew Boyles, Mark Henderson, James Gazeley)
      c. Metro Service Council & Ridership Report (Don Szerlip)
      d. KHHR (Hawthorne Airport) Communities Network Committee (Olivia Valentine)
      e. South Bay Workforce Investment Board (Chris Cagle)

**MOTION** by Board Member Boyles, seconded by Board Member Tanaka, to **APPROVE** the Consent Calendar. No objection. Board Member Buscaino abstained from Item A. So ordered.

**VII. PRESENTATIONS**

A. Local Travel Network
   Wally Siembab, Aaron Baum, and Jon Rodman who make up the SBCCOG’s Local Travel Network (LTN) team presented an overview and update on the Local Travel Network project. Mr. Siembab began by briefly explaining the SBCCOG’s prior research on South Bay travel patterns and the determination that micro-mobility devices are often ideal for the type of close-to-home travel common in the South Bay. Coupled with RHNA allocations that would add tens of thousands of vehicles to the road, micro-mobility could reduce congestion, GHG emissions, and more by “right-sizing” the vehicle for the trip being taken.

   Mr. Baum reviewed the Caltrans Sustainability Planning Grant that has funded the LTN route refinement study, what that process was like, and the proposed 240+ mile Local Travel Network. He explained that the LTN team looked at where people live and where they travel, and then utilized slow-speed-vehicle-friendly routes to connect neighborhoods and destinations.

   Mr. Rodman then presented the LTN Story Map that was created and discussed the truncated public outreach process that was implemented as a result of COVID-19 restrictions. This Story Map explains the project and gives viewers an opportunity to learn more about the project and explore what the LTN proposed routes are in their neighborhood and even how they might use it. The Story Map is available online here: [https://storymaps.arcgis.com/stories/157cffcbae244fa39eb5b22c9575e563](https://storymaps.arcgis.com/stories/157cffcbae244fa39eb5b22c9575e563)

   For more detail, the presentation is available online here: [https://www.southbaycities.org/sites/default/files/board_directors/meeting/PRESENTATION_2.21%20LTN%20report%20to%20board%20revision%20final.pdf](https://www.southbaycities.org/sites/default/files/board_directors/meeting/PRESENTATION_2.21%20LTN%20report%20to%20board%20revision%20final.pdf)

   Ms. Bacharach explained that the final report will be available April 1st, with SBCCOG staff scheduled to make presentations to the Infrastructure Working Group and Community Development Directors meetings in April. The LTN team will return in May to discuss public and staff input received via the survey and to consider approval of the LTN as a SBCCOG strategy similar to other strategies in the subregional climate action plan.

   Chair Valentine thanked the team and asked how to the network handles conflicts with regular vehicles. Mr. Baum explained that part of the solution is educational, but that the network was designed to avoid the high-volume streets where conflicts would be most likely.

   Board Member Boyles indicated his support in finding a collaborative response to addressing the “El Segundo Bubble” that prevents the city from being connected to the rest of the South Bay via the LTN.

   Board Member Waite commended Mr. Rodman and the team on the Story Map and the use of GIS. He explained that he is a GIS professor and that this is a great example of how to use GIS to analyze and solve problems.
B. **Green Line (C Line) Extension Project Scoping**

Mr. Dierking explained that the Green Line supplemental alternatives analysis (SAA) was completed in 2018 and that Metro is now going back to the public as part of the EIR process. He introduced Mr. Mieger and Ms. Roybal Saltarelli who presented on the project.

Mr. Mieger provided the Committee a brief overview of the project and its history. He explained that after the previous work, Metro is considering two alternatives from the SAA that will be carried into the Draft EIR. The two alternatives include the Metro Railroad ROW and Hawthorne Blvd. alignments. He noted that south of 190th street, both alignments are identical.

Ms. Roybal Saltarelli continued the presentation by reviewing the two alternatives in more detail and the environmental process and the study topics covered by the EIR. The scoping period for the project is January 29th – March 15th with two scoping meetings planned for February 24th and 27th (virtually). The Draft EIR is expected to be released in Spring 2022, followed by the final EIR in Winter/Spring 2023. The groundbreaking is currently scheduled for 2026 with opening taking place in 2030-2033. Metro staff is still committed to efforts to deliver the project in time for the 2028 Olympics as the project was included on the “28 by ’28” plan.

Metro’s presentation is available online here: [https://www.southbaycities.org/sites/default/files/board_directors/meeting/PRESENTATION_Metro%20Presentation%20.pdf](https://www.southbaycities.org/sites/default/files/board_directors/meeting/PRESENTATION_Metro%20Presentation%20.pdf)

Board Member Buscaino urged Metro to consider bringing light rail into San Pedro given all of the development taking place that will soon make it a regional destination. Mr. Lantz added that there is an old plan called the “Harbor Sub-Division” that envisioned a loop going down into the San Pedro area.

Ms. Bacharach noted that the item will be discussed further at the Steering Committee in March along with a proposed comment letter to be submitted prior to the end of the comment period.

C. **Mid-Year Budget Review** *(attachment)*

Ms. Heri presented to the Board the FY20-21 mid-year budget and touched on changes to revenue and expenditures compared to the forecasted figures when the budget was initially adopted. Revenues were decreased by approximately 31% compared to the budget while expenditures were decreased almost 30%.

She went on to highlight a few of the items driving those changes. The presentation is available online here for more details: [https://www.southbaycities.org/sites/default/files/board_directors/meeting/11_SBCCOG%20Mid-Year%20Overview_Budget%20%26%20Narrative%20FY20-21%20.pdf](https://www.southbaycities.org/sites/default/files/board_directors/meeting/11_SBCCOG%20Mid-Year%20Overview_Budget%20%26%20Narrative%20FY20-21%20.pdf)

**MOTION** by Board Member Horvath, seconded by Board Member Armato, to **APPROVE** the mid-year budget update.

**VIII. TRANSPORTATION REPORTS**

A. **Metro Report**

Mr. Lantz reported the following items: Metro continues to evaluate transit police operations. Currently, Metro contracts with LAPD, LBPD, and LASD in addition to their own police but are looking to move away from utilizing the police officers to enforce fares and instead use Metro Ambassadors (unsworn officers). The Metro Board instructed staff to return to a full 7M service hours by September, not December as initially proposed by staff, as part of the COVID-19 recovery. Metro will have to hire additional operators to accommodate for the lower occupancy limits on busses due to social distancing. Metro is moving forward with studying two technologies for the Sepulveda Pass project. The first includes a monorail down the I-405 to the Expo Line, and the second is a subway to the Expo Line with a stop at UCLA. The two teams will simultaneously study the two options as part of a pre-development agreement and one will be off-ramped after the preferred technology is selected. Metro is moving forward with the Traffic Reduction Study or Congestion Pricing. There were four pilot projects proposed to start in 2025, but the concept will be further developed over the next four years. Three corridor proposals and one cordon proposal will be studied. Supervisors Hahn and Solis expressed concerns over the concept.

B. **Transportation Committee report**

Board Member Horvath noted the committee received a presentation by the new Caltrans District 7 Director who provided an update on the Ambassador Program that provides each city a single point of contact with
Caltrans senior leadership. The Committee also approved the Measure R and Measure M Metro Budget Requests which were approved on the consent calendar earlier in the meeting.

IX. SBCCOG PROGRAM ACTION ITEMS, REPORTS AND UPDATES

A. Letter to LA World Airports re: Comments on EIR (attachment) – APPROVED
Ms. Bacharach pointed the Board to the draft letter in the agenda packet and reviewed some of the main issues brought to the SBCCOG’s attention including advocating for more air traffic regionalization; whether the proposed improvements accommodate growth or induce growth; and traffic impacts and access/egress to the facilities from the South Bay.

Board Member Cruikshank shared his city’s problem with air traffic cutting over the peninsula as a shortcut. He mentioned that LAWA puts the issue on the FAA as they control the air traffic, but there seems to be a disconnect between that and their understanding that increased air traffic at LAX will exacerbate the issue. However, LAWA staff noted they share the same concerns and will help advocate for the city with the FAA. Board Member Buscaino offered his assistance as the President of the National League of Cities. He recently met with Transportation Secretary Buttigieg and noted the Secretary’s experience as a Mayor brought a certain understanding of municipal issues to the position.

MOTION by Board Member Cruikshank, seconded by Board Member Dear, to APPROVE the letter. No objection. Board Member Buscaino abstained. So ordered.

B. Research re: more local control re: health regulations
   a. Supervisor Hahn’s Motion on the SPA boundaries (attachment) – APPROVED
Board Member Armato explained that the SBCCOG has been coordinating with Supervisor Hahn’s office regarding better collaboration between SPAs and the cities/COGs in their area. Board Member Armato noted that she is recommending support for Directive 3 of Supervisor Hahn’s motion that would instruct County staff to come back in 90 days with recommended protocols on how to better include COGs within the existing SPA structure. Ms. Bacharach added that the motion contains more than just Directive 3, however the recommendation to support by Board Member Armato is only for Directive 3.

   MOTION by Board Member Horvath, seconded by Board Member Boyles, to SUPPORT Directive 3 of Supervisor Hahn’s motion. No objection. Board Member La Marque abstained. So ordered.

   b. Service Planning Area 8 Update
Dr. Kurian from SPA 8 provided the Board an update on recent changes to the Health Officer orders and vaccine distribution. She highlighted that as of February 19th, over 15% of LA County residents over the age of 16 had been vaccinated with at least one dose. She reiterated that vaccine supply is still the biggest bottleneck. Dr. Kurian’s presentation is available online here for more details: https://www.southbaycities.org/sites/default/files/board_directors/meeting/PRESENTATION_2.25%20Dr.%20Kurian%20LA%20COUNTY%20DPH.pdf

C. General Assembly
Board Member Horvath provided a brief overview of the GA planning. Ms. Fuentes announced that there have already been over 340 RSVPs with most indicating they are interested in participating because of the program.

D. South Bay Fiber Network
Ms. Bacharach announced that the SBCCOG office began the process of connecting to the SBFN over the weekend. Additional construction is still needed, but it is progressing. She added that PUC Commissioner Guzman-Aceves testified at an Assembly Budget Committee hearing recently and noted the innovative nature of the SBFN and urged the State to consider funding similar projects to help broadband implementation/rollout. Ms. Bacharach shared that the project is gathering more and more interest and she is being sought out to speak at several upcoming events.

E. Senior Services
Board Member Huff shared that she has been hearing from senior centers that vaccine registration sites are becoming more user friendly and available to seniors. She also urged the Board to continue sharing information about the HomeShare South Bay Program.
Ms. Farwell added that the SBCCOG is revisiting the Age Friendly network and is looking into becoming an age-friendly region. AARP is soliciting grant proposals and applications are due April 15th. Please contact Ms. Farwell for more information.

F. Homeless Services
Ms Bacharach informed the Board that an item and recommendation by the Steering Committee were inadvertently left off the Board agenda regarding the Client Aid program. The item was distributed to the Board and Board Member Horvath made a motion to add the item to the agenda. The item is also available online here: https://www.southbaycities.org/sites/default/files/board_directors/meeting/HANDOUT_1.21%20Client%20aid%20proposal%20and%20financial%20assistance%20form.pdf

MOTION by Board Member Horvath, seconded by Board Member Boyles, to ADD the Client Aid item to the agenda. No objection. So ordered.

Ms. Bacharach explained that the Client Aid program is funded through the Measure H innovation funds the SBCCOG received and can be used for limited situations to help pay for back rent, moving expenses, hotel stays for job and service interviews, etc. City staff will submit the request for assistance to Ms. Farwell who will work with PATH to provide the funding, if eligible. For example, if a homeless individual had a job interview and needed to stay in a hotel room to clean up and prepare for the interview, this funding could be requested.

Chair Valentine asked Ms. Farwell how the funds will be distributed. Ms. Farwell explained that due to the fact the program is brand new, the recommendation is to not put any per city limits in place at this time. If it becomes clear that one city is utilizing a disproportionate share, the policy will be reevaluated to ensure equity.

MOTION by Board Member Horvath, seconded by Board Member Dear, to APPROVE the Client Aid proposal. No objection. So ordered.

Ms. Farwell also reported that beginning March 1st, there will be two Safe Parking sites in Board Member Buscaino’s district, as well as a Pallet Shelter site opening up near Harbor College that will house 75 units.

G. Opportunities to Serve and Annual Form 700s
Ms. Bacharach reminded the Board that annual Form 700s are due and asked them to return theirs electronically if possible. She also shared that there are opportunities to serve on the SCAG Regional Council for Board Member Gazeley’s seat representing Carson, Torrance, and Lomita. The seat is up for reelection. There are also three seats up for reelection on the Metro South Bay Service Council.

H. Office Warming gifts from members – no update provided

I. Other
Ms. Bacharach announced that Ms. Champion will be out on maternity leave beginning March 1st and will return in June.

X. AGENCY REPORTS

A. LA Sanitation Districts re: SB1383/Organic Waste
Ms. Rosales provided the Board a brief presentation on LA County Sanitation Districts’ organic waste treatment program that can help cities meet SB 1383 organic waste reduction targets by diverting food waste into the LACSD system. Through a complex process, LACSD converts food waste into natural gas that can be used to fuel CNG vehicles.
For more detail, the presentation is available online here: https://www.southbaycities.org/sites/default/files/board_directors/meeting/PRESENTATION_Food%20Waste%20Recycling%20Program.pdf

NOTE: Oral reports are only made to clarify or amplify written attachments. All reports that were submitted or handed out are available online here: https://www.southbaycities.org/committees/board-directors/board-directors-meeting-69

B. SCAG Committees
2. Energy and Environment (Britt Huff) – no oral report
3. Transportation (James Gazeley) – no oral report
C. Air Quality Management District (Joe Buscaino & Denny Shaw) – no oral report
D. South Bay Association of Chambers of Commerce (Olivia Valentine) – no oral report
E. Santa Monica Bay Restoration Commission (Bill Brand/vacant) – no oral report
F. South Bay Aerospace Alliance (Olivia Valentine/Rodney Tanaka) – no oral report
G. California Association of Councils of Governments (Britt Huff) – no oral report

XI. UPCOMING EVENTS & ANNOUNCEMENTS
Ms. Bacharach reported that that 7th Annual Legislative Meet and Greet will be taking place February 26th from 8:30am – 10:00 am via Zoom.

XII. ADJOURNMENT
Chair Valentine adjourned the meeting at 8:25 pm to Thursday, April 22, 2021 at 6:00 pm. The meeting will be held virtually via Zoom until further notice.

David Leger, Assistant Board Secretary
TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

RE: South Bay Fiber Network: Approval of Work Order #4 & Change Order for Work Order #3

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
South Bay Cities Council of Government’s (SBCCOG’s) South Bay Fiber Network (SBFN) has been under construction since November 2019 when the Board approved issuing Work Order #1 (WO #1) for the construction of the Core Ring. In February 2020, the Board approved WO #2, to connect the first 32 designated sites. In June 2020, the Board approved both WO #3, which included an additional 10 sites and a change order (CO) to WO #2, that removed 4 sites for which services were no longer sought by the affected cities. In November 2020, SBFN was declared operational, with core ring complete and 23 South Bay sites connected and operational.

Under the Master Services Agreement (MSA) with the prime contractor, American Dark Fiber (ADF), aggregate recurring minimum services revenue (non-capital) must meet or exceed $35,000 monthly to its internet service provider, Race Communications (Race). There are incentives and other rebates at higher levels, along with reductions in monthly costs to subscribing cities.

Current Project Status – April 2021
SBFN now provides broadband connectivity at a minimum of 1 Gbps services to all 15 South Bay Cities, with some cities receiving 10 Gbps service. In addition, several other public agencies are connected or under pending contract, including Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles Department of Public Works (DPW), West Basin Municipal Water District (WBMWD), and several non-governmental organizations,

Of the 38 contracted sites, all but 2 will be connected by May 2021. While service contracts for all but one of 38 sites have been signed, due to contractual commitments with legacy communications providers, several sites have not yet set a service turn-up date to avoid redundant payments. Despite these service deferrals, as of May 2021, aggregate monthly revenue is expected to exceed $39,000, satisfying SBCCOG’s contractual minimum commitments with ADF.

SBFN Outreach
SBCCOG holds bi-monthly Tech Talks, with all participating agency representatives invited. Depending on topic, focus is on information technology, economic development, and/or public works.

SBCCOG and ADF are planning the next phase of network expansion. SBFN team are soliciting additional city locations, planning for extensions to Los Angeles District 15 (San Pedro) via Council motion, and connections to perhaps other City or State government buildings, all while maintaining the transportation nexus required for use of Metro funds.
Project Status – Funding and Accounting
At Metro’s March 2020 Board meeting, Metro increased SBFN funding to $6.9 million from the original $4.4 million. As of March 31, 2021, status of committed Measure M funding is as follows:

<table>
<thead>
<tr>
<th>Event</th>
<th>Amount</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work Order #1 (NRC):</td>
<td>$3,084,465.28</td>
<td>Approved by SBCCOG Board, 11/21/19 (Core Ring / 2x POPs)</td>
</tr>
<tr>
<td>Work Order #2 (NRC):</td>
<td>$1,053,665.41</td>
<td>Approved by SBCCOG Board, 02/27/20 (32 sites)</td>
</tr>
<tr>
<td>CO to WO #2 (NRC):</td>
<td>($95,823.32)</td>
<td>Approved by SBCCOG Board, 06/25/20 (removed 4 sites)</td>
</tr>
<tr>
<td>Work Order #3 (NRC):</td>
<td>$1,069,775.85</td>
<td>Approved by SBCCOG Board, 06/25/20 (10 sites)</td>
</tr>
<tr>
<td>Sub-total:</td>
<td>$5,112,083.22</td>
<td>Committed to ADF, as of 03/31/2021</td>
</tr>
</tbody>
</table>

INCREASED ONE-TIME COST ESTIMATES:
In October-November 2018, prior to SBCCOG award of SBFN contract to American Dark Fiber (ADF), ADF performed preliminary assessments of available physical fiber infrastructure that could be leased from Crown Castle or others, or that would have to be constructed. These assessments formed the basis for ADF’s 2018 construction estimates. One year later, in October 2019, SBCCOG Board approved the SBFN contract with ADF.

Since that time, Crown Castle and other entities have continued to expand their footprint and offer services within the South Bay region. Offerings of services have utilized capacity and assets that had, in 2018, been available, but now, in early 2021, are either no longer available (which will require additional SBFN fiber construction) or for which offered leased prices have increased (due to increased regional demand).

The two specific sites that caused the increase from the original estimate are:

1. Cypress Water Plant (26112 Cypress Street, Lomita, CA). After review, the Nov 2018 plan had assumed it would be connected using existing aerial plant. That aerial plant is no longer available, requiring new underground build, including a nearly 500’ new fiber span that adds over $60K to the segment cost.
2. Lomita Park (24428 Eshelman Avenue, Lomita, CA). The Nov 2018 plan had been to use existing fiber that ran directly past the park. That access condition no longer exists. As such, ADF will need to build an entirely new path. That path includes both aerial and trenched deployment adding substantially to the costs as anticipated in 2018.

RECOMMENDATION:
That the Board approve:
1. SBFN Change Order to Work Order #3 - net increase of $254,777.00 These increases are due to unexpected changes to construction techniques, modifications to implementation tactics required by Cities to satisfy new protocols and/or to reduce surface remediation.
2. SBFN Work Order #4 - for three additional sites, with capital costs estimated at $278,794.70.
### Sub-total: $5,112,083.22  
Committed to ADF, as of 03/31/2021

<table>
<thead>
<tr>
<th>Event</th>
<th>Amount</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO to WO #3 (NRC)</td>
<td>$254,777.00</td>
<td>Requested for SBCCOG Board approval, April 2021</td>
</tr>
<tr>
<td>Work Order #4 (NRC)</td>
<td>$278,794.70</td>
<td>Requested for SBCCOG Board approval, April 2021</td>
</tr>
<tr>
<td>April SBCCOG Board</td>
<td>$533,571.70</td>
<td>Additional Committed to ADF, as of 04/30/2021</td>
</tr>
</tbody>
</table>

### Revised Sub-total: $5,645,654.92  
Expected Committed to ADF, as of 04/30/2021

<table>
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<tr>
<th>Event</th>
<th>Amount</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Unallocated</td>
<td>$1,243,710.08</td>
<td>a/o April 30, 2021</td>
</tr>
<tr>
<td>Measure M Committed</td>
<td>$6,889,365.00</td>
<td></td>
</tr>
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</table>
### I. CONTACT INFORMATION

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<td>South Bay Cities Council of Governments (“SBCCOG” or “Customer”) 2355 Crenshaw Blvd., Suite 125 Torrance, CA 90501</td>
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<tr>
<td>David J. Daigle</td>
<td>310-312-1818</td>
<td><a href="mailto:jacki@southbaycities.org">jacki@southbaycities.org</a></td>
<td>310-371-7222</td>
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<th>ATTN:</th>
<th>PH:</th>
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<td>Karen Wells, Controller</td>
<td>951-572-1204</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TERMINATION POINT A:</th>
<th>PATCH PANEL:</th>
<th>CONNECTOR TYPE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>SBFN Core Ring</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TERMINATION POINT B:</th>
<th>PATCH PANEL:</th>
<th>CONNECTOR TYPE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Individual Buildings (See Attached List)</td>
<td>Termination Panel</td>
<td>LC/UPC</td>
</tr>
</tbody>
</table>
DESCRIPTION AND DETAILS OF WORK
American Dark Fiber (“ADF”) will deploy a minimum 24-strand fiber optic non-right-of-way lateral connection between the SBFN Ring and Extensions (as described in the executed Amended and Restated Work Order #1 “SBC01-LA009”) and each of the 11 buildings detailed below. The Building Lateral will be the initial lateral connections made to SBCCOG Customer locations as described in the ARMSA executed by the parties. ADF will provide the Building Lateral from a vault or splice case near the ROW that then terminates inside each building listed (in space provided by a SBCCOG Customer). For clarity, fiber strands #1 through #12 in each lateral extension to a building will be allocated solely to and for use by ADF as it provides services to described locations. Per terms agreed to in the ARMSA, strands #13 through #24 in a building connection (non-ROW fiber installed in a vault or splice case at the curb of a below-listed location that is then routed to and terminates in a building listed below) will be available for use upon notice to an authorized SBCCOG Customer. Upon completion of work, ADF will provide documentation of the connection in a close-out package and as-built drawings that will be provided to SBCCOG. ADF anticipates a delivery interval of approximately nine (9) months from execution of this Work Order (“WO”) for the completion of the Building Lateral. ADF shall submit for necessary jurisdictional permits required for public ROW work and building access requests needed to deploy the lateral connections. ADF will notify the SBCCOG of any hidden conditions that may arise during the Building Lateral construction process that may impact the delivery interval. Once the Building Lateral connections are completed, ADF will provide testing documentation of each lateral path in its close-out package.

ADF understands that the work contemplated under this WO is subject to the terms of the ARMSA including the provisions requiring payment of prevailing wages.

| Summary of WO #3 Lateral Connection Non-Recurring Costs (NRC) (w Prevailing Wage) |
|----------------------------------|----------------|
| **Total Buildings:** | 10 |
| **Actual Cost:** | $1,035,177.68 |
| **WO #2 Discount Recoupment:** | $34,598.16 |
| **Original Amount (Work Order #3):** | $1,069,775.83 |
| **Credit for Cancelled Site (PV Transit):** | $(25,520.00) |
| **Increase costs for sites:** | $280,297.00 |
| **Revised Total Work Order #3:** | $1,324,552.83 |
| **Change Order for Work Order #3:** | $254,777.00 |
III. TERMS AND CONDITIONS

<table>
<thead>
<tr>
<th>NUMBER OF ADF FIBER STRANDS: 4</th>
<th>WORK ORDER TERM: 4-30-2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>ESTIMATED START DATE: 7-01-2020</td>
<td>ESTIMATED END DATE: 4-30-2021</td>
</tr>
</tbody>
</table>

This Work Order is subject to the terms and conditions of the Amended and Restated Master Service Agreement (“Agreement”) executed with ADF. ADF hereby provides specific Fiber Optic related work as detailed herein that will provide for the connection to SBCCOG Customer controlled facilities at the locations detailed in this WO.

The four payments on this WO will be as follows, subject to provision of satisfactory testing results and as built documentation.

The **NRC** (Non-Recurring Charge) of $1,069,775.83 will be billed as follows:

1. **Executed WO**: 25% of the original executed Work Order value (or $267,443.96), net 30-day payment upon receipt of invoice;

2. **33% Network Completion**: 25% of the original executed Work Order value (or $267,443.96), net 30-day payment upon receipt of invoice;

3. **67% Network Completion**: 25% of the original executed Work Order value (or $267,443.96), net 30-day payment upon receipt of invoice;

4. **Project Completion**: Balance due, representing lesser of (a) remainder of total amount expended on WO not yet paid, or 39% of revised Work Order value (or $522,220.95), net 30-day payment upon receipt of invoice.

---

**American Dark Fiber, LLC**

By: __________________________

Name: David Daigle

Title: CEO

Date: __________________________

**South Bay Cities Council Governments**

By: __________________________

Name: __________________________

Title: __________________________

Date: __________________________
GENERAL SBFN SYSTEM ROUTING
10 Laterals
## Exhibit C - American Dark Fiber, LLC
### Work Order #: SBC03-LA012 (R1)
### South Bay Cities Council of Government “SBCCOG”
### Job Name: South Bay Fiber Network (Building Lateral Development)

**American Dark Fiber**

**SBFN - Work Order # 3 Lateral List**

<table>
<thead>
<tr>
<th>#</th>
<th>Member City/Agency</th>
<th>Street Address</th>
<th>City</th>
<th>Zip Code</th>
<th>Bldg Reference</th>
<th>Lateral Cost</th>
<th>C/O (12/31/20 &amp; 2/09/21)</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lawndale</td>
<td>14717 Burin Ave</td>
<td>Lawndale</td>
<td>90260</td>
<td>City Hall</td>
<td>$20,111.56</td>
<td>$20,111.56</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>LA City DPW</td>
<td>900 S. Fremont Ave</td>
<td>Alhambra</td>
<td>91803</td>
<td></td>
<td>$110,385.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>SBWIB</td>
<td>1220 Engracia Ave</td>
<td>Torrance</td>
<td>90501</td>
<td>Torrance AICC</td>
<td>$106,918.00</td>
<td>$46,020.00</td>
<td>2/09/21: City Required Paving Restoration</td>
</tr>
<tr>
<td>4</td>
<td>SBWIB</td>
<td>101 W. Manchester Blvd</td>
<td>Inglewood</td>
<td>90303</td>
<td>Teen Center</td>
<td>$35,891.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>SBWIB</td>
<td>5205 Lennox Blvd</td>
<td>Lennox</td>
<td>90304</td>
<td>Youth Build</td>
<td>$230,889.71</td>
<td>$4,250.00</td>
<td>12/01/20: Needed customer access pole</td>
</tr>
<tr>
<td>6</td>
<td>WBMWD</td>
<td>2355 S Hughes Way</td>
<td>El Segundo</td>
<td>90245</td>
<td>El Segundo Recycling Plan</td>
<td>$95,000.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>SBCCOG</td>
<td>2355 Crenshaw Blvd</td>
<td>Torrance</td>
<td>90501</td>
<td></td>
<td>$135,997.47</td>
<td>$13,050.00</td>
<td>12/31/20: Needed to re-route AT&amp;T lease structure due to failed structure &amp; city paving moratorium</td>
</tr>
<tr>
<td>8</td>
<td>Beach Cities Health Dist (RB)</td>
<td>1200 Del Amo St.</td>
<td>Redondo Beach</td>
<td>90277</td>
<td>Admin Offices</td>
<td>$57,497.96</td>
<td>$48,500.00</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Beach Cities Health Dist (MB)</td>
<td>1701 Marine Ave</td>
<td>Manhattan Beach</td>
<td>90266</td>
<td>Adventure Plex (MB)</td>
<td>$22,136.40</td>
<td>$25,520.00</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Beach Cities Health Dist (MB)</td>
<td>1 W. Manchester Ave</td>
<td>Inglewood</td>
<td>90301</td>
<td>City Hall</td>
<td>$29,270.00</td>
<td>$33,840.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PF Trans</td>
<td>3400 Highland Ave</td>
<td>Manhattan Beach</td>
<td>90266</td>
<td>City Hall</td>
<td>$50,189.00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Summary of WO #3 Lateral Connection Non-Recurring Costs (NRC) (w/ Prevailing Wage)

<table>
<thead>
<tr>
<th></th>
<th>Actual Cost</th>
<th>$1,035,177.68</th>
<th>$280,297.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>WO #2 Discount Recoupment</td>
<td>$1,035,177.68</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Original Amount (Work Order #3)</td>
<td>$1,035,177.68</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Credit for Cancelled Site (PV Trans)</td>
<td>$280,297.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Change Order for Work Order #3</td>
<td>$254,777.00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Site Cancelled by SBFN Prior to Any Work**

- City inspector required additional 360 sq. ft (12ft wide) restoration
- City of MHB not allowing temp poles in the Right-of-Way.
- Frontier & Edison denying attachment to existing poles
- City of MB not allowing temp poles in the Right-of-Way.

**Site Cancelled by CalTrans at Carson St.**

- Re-route resulted in additional construction of: 3,000' aerial and 115' new underground structure

**Site Cancelled by AT&T due to denied 110 Fwy crossing at Carson St.**

- Original route required addition 125' of trenching and restoration (decorative pavers)
FIBER SPECIFICATIONS

ADF will meet the optical specifications as defined in Exhibit E of the MSA which apply to single-mode fiber with the following general specifications:

**Single-mode Fiber:**

<table>
<thead>
<tr>
<th>Specification</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operation Temperature</td>
<td>-60 °C to 85 °C</td>
</tr>
<tr>
<td>Optical Properties</td>
<td>1300-1550 nm</td>
</tr>
<tr>
<td>Standard Attenuation</td>
<td>( \leq 0.400 \text{ dB/km @ 1310 nm} )</td>
</tr>
<tr>
<td></td>
<td>( \leq 0.300 \text{ dB/km @ 1550 nm} )</td>
</tr>
<tr>
<td>Attenuation Uniformity</td>
<td>0.1 dB/km @ 1310 @1550 nm</td>
</tr>
<tr>
<td>Mode Field Diameter</td>
<td>9.15 ± .85 Microns @1300 nm</td>
</tr>
<tr>
<td></td>
<td>10.5 ± 1.0 Micron @ 1550 nm</td>
</tr>
<tr>
<td>Zero Dispersion Wavelength</td>
<td>1310 nm +/- 10 nm</td>
</tr>
<tr>
<td>Maximum Dispersion</td>
<td>(&lt; 2.8 \text{ ps/nm-km between 1285 –1330 nm} )</td>
</tr>
<tr>
<td></td>
<td>18 ps/nm-km between 1510 – 1570 nm</td>
</tr>
<tr>
<td>Polarization Mode Dispersion</td>
<td>(&lt;0.25 \text{ ps/sqrt-km} )</td>
</tr>
<tr>
<td>Macro Bending Loss</td>
<td>( \leq 0.100 \text{ dB @ 1310 nm} )</td>
</tr>
<tr>
<td></td>
<td>( \leq 0.050 \text{ dB @ 1550 nm} )</td>
</tr>
<tr>
<td>Tensile Testing Strength</td>
<td>100 kpsi w/1 second dwell time</td>
</tr>
<tr>
<td>Cladding Diameter</td>
<td>125 ± 2 Microns</td>
</tr>
<tr>
<td>Concentricity Error</td>
<td>( \leq 1 \text{ Micron} )</td>
</tr>
<tr>
<td>Cladding Ovality Ratio</td>
<td>( \leq 2% )</td>
</tr>
<tr>
<td>Buffer Coating Diameter</td>
<td>250 ± 15 Microns</td>
</tr>
<tr>
<td>Fiber Coating Color Code</td>
<td>Bellcore Standard</td>
</tr>
<tr>
<td>Optical Connectors</td>
<td>LC/SC/FC/SPC with greater than 45 dB back reflection</td>
</tr>
</tbody>
</table>
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II. DESCRIPTION OF ROUTE/WORK

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<tr>
<th>TERMINATION POINT A:</th>
<th>PATCH PANEL:</th>
<th>CONNECTOR TYPE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>SBFN Core Ring</td>
<td>N/A</td>
<td>N/A</td>
</tr>
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<th>TERMINATION POINT B:</th>
<th>PATCH PANEL:</th>
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<td>Individual Buildings (See Attached List)</td>
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<td>LC/UPC</td>
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</table>

DESCRIPTION AND DETAILS OF WORK

American Dark Fiber (“ADF”) will deploy a minimum 24-strand fiber optic non-right of way lateral connection between the SBFN Ring and Extensions (as described in the executed Amended and Restated Work Order #1 “SBC01-LA009”) and each of the 3 buildings detailed below. The Building Laterals will be the initial lateral connections made to SBCCOG Customer locations as described in the ARMSA executed by the parties. ADF will provide the Building Laterals from a vault or splice case near the ROW that then terminates inside each building listed (in space provided by a SBCCOG Customer). For clarity, fiber strands #1 through #12 in each lateral extension to a building will be allocated solely to and for use by ADF as it provides services to described locations. Per terms agreed to in the ARMSA, strands #13 through #24 in a building connection (non-ROW fiber installed in a vault or splice case at the curb of a below-listed location that is then routed to and terminates in a building listed below) will be available for use upon notice to an authorized SBCCOG Customer. Upon completion of work, ADF will provide documentation of the connection in a close-out package and as-built drawings that will be provided to SBCCOG. ADF anticipates a delivery interval of approximately nine (9) months from execution of this Work Order (“WO”) for the completion of the Building Laterals. ADF shall submit for necessary jurisdictional permits required for public ROW work and building access requests needed to deploy the lateral connections. ADF will notify the SBCCOG of any hidden conditions that may arise during the Building Lateral construction process that may impact the delivery interval. Once the Building Lateral connections are completed, ADF will provide testing documentation of each lateral path in its close-out package.

ADF understands that the work contemplated under this WO is subject to the terms of the ARMSA including the provisions requiring payment of prevailing wages.

Summary of WO #4 Lateral Connection Non-Recurring Costs (NRC) (w Prevailing Wage)

<table>
<thead>
<tr>
<th>Total Buildings:</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total for Work Order #4:</td>
<td>$278,794.70</td>
</tr>
</tbody>
</table>
### III. TERMS AND CONDITIONS

<table>
<thead>
<tr>
<th>NUMBER OF ADF FIBER STRANDS: 2</th>
<th>WORK ORDER TERM: 4-30-2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>ESTIMATED START DATE: 9-01-2021</td>
<td>ESTIMATED END DATE: 8-31-2024</td>
</tr>
</tbody>
</table>

This Work Order is subject to the terms and conditions of the Amended and Restated Master Service Agreement (“Agreement”) executed with ADF. ADF hereby provides specific Fiber Optic related work as detailed herein that will provide for the connection to SBCCOG Customer controlled facilities at the locations detailed in this WO.

The four payments on this WO will be as follows, subject to provision of satisfactory testing results and as built documentation.

The **NRC** (Non-Recurring Charge) of $278,794.70 will be billed as follows:

1. **Executed WO:** 25% of Work Order (or $69,698.67), net 30-day payment upon receipt of invoice;
2. **33% Network Completion:** 25% of WO (or $69,698.67), net 30-day payment upon receipt of invoice;
3. **67% Network Completion:** 25% of WO (or $69,698.67), net 30-day payment upon receipt of invoice;
4. **Project Completion:** Balance due, representing lesser of (a) remainder of total amount expended on WO not yet paid, or 25% of WO (or $69,698.69), net 30-day payment upon receipt of invoice.

---

American Dark Fiber, LLC

By: ________________________________
Name: David Daigle
Title: CEO
Date: ________________________________

South Bay Cities Council Governments

By: ________________________________
Name: ________________________________
Title: ________________________________
Date: ________________________________
GENERAL SBFN SYSTEM ROUTING
3 Laterals
Exhibit C - American Dark Fiber, LLC  
Work Order #: SBC04-LA013  
South Bay Cities Council of Government “SBCCOG”  
Job Name: South Bay Fiber Network (Building Lateral Development)

<table>
<thead>
<tr>
<th>Member City/Agency</th>
<th>Street Address</th>
<th>City</th>
<th>Zip Code</th>
<th>Bldg Reference</th>
<th>Lateral Cost</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lomita</td>
<td>24428 Eshelman Ave</td>
<td>Lomita</td>
<td>90717</td>
<td>Lomita Park</td>
<td>$74,253.43</td>
<td></td>
</tr>
<tr>
<td>Lomita</td>
<td>20112 Cypress St.</td>
<td>Lomita</td>
<td>90717</td>
<td>Cypress Water Production Facility</td>
<td>$125,123.56</td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>440 W Broadway</td>
<td>Hawthorne</td>
<td>90250</td>
<td>Hawthorne Park</td>
<td>$79,417.72</td>
<td></td>
</tr>
</tbody>
</table>

Summary of WO #4 Lateral Connection Non-Recurring Costs (NRC) (w Prevailing Wage)

| Total Buildings:   | 3 |
| Total for Work Order #: | $278,794.70 |
FIBER SPECIFICATIONS

ADF will meet the optical specifications as defined in Exhibit E of the MSA which apply to single-mode fiber with the following general specifications:

**Single-mode Fiber:**

<table>
<thead>
<tr>
<th>Specification</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operation Temperature</td>
<td>-60 c to 85 c</td>
</tr>
<tr>
<td>Optical Properties</td>
<td>1300-1550 nm</td>
</tr>
<tr>
<td>Standard Attenuation</td>
<td>≤ 0.400 dB/km @ 1310 nm</td>
</tr>
<tr>
<td></td>
<td>≤ 0.300 dB/km @ 1550 nm</td>
</tr>
<tr>
<td>Attenuation Uniformity</td>
<td>0.1 dB/km @ 1310 @1550 nm</td>
</tr>
<tr>
<td>Mode Field Diameter</td>
<td>9.15 ± .85 Microns @1300 nm</td>
</tr>
<tr>
<td></td>
<td>10.5 ± 1.0 Micron @ 1550 nm</td>
</tr>
<tr>
<td>Zero Dispersion Wavelength</td>
<td>1310 nm +/- 10 nm</td>
</tr>
<tr>
<td>Maximum Dispersion</td>
<td>&lt; 2.8 ps/nm-km between 1285 – 1330 nm</td>
</tr>
<tr>
<td></td>
<td>18 ps/nm-km between 1510 – 1570 nm</td>
</tr>
<tr>
<td>Polarization Mode Dispersion</td>
<td>&lt; 0.25 ps/sqrt-km</td>
</tr>
<tr>
<td>Macro Bending Loss</td>
<td>≤ 0.100 dB @ 1310 nm</td>
</tr>
<tr>
<td></td>
<td>≤ 0.050 dB @ 1550 nm</td>
</tr>
<tr>
<td>Tensile Testing Strength</td>
<td>100 kpsi w/1 second dwell time</td>
</tr>
<tr>
<td>Cladding Diameter</td>
<td>125 ± 2 Microns</td>
</tr>
<tr>
<td>Concentricity Error</td>
<td>≤ 1 Micron</td>
</tr>
<tr>
<td>Cladding Ovality Ratio</td>
<td>≤ 2%</td>
</tr>
<tr>
<td>Buffer Coating Diameter</td>
<td>250 ± 15 Microns</td>
</tr>
<tr>
<td>Fiber Coating Color Code</td>
<td>Bellcore Standard</td>
</tr>
<tr>
<td>Optical Connectors</td>
<td>LC/SC/FC/SPC with greater than 45 dB back reflection</td>
</tr>
</tbody>
</table>
South Bay Cities Council of Governments

April 22, 2021

TO: SBCCOG Board of Directors
FROM: SBCCOG Steering Committee
RE: Special Assessment for SBCCOG Regional Planner

Adherence to the 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.
Goal B: Regional Advocacy. Advocate for the interests of the South Bay.
Goal C: Member Networking and Communications. Sustain and strengthen Board and member commitment to SBCCOG and its initiatives.

Background
Over the last few months, SBCCOG staff has been discussing with the Community Development Directors and City Managers the idea of the SBCCOG hiring a planner who would work with cities on land use issues and monitor and interpret housing legislation as well as enhancing the SBCCOG’s climate action work. See attached draft scope of work.

This discussion has been precipitated by the many issues that are coming to COG’s dealing with land use. Not only the proliferation of state housing legislative proposals, but also SCAG relying on the COGs to administer and develop the Regional Early Action Program (REAP) for which we will be working on 4 projects with Community Development Directors for several years. In the last two years, Gateway COG has hired a planner for their region and they have found it very helpful.

This person would be a resource to address issues shared by all of the cities. It has become apparent that we do not have the capacity to do the work on housing policy as well as the studies that will be required for the REAP projects of which there are four.

The Community Development Directors, City Managers and Steering Committee have been supportive of the proposal knowing that it would need to be financed through a special assessment. A matrix is attached of the recommended special assessment scenario. The matrix is a breakdown of cities by size which is the same as the way we financed the development of the cities’ climate actions plans. Since last month, the City Council of Rolling Hills voted to pay $1000 for one year – on a trial basis.

It should be noted that several other cities have said that their commitment is only for one year. It is very possible that with that kind of commitment, we will not be able to hire an at will employee, but will have to hire a planning firm which will be more expensive but easier to recruit under these conditions.
It is the staff’s intention to use funding from the REAP program as permissible to pay for part of this position and if the entire assessment is not needed, the excess would roll over into the following year reducing the assessment for that year.

Several cities have stated that they were not interested in participating which creates a “free rider” problem. The information that the planner will be working on is to the benefit of all South Bay Cities – impacts of legislative ideas on the South Bay, ADU best practices and status, SB 330 (permitting issues that inhibit housing development), etc. It will be almost impossible to leave the impact of and to those cities out of the analysis for a regional plan. Also, their planners participate in the Community Development Directors working group where the ideas and information from the planner’s work will be discussed and direction will be provided.

The scope of work will be chosen from the attached list of tasks at the direction of the Community Development Directors.

**RECOMMENDATION**

Approve the hiring of a planner for the subregion who would work under the direction of the SBCCOG on priorities established by the City Community Development Directors and the SBCCOG. The position will be funded by an assessment based on the population categories in the attached matrix and the assessment will be sent out with the dues invoice.
Draft Scope of Work – South Bay COG Director of Regional Development*

*Regional Planning might be more descriptive but some funds won’t pay for planning

The Director of Regional Development is responsible for conducting the agency’s housing and development program as follows:

Always in consultation with the city Community Development Directors:

• Assist the COG and member jurisdictions in developing a coherent housing policy to ensure that state policy goals to accelerate housing production are met, while also meeting the local needs of communities in the SBCCOG region;

• Track state housing policy and legislation, recommend advocacy positions to be taken by the SBCCOG Board and support or participate in legislative advocacy on behalf of the SBCCOG as directed;

• Track and participate in the development of regional plans, particularly the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) periodically developed by SCAG; track and participate in related regional committee meetings (Technical Working Group, Regional Council, Policy Committees, etc.); and keep COG members informed of their implications;

• Track and participate in SCAG’s RHNA process, including RHNA Subcommittee meetings for the distribution methodology, and keep COG members informed of the process and its implications;

• Oversee the implementation of the SCAG REAP programs that the SBCCOG has submitted on behalf of SBCCOG cities;

• Work with other COG and city program staff, including transportation planning, economic development, and homelessness to ensure that policy, planning, and project development efforts are coordinated;

• Develop a comprehensive understanding of what cities are doing throughout the state on complying with requirements, i.e. best practices, re: ADU’s, public participation, etc.;

• Track member jurisdictions’ compliance with state housing law and assure they receive technical assistance as needed;

• Be a resource to cities on request – conducting research, assisting with RFP’s

• Further develop the agency’s climate planning initiatives by ensuring member jurisdictions continue to use the Climate Action Planning Framework; update the CAP Framework and develop additional tools as needed;

• Recommend and develop additional innovative planning programs as needed, and monitor and share funding opportunities to help the South Bay Cities prosper economically, environmentally, and socially.

December 2020
### Special Assessment Proposed for Regional Planner

**RECOMMENDED**

<table>
<thead>
<tr>
<th>Population Range</th>
<th>City</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>OVER 75,000 population</td>
<td>Carson</td>
<td>9,000</td>
</tr>
<tr>
<td></td>
<td>Hawthorne</td>
<td>9,000</td>
</tr>
<tr>
<td></td>
<td>Inglewood</td>
<td>9,000</td>
</tr>
<tr>
<td></td>
<td>Los Angeles County</td>
<td>9,000</td>
</tr>
<tr>
<td></td>
<td>Los Angeles City</td>
<td>9,000</td>
</tr>
<tr>
<td></td>
<td>Torrance</td>
<td>9,000</td>
</tr>
<tr>
<td>30,000 TO 75,000 population</td>
<td>Gardena</td>
<td>6,500</td>
</tr>
<tr>
<td></td>
<td>Lawndale</td>
<td>6,500</td>
</tr>
<tr>
<td></td>
<td>Manhattan Beach</td>
<td>6,500</td>
</tr>
<tr>
<td></td>
<td>Rancho Palos Verdes</td>
<td>6,500</td>
</tr>
<tr>
<td></td>
<td>Redondo Beach</td>
<td>6,500</td>
</tr>
<tr>
<td>UNDER 30,000 population</td>
<td>El Segundo</td>
<td>4,000</td>
</tr>
<tr>
<td></td>
<td>Hermosa Beach</td>
<td>4,000</td>
</tr>
<tr>
<td></td>
<td>Lomita</td>
<td>4,000</td>
</tr>
<tr>
<td></td>
<td>Palos Verdes Estates</td>
<td>4,000</td>
</tr>
<tr>
<td></td>
<td>Rolling Hills</td>
<td>4,000</td>
</tr>
<tr>
<td></td>
<td>Rolling Hills Estates</td>
<td>4,000</td>
</tr>
<tr>
<td></td>
<td><strong>AGREED TO PAY $1000/ONE YEAR</strong></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td><strong>110,500</strong></td>
</tr>
</tbody>
</table>

Gateway COG has a budget of $130,000 for this position. With their REAP funding, it is now closer to $150,000.
TO: SBCCOG Board of Directors
FROM: Steering Committee
SUBJECT: Status of Appointments to Outside Agencies

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

BACKGROUND
The SBCCOG makes appointments to represent the organization on several other agency Boards and Committees. Some of the appointments have their own terms but if they don’t, consistent with Board policy, these appointments expire every two years in order to make sure that those that are interested in serving have a chance to do so.

The appointments listed below are due to expire. These appointment opportunities are open for any Mayor or Councilmember in the South Bay but the SBCCOG does request that any appointee be prepared to provide regular reports to the SBCCOG Board of Directors.

Nominations which were received as of the March 25 deadline are as follows:

UNCONTESTED
■ SCAG Regional Council District #39 – Jim Gazeley declared elected after no one else filed
■ League of California Cities, LA Division – Bea Dieringer
■ Santa Monica Bay Restoration Commission – Bill Brand

CONTESTED
■ SCAG Policy Committee – only one position is currently open
  ○ Frank Zerunyan re-applied to sit on the Community, Economic Development and Housing Committee. Current SBCCOG members of this committee are: Mark Henderson, Drew Boyles, Frank Zerunyan & Mark Waronek.
  ○ Christian Horvath applied for a seat on the Transportation Committee. Currently, Jim Gazeley represents the SBCCOG on the Transportation Committee.
■ Metro Service Council – 7 applicants for 3 positions and 1 additional applicant after the deadline
  ○ Incumbents – Don Szerlip, Charles Michel Deemer and Rochelle Mackabee
  ○ 4 other applicants – Bob Wolfe, Angie English, Richard Montgomery and Anna Yeuter
  ○ 1 applicant who submitted after the deadline - Kiyana Asemanfar
  ○ See memo with information on the nominees attached

RECOMMENDATION
Recommend that the Board reappoint the uncontested representatives for an additional two years and review nominees and provide direction on contested positions.
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South Bay Cities Council of Governments

April 22, 2021

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

SUBJECT: Delegation of Authority

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

BACKGROUND
At the February Steering Committee meeting, Rolling Hills Councilmember Dieringer questioned the SBCCOG Board of Directors’ ability to delegate decisions to the Steering Committee saying that the current practice is in violation of the SBCCOG’s joint powers authority agreement. The Steering Committee referred the issues to SBCCOG legal counsel Michael Jenkins. Mr. Jenkins was extremely busy and directed SBCCOG staff to continue our current practice until he had time to thoroughly research the matter and deliver an opinion. That opinion is an attachment to this memo.

At the April Steering Committee meeting, Mr. Jenkins confirmed that the Board does have the ability to delegate decisions to the Steering Committee and he concluded that the allocation of authority as between the Governing Board and the Steering Committee does not violate the terms of the Agreement.

Mr. Jenkins did, however, recommend that the Governing Board amend Section VII.B.2 of its Bylaws to more clearly, comprehensively and transparently delineate the powers delegated to the Steering Committee. Additionally, SBCCOG is modifying the Governing Board agendas by adding the following sentence, below in red, to the Consent Calendar description:

A. Matters listed under Consent Calendar are considered routine and will be enacted by one motion and one vote. They have all been reviewed by the Steering Committee which recommended the action indicated. 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.

RECOMMENDATION
The Steering Committee is recommending that the Board appoint an ad hoc By-laws Committee to develop an amendment to Section VII.B.2 to more clearly and comprehensively delineate the powers delegated to the Steering Committee. At the same time, the ad hoc committee should be directed to review the by-laws in their entirety for any other possible amendments since the last review was 2011.

At the Steering Committee, the following people offered to serve on the ad hoc By-laws Committee: Olivia Valentine, George Chen, and Stacey Armato. Others interested in serving should contact Jacki Bacharach.
Memorandum

To: South Bay Cities Council of Governments
From: Michael Jenkins
Date: March 16, 2021
Re: Delegation of Authority

BACKGROUND

This memorandum responds to the Steering Committee’s request that I provide an opinion pertaining to the allocation of authority between the South Bay Cities Council of Governments’ Board of Directors (“Governing Board”) and the Steering Committee, a standing committee of the Governing Board.

The principal legal issue that has been raised is whether the Steering Committee routinely exercises authority beyond that allowed by the governing documents of the Council. In particular, the questions presented are whether (i) committees created by the Governing Board are solely advisory, (ii) the authority given to the Steering Committee in the Bylaws exceeds what is permitted by the Fourth Amended and Restated Joint Powers Agreement, and (iii) the Steering Committee approves contracts without contract approval authority.

ANALYSIS

The South Bay Cities Council of Governments (“Council”) was formed pursuant to a Joint Powers Agreement, as amended and restated by the Fourth Amended and Restated Joint Powers Agreement (“Agreement”) that governs the operation of the Council. Additionally, the Council is limited in the exercise of its powers by applicable law and the Council’s Bylaws. (Agreement, Section 4(c).) The Agreement provides for the creation of a Governing Board and General Assembly and stipulates the duties of the Governing Board. Section 7(d) describes the Governing Board’s authority to establish Committees as follows:

Committees. As needed, the Governing Board may create permanent or ad hoc advisory committees to give advice to the Governing Board on such matters as may be referred to
such committees by the Governing Board. All committees shall have a stated purpose before they are formed. Standing committees shall remain in existence until they are dissolved by the Governing Board. Ad hoc committees shall be dissolved upon completion of their designated functions. Committees, unless otherwise provided by law, this Fourth Amended and Restated Agreement, the Bylaws or by direction of the Governing Board, may be composed of representatives to the Governing Board and nonrepresentatives to the Governing Board.

Section 7(e) of the Agreement establishes the vote requirements for actions by the Board as follows:

**Actions.** Actions taken by the Governing Board shall be by not less than fifty percent (50%) plus one (1) of the voting representatives of the Governing Board who are present provided that a quorum has been established, unless by a provision of applicable law, this Fourth Amended and Restated Agreement, the Bylaws or by direction of the Governing Board, a higher number of votes is required to carry a particular motion.

While Section 7(d) does provide that committees are created to “give advice,” Section 8 of the Agreement expressly provides that the Governing Board may delegate its authority as follows:

**Duties of the Governing Board.** The Governing Board shall be deemed, for all purposes, the policy making body of the Council. All of the powers of the Council, except as may be expressly delegated to others pursuant to the provisions of applicable law, this Fourth Amended and Restated Agreement, the Bylaws or by direction of the Governing Board, shall be exercised by and through the Governing Board.

(Emphasis added.) As written, Section 8 allows the Governing Board to delegate authority in four separate ways: (i) pursuant to the provisions of applicable law; (ii) pursuant to the provisions of the Agreement itself; (iii) through the Bylaws; or (iv) by direction of the Governing Board. Hence, the Agreement accords the Governing Board broad flexibility to delegate its powers and functions to a subordinate officer or body both formally and informally as it deems appropriate. It is well established that a public agency legislative body may delegate certain functions to a subordinate body. (*Bagley v. City of Manhattan Beach* (1976) 18 Cal 3d 22.)

The authority of the Governing Board to delegate authority is also found in Section III.A.1 of the Bylaws, which reads “[a]ll of the powers of the Council provided in Section 4 of the Agreement except as may be expressly delegated to others pursuant to the provisions of the Agreement these Bylaws or the direction of the Governing Board shall be exercised by and through the Governing Board.” (emphasis added.) Exercising its discretion to delegate authority as provided by Section 8 of the Agreement, and as supported by case law, the Governing Board has delegated authority to the Steering Committee (i) through the Bylaws, (ii) by express delegation, and (iii) through custom and practice.
1. Delegation of Authority through the Bylaws

Article VII, B.2. of the Bylaws extends specific authority to the Steering Committee as follows:

The Steering Committee shall have the authority and duty to:

a. Formulate the agendas for the meetings of the Governing Board;

b. Oversee the day-to-day business of the Council, monitor the progress of ongoing contracts and provide direction to the staff of the Council;

c. Approve payment of bills for receipt of goods and services within the approved annual budget;

d. Make recommendations to the Governing Board regarding the work program, budget, positions to be taken on issues, contracts and all other matters within the jurisdiction of the Council;

e. Evaluate Council staff;

f. Monitor the function of all Council committees; and

g. Receive regular reports from outside agencies.

2. Delegation of Authority by Express Delegation

At Council’s meeting on June 22, 2017, the Governing Board approved as Consent Calendar Item VII.D., a memorandum extending additional authority to the Steering Committee as follows:

Since January, 2005, the Steering Committee has been delegated the authority by the Board of Directors to take action on any time critical issues that require it in those months that the Board of Directors does not meet. The policy includes the requirement that the Board be informed at their next meeting of the actions that were taken by the Steering Committee.

With this memo, SBCCOG staff is proposing that the authority of the Steering Committee be expanded to include the following approvals:

- Contract extensions when the scope, terms and funding remain the same
- Minor adjustments to contract scopes of work or cost under $10,000
- Small administrative contracts under $10,000 for projects such as website design
Administrative items such as changes to committees, their composition, office procedures, etc.

These items would be approved by the Steering Committee with the same requirement that the Board be informed at their next meeting. Governing Board members can ask for review and possible reconsideration of the item at that time.

Additionally, more information on each of these actions is available to Board members on request.

As noted above, since 2005 the Governing Board extended specific authorization to the Steering Committee annually in order to take actions on its behalf during the months of December when the Board does not meet and in February or March when the General Assembly is scheduled to convene. By way of example, the Steering Committee on December 11, 2020, approved a website design contract in the amount of approximately $72,000. The approval of the contract was reported to the Governing Board, along with other actions taken on December 11, 2020, as an exercise of delegated authority in accordance with the historic policy allowing the Steering Committee to act on behalf of the Governing Board in the month of December.

3. Delegation of Authority by Custom and Practice

The Governing Board has further delegated authority to the Steering Committee through practice. For example, the Steering Committee has customarily taken actions in between Governing Board meetings, which actions are reported to the Board at its next meeting. The Board is aware of and has acquiesced in this arrangement, which would satisfy the delegation “as directed by the Governing Board” under Section 8 of the Agreement.

When considering the role of custom and practice in the context of an agreement, the law of contracts provides that “[w]here the parties have attached the same meaning to a promise or agreement or a term thereof, it is interpreted in accordance with that meaning.” (Restatement (Second) of Contracts §201(a)(1981).) The comment on this section asserts that “the mutual understanding of the parties prevails even where the contractual term has been defined differently by statute or administrative regulation.” Further supporting this legal principle, “[a]n agreement or term thereof need not be stated in words if the parties manifest assent to it by other conduct, and such assent is often manifested by conduct in accordance with usage.” (Binder v. Aetna Life Ins. Co. (1999) 75 Cal. App. 4th 832, 853.) Usage in this case is defined as “a habitual or customary practice.” (Id.) The Governing Board’s habitual and customary practice further substantiates that the Governing Board has delegated certain functions to the Steering Committee.
In light of the above analysis, the question initially posed whether the Steering Committee is solely advisory or is approving contracts without the authority to do so, is answered in the negative. The Governing Board, through both express delegation and through custom and practice has specifically provided the Steering Committee with the authority to act on its behalf.

And in response to the concern that the Bylaws exceed what is permitted by the Agreement, I conclude that the allocation of authority as between the Governing Board and the Steering Committee does not violate the terms of the Agreement. However, I recommend that the Governing Board amend Section VII.B.2 of its Bylaws to more clearly, comprehensively and transparently delineate the powers delegated to the Steering Committee.
South Bay Cities Council of Governments

April 12, 2021

TO: SBCCOG Board of Directors
FROM: SBCCOG Steering Committee
RE: Bills to Monitor and for Action – Status as of April 14, 2021

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

### AEROSPACE

<table>
<thead>
<tr>
<th>Bill</th>
<th>Description</th>
<th>Recommendation</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 538 (Muratsuchi)</td>
<td>California Aerospace Commission: establishment. Would establish, within the office, the California Aerospace Commission consisting of 15 members, as specified, to serve as a central point of contact for businesses engaged in the aerospace industry and to support the health and competitiveness of this industry in California. The bill would require the commission to make recommendations on legislative and administrative action that may be necessary or helpful to maintain or improve the state’s aerospace industry and would authorize the commission to engage in various other activities in undertaking its mission and responsibilities, as specified.</td>
<td>RECOMMEND SUPPORT</td>
<td>LCC POSITION: WATCH</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2/18/21 Assembly Committee on Jobs, Economic Development, and the Economy</td>
<td>4/27/21 Hearing set</td>
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<td>Previously supported in prior sessions</td>
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### BROADBAND

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<th>Bill</th>
<th>Description</th>
<th>Recommendation</th>
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<tbody>
<tr>
<td>AB 14 (Aguiar-Curry)</td>
<td>Communications: broadband services: California Advanced Services Fund. Current law establishes the State Department of Education and vests the department with specified powers and duties relating to the state’s public school system. This bill would authorize local educational agencies to report to the department their pupils’ estimated needs for computing devices and internet connectivity adequate for at-home learning. The bill would require the department, in consultation with the Public Utilities</td>
<td>SUPPORT (2/25/21) (Ltr sent 3/8/21)</td>
<td>LCC POSITION: SUPPORT</td>
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<td>1/11/21 Assembly Committees on Communications and Conveyance &amp; Local Government</td>
<td>4/14/21 Hearing set</td>
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NOTE: **BOLD recommendation & status** indicates bill added since last Board meeting
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<th>Bill</th>
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<th>Position</th>
<th>Status</th>
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<tbody>
<tr>
<td><strong>AB 34 (Muratsuchi)</strong></td>
<td><strong>Communications: Broadband for All Act of 2022.</strong> Existing law requires the Public Utilities Commission to develop, implement, and administer the California Advanced Services Fund program to encourage deployment of high-quality advanced communications services to all Californians. Existing law provides that the goal of the program is to, no later than December 31, 2022, approve funding for infrastructure projects that will provide broadband access to no less than 98% of California households, as provided. This bill would declare the intent of the Legislature to enact legislation that would enact the Broadband for All Act of 2022, to become operative only if approved by the voters at the November 8, 2022, statewide general election, to authorize the issuance of state general obligation bonds to fund increased access to broadband services to rural, urban, suburban, and tribal unserved and underserved communities.</td>
<td>SUPPORT (2/25/21) (Ltr sent 3/8/21)</td>
<td>4/14/21 Passed Assembly Committee on Communications and Conveyance</td>
</tr>
<tr>
<td><strong>AB 41 (Wood)</strong></td>
<td><strong>Broadband Infrastructure.</strong> Would state the intent of the Legislature to enact future legislation that will improve California’s “Dig Once” policy and expedite the deployment of broadband infrastructure in communities that are currently unserved and underserved.</td>
<td>SUPPORT (3/8/21) (Ltr sent 3/24/21)</td>
<td>3/17/21 Assembly Committee on Communications and Conveyance 4/26/21 Hearing set</td>
</tr>
<tr>
<td><strong>SB 4 (Gonzalez)</strong></td>
<td><strong>Communications: California Advanced Services Fund.</strong> Would require the Governor’s Office of Business and Economic Development, known as “GO-Biz, to coordinate with other relevant state and local agencies and national organizations to explore ways to facilitate streamlining of local land use approvals and construction permit processes for projects related to broadband infrastructure deployment and connectivity.</td>
<td>SUPPORT (2/25/21) (Ltr sent 3/8/21)</td>
<td>4/12/21 Passed Senate Energy, Utilities &amp; Communication Committee</td>
</tr>
<tr>
<td><strong>SB 556 (Dodd)</strong></td>
<td><strong>Street light poles, traffic signal poles, utility poles, and support structures: attachments.</strong> This bill would revise the</td>
<td>OPPOSE (4/12/21)</td>
<td>4/12/21</td>
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definition of a utility pole to include an electrical transmission tower, while continuing to exclude an electrical pole, but not an electrical transmission tower, used solely for the transmission of electricity at 50 kilovolts or higher. The bill would require a local publicly owned electric utility to make available appropriate space and capacity for use by cable television corporations, video service providers, and telephone corporations on and in their street light poles, traffic signal poles, and supporting structures. The bill would require local governments to make appropriate space and capacity on and in their street light poles, traffic signal poles, and supporting structures in a similar manner as is required for a local publicly owned electric utility. By placing additional requirements upon local publicly owned electric utilities and local governments, the bill would impose a state-mandated local program.

LCC POSITION: 
OPPOSE

ENVIRONMENT

**AB 78**
(12/14/20)
(Ltr sent 1/4/21)
Passed and re-referred to Assembly Appropriations Committee
Previously supported in last session

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<tr>
<th>Co-author - Gipson</th>
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<tr>
<td><strong>San Gabriel and Lower Los Angeles Rivers &amp; Mountains Conservancy:</strong> territory: Dominguez Channel watershed &amp; Santa Catalina Island. Existing law establishes the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy in the Natural Resources Agency and prescribes the functions and duties of the conservancy with regard to the protection, preservation, and enhancement of specified areas of the Counties of Los Angeles and Orange located along the San Gabriel River and the lower Los Angeles River and tributaries along those rivers. Existing law, for purposes of those provisions, defines “territory” to mean the territory of the conservancy that consists of those portions of the Counties of Los Angeles and Orange located within the San Gabriel River and its tributaries, the lower Los Angeles River and its tributaries, and the San Gabriel Mountains, as described. This bill would additionally include the Dominguez Channel watershed and Santa Catalina Island, as described, within that definition of territory, and would make various related changes to the boundaries of that territory. This bill would require the conservancy to update the San Gabriel and Lower Los Angeles Parkway and Open Space Plan to include</td>
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| (Ltr sent 4/13/21) |
| Re-referred to Senate Energy, Utilities & Communication Committee |
| 4/19/21 Hearing set |

4/14/21
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<thead>
<tr>
<th>Bill</th>
<th>Description</th>
<th>Position</th>
<th>Date of Action</th>
<th>Committee(s)</th>
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<tr>
<td>AB 246</td>
<td>Contractors: disciplinary actions. Would authorize the Contractors’ State License Board to include illegal dumping to the list of violations that constitute a cause for disciplinary action against a contractor by the Board.</td>
<td>SUPPORT (4/12/21)</td>
<td>4/14/21 Passed Committee to Assembly Consent Calendar</td>
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<td>LCC POSITION: WATCH</td>
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<td>SB 54</td>
<td>Solid waste: disposable packaging and food ware. Would declare the intent of the Legislature to enact the Plastic Pollution Producer Responsibility Act, which would significantly reduce the amount of disposable packaging and food ware waste entering California’s waste stream, polluting oceans, littering local communities and beaches, and costing local governments millions of dollars in cleanup costs through source reduction requirements and increased composting and recycling.</td>
<td>SUPPORT (2/25/21)</td>
<td>4/8/21 Hearing set for 4/26/21 Senate Environmental Quality Committee</td>
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<td>LCC POSITION: SUPPORT IN CONCEPT</td>
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<td>SB 83</td>
<td>California Infrastructure and Economic Development Bank: Sea Level Rise Revolving Loan Program. Would create the Sea Level Rise Revolving Loan Program within the I-Bank to provide low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property. Would require the California Coastal Commission, before January 1, 2023, in consultation with the California Coastal Commission, the State Lands Commission, and any other applicable state, federal, and local entities with relevant jurisdiction and expertise, to determine criteria and guidelines for the identification of vulnerable coastal properties eligible for participation in the program. Would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under</td>
<td>SUPPORT (2/25/21)</td>
<td>4/7/21 Senate Committee on Governance &amp; Finance</td>
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<td>LCC POSITION: WATCH</td>
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<td>Bill</td>
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<td>SB 612</td>
<td>Electrical corporations and other load-serving entities: allocation of legacy resources. Would ensure CCA customers receive fair and equal access to the benefits and resources that all customers pay for and would ensure these legacy contracts are managed in a way to maximize benefits for everyone. CCA customers continue to pay for resources (energy) procured on their behalf through the power charge indifference adjustment but receive no benefits like IOU customers. Would require CPUC recognize value of GHG-free energy in legacy contracts. Would increase transparency around how IOUs renegotiate legacy contracts.</td>
<td>RECOMMEND SUPPORT</td>
<td>4/13/21 Re-referred to Senate Energy, Utilities, and Communications Committee</td>
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<td>SB 617</td>
<td>Residential solar energy systems: permitting. Would require every city and county to implement an online, automated permitting platform that verifies code compliance and instantaneously issues permits for a residential photovoltaic solar energy system that is no larger than 38.4 kilowatts alternating current nameplate rating and an energy storage system paired with a residential photovoltaic solar energy system that is no larger than 38.4 kilowatts alternating current nameplate rating, as specified. The bill would require a city or county to amend a certain ordinance to authorize a residential solar energy system and an energy storage system to use the online, automated permitting platform. The bill would require a city, county, or fire district to provide the option of remote inspections by real-time or recorded video or photo for a residential photovoltaic solar energy system and battery storage systems paired with a residential photovoltaic solar energy system permitted under these provisions.</td>
<td>RECOMMEND OPPOSE</td>
<td>4/12/21 Re-referred to Senate Energy, Utilities, and Communications Committee</td>
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<td>AB 106</td>
<td>Regions Rise Grant Program. Would state the intent of the Legislature to enact legislation that would establish the Regions Rise Grant Program in order to close the equity gap and spur economic growth.</td>
<td>MONITOR LCC &amp; CALCOG</td>
<td>3/2/21 Assembly Jobs, Econ Dev &amp; the Economy Committee 4/27/21 Hearing set</td>
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### ACA 1 (Aguiar-Curry)

**Local government financing: affordable housing and public infrastructure: voter approval.** The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

**Position:** Watch

**LCC Position:** Watch

**12/8/20 from printer**

### AB 339 (Lee)

**State and local government: open meetings.** Would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning and translation services and requires both a call-in and an internet-based service option to be provided to the public.

**Position:** Recommend

**LCC Position:** Oppose

**1/29/21 From printer**

### AB 361 (Rivas)

**Open meetings: local agencies: teleconferences.** Would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency provided the legislative body makes certain determinations by majority vote. The bill would require legislative bodies that hold teleconferenced meetings under these

**Position:** Monitor

**LCC Position:** Watch

**4/7/21 Re-referred to Assembly Committee on Local Government**
abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, as provided, to conduct the meeting in a manner that protects the statutory and constitutional rights of the parties and the public appearing before the legislative body.

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<th>Bill Number</th>
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<tr>
<td>AB 703</td>
<td><strong>Open meetings: local agencies: teleconferences.</strong> Would remove the requirements of the act particular to teleconferencing and allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda and the ability of the public to observe the meeting and provide public comment. Would require that, in each instance in which notice of the time of the teleconferenced meeting is otherwise given or the agenda for the meeting is otherwise posted, the local agency also give notice of the means by which members of the public may observe the meeting and offer public comment and that the legislative body have and implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act, as provided.</td>
<td>MONITOR</td>
<td>2/25/21</td>
<td>Assembly Committee on Local Government</td>
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<td>AB 1053</td>
<td><strong>City selection committees: quorum: teleconferencing.</strong> Under current law, a quorum for a city selection committee requires a majority of the number of the incorporated cities within the county entitled to representation on the city selection committee. Current law requires a city selection committee meeting to be postponed or adjourned to a subsequent time and place whenever a quorum is not present at the meeting. This bill would reduce the quorum requirement to 1/3 of all member cities within the county for a meeting that was postponed to a subsequent time and place because a quorum was not present, as long as the agenda is limited to items that appeared on the immediately preceding agenda where a quorum was not established. This bill would authorize a meeting to be conducted by teleconference and electronic means.</td>
<td>RECOMMEND SUPPORT</td>
<td>3/22/21</td>
<td>Re-referred to Assembly Local Government Committee</td>
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<td>AB 1195 (Garcia)</td>
<td><strong>Southern Los Angeles County Regional Water Agency.</strong> Existing law establishes the Safe and Affordable Drinking Water Fund in the State Treasury to help water systems provide an adequate and affordable supply of safe drinking water in both the near and long terms. This bill would prohibit, once an operator of a public water system exercises water rights for the benefit of the public water system, those surface water rights or groundwater rights from being severed or otherwise separated from the public water system. Would enact the Southern Los Angeles County Human Right to Water Collaboration Act, which would require the state board to appoint a commissioner to, among other things, expend moneys from the Safe and Affordable Drinking Water Fund on behalf of the state board for eligible purposes and recipients in southern Los Angeles County, within the jurisdictional boundaries of the Water Replenishment District of Southern California and in collaboration with the communities and operators of public water systems in the region. The bill would require the commissioner, on or before December 31, 2024, to develop and submit to the state board a plan for the long-term sustainability of public water systems in southern Los Angeles County, in collaboration with a technical advisory board, which the bill would create. The bill would require the technical advisory board to be composed of an unspecified number of members, with one member appointed by the state board and the remaining members appointed by unspecified entities. Would require the commissioner, among other things, to oversee the work of the Water Replenishment District of Southern California in a specified assessment and to consult with the Los Angeles County Local Agency Formation Commission regarding effective public water system governance strategies in the region, as specified. The bill would require the commissioner to oversee the expenditure of all state funding for groundwater cleanup in the region and to oversee the operations of the Central Basin Municipal Water District in selling drinking water and recycled water to public water systems in its jurisdiction. The bill would authorize the commissioner to require the Central Basin</td>
<td><strong>MONITOR</strong></td>
<td><strong>LCC POSITION: WATCH</strong></td>
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<tr>
<td><strong>Southern Los Angeles County Regional Water Agency.</strong> Existing law establishes the Safe and Affordable Drinking Water Fund in the State Treasury to help water systems provide an adequate and affordable supply of safe drinking water in both the near and long terms. This bill would prohibit, once an operator of a public water system exercises water rights for the benefit of the public water system, those surface water rights or groundwater rights from being severed or otherwise separated from the public water system. Would enact the Southern Los Angeles County Human Right to Water Collaboration Act, which would require the state board to appoint a commissioner to, among other things, expend moneys from the Safe and Affordable Drinking Water Fund on behalf of the state board for eligible purposes and recipients in southern Los Angeles County, within the jurisdictional boundaries of the Water Replenishment District of Southern California and in collaboration with the communities and operators of public water systems in the region. The bill would require the commissioner, on or before December 31, 2024, to develop and submit to the state board a plan for the long-term sustainability of public water systems in southern Los Angeles County, in collaboration with a technical advisory board, which the bill would create. The bill would require the technical advisory board to be composed of an unspecified number of members, with one member appointed by the state board and the remaining members appointed by unspecified entities. Would require the commissioner, among other things, to oversee the work of the Water Replenishment District of Southern California in a specified assessment and to consult with the Los Angeles County Local Agency Formation Commission regarding effective public water system governance strategies in the region, as specified. The bill would require the commissioner to oversee the expenditure of all state funding for groundwater cleanup in the region and to oversee the operations of the Central Basin Municipal Water District in selling drinking water and recycled water to public water systems in its jurisdiction. The bill would authorize the commissioner to require the Central Basin</td>
<td><strong>4/8/21</strong> Amended and re-referred to Assembly Local Government Committee and Assembly Environmental Safety and Toxic Materials Committee</td>
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<td>Bill Number</td>
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<td>AB 1251</td>
<td><strong>Local Public Health Orders.</strong> This bill would require a public health order issued by the County of Los Angeles local health officer during the COVID-19 pandemic state of emergency to be based on data for each service planning area, as defined, rather than on countywide data. The bill would further require that a local public health order related to the COVID-19 pandemic include the data for each service planning area upon which the order is based. The bill would specify that these provisions remain operative until the termination of the state of emergency declared on March 4, 2020. By requiring the County of Los Angeles to prepare emergency local public health orders based on data for each service planning area, this bill would impose a state-mandated local program.</td>
<td>RECOMMEND SUPPORT 4/13/21 Assembly Committee on Health, hearing canceled at request of author</td>
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**HOMELESS**

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<th>Committee Notes</th>
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<tr>
<td>AB 816</td>
<td><strong>State and local agencies: homelessness plan.</strong> This bill, upon appropriation by the Legislature or upon receiving technical assistance offered by the federal Department of Housing and Urban Development (HUD), if available, would require the Homeless Coordinating and Financing Council to conduct, or contract with an entity to conduct, a statewide needs and gaps analysis to, among other things, identify state programs that provide housing or services to persons experiencing homelessness and create a financial model that will assess certain investment needs for the purpose of moving persons experiencing homelessness into permanent housing.</td>
<td>MONITOR LCC POSITION: WATCH 2/25/21 Assembly Committee on Housing &amp; Community Development 4/15/21 Hearing set</td>
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<tr>
<td>AB 1372</td>
<td><strong>Right to temporary shelter.</strong> Would require every city, or every county in the case of unincorporated areas, to provide every person who is homeless, as defined, with temporary shelter, mental health treatment, resources for job placement, and job training until the person obtains permanent housing if the person has actively sought temporary shelter in the jurisdiction for at least 3 consecutive days and has been unable to gain entry into all temporary shelters they sought for specified reasons. The bill</td>
<td>MONITOR LCC POSITION: WATCH 3/4/21 Assembly Housing &amp; Community Development Committee, and Assembly Judiciary Committee (2-year bill)</td>
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The bill would authorize a person who is homeless to enforce the bill’s provisions by bringing a civil action.

**Housing**

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<th>Bill</th>
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<tr>
<td><strong>AB 68</strong> (Salas)</td>
<td>Department of Housing and Community Development: housing appeals committee: housing development and financing. Would revise and recast provisions related to the California Statewide Housing Plan. Would, starting with any update or revision to the plan on or after January 1, 2022, require the plan to include specified information, including, among other things, an inventory number of affordable units needed to meet the state’s affordable housing needs and an identification of strategies to help individuals experiencing homelessness. Would require the department to publish and make the plan available to the public on the department’s internet website. Would require the department to develop and publish on its internet website an annual report by December 31 of each year that includes specified information regarding grant programs that are administered by the department, including the median time between the issuance of award letters and the issuance of funding, a comparison of how the median time between award letter and funding varies across department administered programs, and changes to the median time between the issuance of award letters and the issuance of funding for each program since the previous annual report. Would require the department to develop and publish on its internet website an annual report by December 31 of each year that includes specified information regarding housing element enforcement actions, including the number of housing element enforcement actions taken against cities and counties, outcomes of those enforcement actions, and the median time between the initiation of each enforcement action and its resolution.</td>
<td>OPPOSE (4/12/21)</td>
<td>4/8/21 Re-referred to Assembly Housing &amp; Community Development Committee 4/15/21 Hearing set</td>
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<tr>
<td><strong>AB 115</strong> (Bloom)</td>
<td>Planning and zoning: commercial zoning: housing development. This bill, notwithstanding any inconsistent provision of a city’s or county’s general plan, specific plan, zoning ordinance,</td>
<td>OPPOSE (3/8/21)</td>
<td>1/11/21 Assembly Local Government Committee</td>
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or regulation, would require that a housing development be an authorized use on a site designated in any local agency’s zoning code or maps for commercial uses if certain conditions apply. Among these conditions, the bill 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.

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<td>AB 1295 (Muratsuchi)</td>
<td><strong>Residential development agreements: very high fire risk areas.</strong> This bill, beginning on or after January 1, 2022, would prohibit the legislative body of a city or county from entering into a residential development agreement for property located in a very high fire risk area. The bill would define “very high fire risk area” for these purposes to mean a very high fire hazard severity zone designated by a local agency or a fire hazard severity zone classified by the director.</td>
<td>MONITOR</td>
<td>3/4/21 Assembly Local Government Committee, and Assembly Housing &amp; Community Development Committee</td>
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<td>AB 1401 (Friedman)</td>
<td><strong>Residential and commercial development: parking requirements.</strong> Would prohibit a local government from imposing a minimum parking requirement, or enforcing a minimum parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit, as defined, or located within a low-vehicle miles traveled area, as defined. When a project provides parking voluntarily, nothing in this section shall preclude a local government from imposing requirements on that voluntary parking to require spaces for car share vehicles.</td>
<td>RECOMMEND OPPOSE</td>
<td>4/6/21 Re-referred to Senate Committee on Local Government</td>
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<td>ACA 7 (Muratsuchi)</td>
<td><strong>Local government: police power: municipal affairs: land use and zoning.</strong> Would provide that a county or city ordinance or regulation enacted under the police power that regulates the zoning or use of land within the boundaries of the county or city would prevail over conflicting general laws, with specified exceptions. The measure, in the event of the conflict with a state statute, would also specify that a city charter provision, or an ordinance or regulation adopted pursuant to a city charter, that regulates the zoning or use of land within the boundaries of the city is deemed to address a municipal affair and prevails over a</td>
<td>RECOMMEND SUPPORT</td>
<td>3/17/21 from printer</td>
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conflicting state statute, except that the measure would provide that a court may determine that a city charter provision, ordinance, or regulation addresses either a matter of statewide concern or a municipal affair if it conflicts with specified state statutes. The measure would make findings in this regard and provide that its provisions are severable.

| SB 6 (Caballero) | Local planning: housing: commercial zones. This bill, the Neighborhood Homes Act, would deem a housing development project, as defined, an allowable use on a neighborhood lot, which is defined as a parcel within an office or retail commercial zone that is not adjacent to an industrial use. The bill 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. | MONITOR | 4/12/21 Re-referred to Senate Housing Committee (set for 4/29 hearing) |
| SB 9 (Atkins) | Housing development: approvals. Would require a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements, including, but not limited to, that the proposed housing development would not require demolition or alteration of housing 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, that the proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls, except as provided, and that the development is not located within a historic district, is not included on the State Historic Resources Inventory, or is not within a site that is legally designated or listed as a city or county landmark or historic property or district. | OPPOSE (2/25/21) (Ltr sent 3/8/21) | 4/6/21 Amended and re-referred to Senate Housing Committee. |
| SB 10 (Wiener) | Planning and zoning: housing development: density. Would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, | OPPOSE (3/8/21) | 4/13/21 Read second time and amended. Re-referred to |
at a height specified 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. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2022, based on specified criteria. The bill would specify that an ordinance adopted under these provisions is not a project for purposes of the California Environmental Quality Act. The bill would prohibit a residential or mixed-use residential project consisting of 10 or more units that is located on a parcel rezoned pursuant to these provisions from being approved ministerially or by right.

| SB 15 (Portantino) | Housing development: incentives: rezoning of idle retail sites. This bill, upon appropriation by the Legislature in the annual Budget Act or other statute, would require the Department of Housing and Community Development 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. | SUPPORT (2/25/21)  
(Ltr sent 3/8/21)  
LCC POSITION: WATCH | 4/5/21 Placed on Sen. Appropriations suspense file |
|-------------------|-------------------------------------------------------------------------------------------------|-----------------------------|---------------------------------------------|
| SB 55 (Stern)     | Very high fire hazard severity zones: state responsibility area: development prohibition: supplemental height and density bonuses. Would, in furtherance of specified state housing production and wildfire mitigation goals, prohibit the creation or approval of a new development, as defined, in a very high fire hazard severity zone or a state responsibility area. By imposing new duties on local governments with respect to the approval of new developments in very high fire hazard severity zones and state responsibility areas, this bill would impose a state-mandated local program. A local government shall not condition the submission, review, or approval of an application on the preparation of an additional report or study that is not otherwise required by state law. Does not prohibit a local government from requiring an applicant to provide reasonable documentation to | MONITOR  
LCC POSITION: WATCH | 4/9/21 Senate Governance & Finance Committee, and Senate Housing Committee hearing set for 4/15 |
establish eligibility for a requested density bonus, incentives or concessions, waivers or reductions of development standards, and parking ratios. Would require local governments adopt procedures and timelines for the expeditious processing a density bonus application

| SB 765  (Stern) | **Accessory Dwelling units: setbacks** Would address issues under the ADU bill passed last session that stated side and rear setbacks are only 4 feet. This bill would allow each jurisdiction to set their own setback requirements while preserving the right for ADUs. | SUPPORT (4/12/21) LCC POSITION: SUPPORT 4/6/21 Senate Committee on Housing and Committee on Governance & Finance hearing set for 4/15 |
| SB 809 (Allen) | **Regional housing trusts.** The Joint Exercise of Powers Act authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. Current law authorizes the agreement to set forth the manner by which the joint powers authority will be governed. This bill would state the intent of the Legislature to enact legislation that would require all local governments to participate in a regional housing trust fund. | SUPPORT (3/8/21) (Ltr sent 3/24/21) LCC POSITION: WATCH 3/18/21 Re-referred to Senate Committee on Housing and Committee on Governance & Finance |

**TRANSPORTATION**

<p>| AB 1147 (Friedman) | <strong>Regional transportation plan: Active Transportation Program.</strong> Would require the Strategic Growth Council convene key state agencies, MPOs, and local governments to assist in completing a report on the overview of the California Transportation Plan. Would require that the report be completed by January 1, 2023, and additionally assess barriers to the achievement of, and recommend actions at the state, regional, and local level to achieve, state and regional greenhouse gas emissions reduction targets related to the California Transportation Plan and all sustainable communities strategies and alternative planning strategies. | MONITOR LCC POSITION: WATCH 4/12/21 Re-referred to Assembly Appropriations Committee |
| SB 44 (Allen) | <strong>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</strong> Would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an | MONITOR 4/14/21 Re-referred to Senate Appropriations Committee |</p>
<table>
<thead>
<tr>
<th>Bill</th>
<th>Committee</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB 261 (Allen)</td>
<td>Regional Transportation plans: sustainable communities. Would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by CARB, and would make the regions and cities more accountable for hitting those targets.</td>
<td>MONITOR LCC Position: WATCH</td>
</tr>
</tbody>
</table>

**CANNABIS**

<table>
<thead>
<tr>
<th>Bill</th>
<th>Committee</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 1138 (Rubio, Blanca)</td>
<td>Unlawful cannabis activity: enforcement. Would impose a civil penalty on persons aiding and abetting unlicensed commercial cannabis activity of up to $30,000 for each violation. The bill would prohibit filing an action for civil penalties brought against a person pursuant to MAUCRSA 3 years after the first date of discovery of the violation by a licensing authority or a participating agency, whichever is earlier or earliest.</td>
<td>MONITOR LCC Position: WATCH</td>
</tr>
<tr>
<td>AB 1435 (Carillo)</td>
<td>Noncannabis cannabinoids. Would impose testing and labeling requirements on products that are, or contain, one or more psychoactive or nonpsychoactive cannabinoids that are derived from a plant that is not cannabis, referred to as noncannabis cannabinoids or NCCs. The bill would require the State Department of Public Health to review each noncannabis cannabinoid in use in products for sale in the state to determine</td>
<td>MONITOR LCC Position: WATCH</td>
</tr>
</tbody>
</table>

Would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency’s action related to an environmental leadership transit project. Would require the environmental leadership transit project to meet certain labor requirements.
whether the NCC is psychoactive and to determine the safety and efficacy of the substance. The bill would require the department to publish a list that categorizes NCCs as approved psychoactive, approved, nonpsychoactive, or not approved, as specified.

<table>
<thead>
<tr>
<th>Bill</th>
<th>Text</th>
<th>Action</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB 235 (Allen)</td>
<td><strong>Industrial hemp products.</strong> Would require a manufacturer of dietary supplements and food that includes industrial hemp to be able to demonstrate that all parts of the plant used come from a state or country that has an established and approved industrial hemp program, as defined, that inspects or regulates hemp under a food safety program or equivalent criteria to ensure safety for human or animal consumption and that the industrial hemp cultivator or grower is in good standing and compliance with the governing laws of the state or country of origin.</td>
<td>OPPOSE UNLESS AMENDED (Ltr sent 3/24/21)</td>
<td>4/6/21 From Committee with author’s amendments. Read second time and amended. Re-referred to Senate Agriculture Committee 4/15/21 Hearing set Previoulsy opposed</td>
</tr>
</tbody>
</table>

**FEDERAL**

<table>
<thead>
<tr>
<th>Bill</th>
<th>Text</th>
<th>Action</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>HR 2307 (Deutsch)</td>
<td><strong>Energy Innovation &amp; Carbon Dividend Act.</strong> 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 2021, increases by $10 each year, and is subject to further adjustments based on the progress in meeting specified emissions reduction targets.</td>
<td>REQUEST TO CONGRESSMAN LIEU TO SUPPORT RE-INTRODUCING (12/8/20) (Ltr sent 12/22/20)</td>
<td>4/1/21 Introduced in House Previously supported in last session</td>
</tr>
<tr>
<td>HR 1019 (Panetta)</td>
<td><strong>Electric Bicycle Incentive Kickstart for the Environment (E-BIKE) Act.</strong> Creates a consumer tax credit that covers 30% of the cost of an electric bicycle (up to $1,500 credit); applies to new electric bicycles that cost less than $8,000; is fully refundable, allowing lower-income workers to claim the credit.</td>
<td>SUPPORT (3/8/21)</td>
<td>2/11/21 Introduced and referred to Committee on Ways and Means</td>
</tr>
</tbody>
</table>
State Legislative Calendar

April 5  Legislature reconvenes
April 30  Last day for policy committee to meet and report to fiscal committees fiscal bills introduced in their house
May 7    Last day for policy committees to meet and report to the floor non-fiscal bills introduced in their house
May 14   Last day for policy committee to meet prior to June 7
May 2    Last day for policy committees to meet and report to the floor bills introduced in their house. Last day for fiscal committees to meet and report to the floor bills introduced in their house.
June 4   Last day for each house to pass bills introduced in that house.
June 7   Committee meetings may resume
June 15  Budget Bill must be passed by midnight
July 14  Last day for policy committees to meet and report bills
July 16  Summer Recess begins upon adjournment, provided Budget Bill has been passed
Aug. 16  Legislature reconvenes from Summer Recess
Aug. 27  Last day for fiscal committees to meet and report bills
Aug. 30-
Sept. 10 Floor session only. No committee may meet for any purpose except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees
Sept. 3  Last day to amend bills on the floor
Sept. 10 Last day for any bill to be passed. Interim Recess begins upon adjournment
Oct. 10  Last day for Governor to sign or veto bills passed by the Legislature before Sept. 10 and in the Governor's possession by Sept. 10
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TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

RE: Actions of Steering Committee since last Board meeting

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

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

March Steering Committee
- Purchasing and Procurement policy – consolidated existing practices into one policy – time critical because it was requested by SCAG to process the REAP funding
- Contract amendments with SoCal Regional Energy Network and ICF to extend the term of the contract
- Legislation – Support HR 1019, Oppose AB 115 & SB 10
- Letters sent – Green Line EIR Scoping Comments

April Steering Committee
- Legislative positions taken due to hearings happening before the board meeting
  - Support AB 246, SB 765
  - Oppose AB 68, SB 556

More information on these items is available on request.

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

April 22, 2021

TO: SBCCOG Board of Directors Committee

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

SUBJECT: Environmental Activities Report – March 2021

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

Energy Efficiency
Regional Energy Network (SoCalREN); CITY SUPPORT

Contract year is January 1, 2020 - August 31, 2021

SBCCOG and SoCalREN staff continued to contact cities and school districts to facilitated enrollment into the SoCalREN program. Staff met with El Segundo and Redondo Beach Unified School District in March to discuss enrollment. Agencies enrolled in the SoCalREN program have access to resources including: utility use analysis, site audit, identification of projects, assistance with incentive applications, and help with project implementation. For agencies that are already enrolled in the SoCalREN program, SBCCOG staff is working to obtain utility data. Data collection is completed for Torrance and Hawthorne. SBCCOG staff continues to follow up with the cities of Lomita and Rancho Palos Verdes to complete enrollment.

To date the following cities are enrolled in the SoCalREN program: Carson, Hawthorne, Hermosa Beach, Redondo Beach, Rolling Hills Estates, and Torrance. School Districts enrolled include: El Segundo.

Regional Energy Network (SoCalREN); MULTIFAMILY

Contract year is September 1, 2020 - March 31, 2021.
Contract goals: Track, contact and outreach to local community organizations; track number of virtual events held, and number of attendees; distribute program collateral to local community organizations.

SBCCOG is working with the SoCalREN subcontractor ICF to help promote their multifamily energy efficiency program. This program provides resources to help property owners make energy efficiency improvements to their properties. Cities that own multifamily residential properties can also take advantage of this program. SBCCOG Staff is following up with Torrance and El Segundo which own residential properties. Program promotion for March included:

- Coordinated with the Building Industry of Southern California, Los Angeles/Ventura Chapter
- Distributed flyers at City of Hawthorne’s drive up Earth Day event
• Secured program placement in PATH Lease Up newsletter - distribution 722 and achieved a 30% open rate
• Distributed program information to all South Bay Chambers of Commerce
• Secured placement of program information in South Bay Association of Realtors (SBAR) monthly newsletter to landlord subscribers and shared with their regional South Bay team. SBAR is also interested in having a virtual exhibitor booth at a May “Resource Event”.

The Kits for Kids, another SoCalREN program implemented by ICF, focuses on providing energy efficiency education to students through class curriculum. The program was recently approved by the CPUC and will be implemented next school year. In preparation, SBCCCOG staff has started coordinating with school districts.

Southern California Gas Company (SoCalGas)
SBCCCOG and SoCalGas staff met to discuss 2021 activities. SBCCCOG followed up on gas energy efficiency opportunities with El Segundo and Redondo Beach school districts.

Water Conservation
West Basin Municipal Water District Programs (West Basin)
Contract year is July 1, 2020 through June 30, 2021

Task – Educational Outreach Support

Exhibit Events
Contract goal: 100 exhibit events, presentations, workshops, networking opportunities, etc.
Status of goal: 91 exhibit events, presentations, workshops, networking opportunities, etc.

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.

In March, SBCCCOG staff promoted the program at the Energy Management Working Group attended by city facility managers. In addition, SBCCCOG staff is promoting this program through social media. West Basin staff received an additional application from the City of Gardena.

Task - Support for Workshops, Events, & Webinars

Educational Classes
Contract goal: 10 classes or webinars
Status of goal: 10 completed (virtual classes); 2 class/webinars were held in March. In-person classes are on hold.

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

Rain Barrel Giveaway
Contract goal: minimum of 5 and maximum of 6 events
Status of goal: West Basin will be delivering rain barrels to residents and is not anticipating conducting actual in person events. SBCCCOG staff is promoting the program and facilitating deliveries.
West Basin home delivery rain barrel program has begun and is in the process of registering participants and scheduling deliveries.

**Task - Cash for Kitchens**  
*Contract goal:* distribute pre-rinse spray nozzles, sink flow restrictors, window clings, & program materials to 85 prior survey sites  
*Status of goal:* 21 program materials packages were distributed in the month of March.

All 85 have received an initial correspondence and SBCCOG staff continues to follow up.

**Task - Change & Save (DAC) Program**  
*Contract goal:* Receive, document, and track customer calls; assist customers with online survey and applying for $500 High-Efficiency Clothes Washer Rebate  
*Status of goal:* 500 Completed Surveys  
  - Number of calls: 20 in March

SBCCOG staff sent West Basin’s Change and Save Media kits to cities with areas. Several cities have assisted by promoting the Change & Save workshop flyer on their social media and monthly newsletters. An informational workshop was held on March 24. SBCCOG outreach efforts led to Hawthorne Cable TV attending and recording the workshop along with interviewing West Basin staff about the program. The link to the interview will be shared the first of April. The next Change and Save Earth Day workshop will be held on Thursday, April 22, 2021. The focus of this workshop is to educate qualifying residents about water efficiency and how to qualify for the $500 rebate.

As of April 1, 2021, over 216 surveys have been completed with the help of SBCCOG staff and West Basin’s consultant.

**Torrance Water**  
*Contract year is July 1, 2020 through June 30, 2021*

SBCCOG staff began conducting virtual outreach to new commercial kitchens.

**Water Replenishment District of Southern California (WRD)**  
*Contract year is July 1, 2019-June 30, 2021.*

Ongoing promotion of WRD programs continues through SBCCOG’s e-newsletters and other social media channels. In addition, SBCCOG posts WRD events on the website and sends out e-blasts to increase attendance.

**Sanitation Districts of LA County (LACSD)**  
*Contract year is July 1, 2020-June 30, 2021*

**Task 1. Educational Outreach Support**  
*Exhibit Events*  
*Contract goal:* 100 exhibit events, presentations, workshops, networking opportunities, etc.  
*Status of goal:* 91 exhibit events, presentations, workshops, networking opportunities, etc. as of the month of March 2021

SBCCOG staff distributed information on Sanitation programs and virtual events via social media and e-blasts. The Sanitation Districts continues to promote their food waste program that could help cities meet
SB 1383 organic waste reduction targets by the Jan. 1, 2022 compliance deadline. The program was discussed with city facility managers at the Energy Managers Working Group meeting.

Los Angeles Department of Water and Power (LADWP)
The 2021 contract is expected in June 2021. SBCCOG continues to follow up with LADWP staff to help expedite the contract completion; however, at this time there is concern that this contract may not be renewed and LADWP will lose their status as a partner to the SBCCOG.

PACE
SBCCOG continues to promote PACE financing for homeowners through Ygrene. 2020 Q4 payments totaled $285.96.

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

CAGBN
Contract goals - City of Hawthorne: 10 certified green businesses; Status of goals: 7 certified businesses
Contract goals - City of Torrance: 10 certified green businesses; Status of goals: 7 certified businesses

SBCCOG staff continues to assist the CAGBN cities of Hawthorne and Torrance with certifying businesses and conducting outreach. During the month of March, SBCCOG staff certified two new businesses. This program is dependent on State funding and it is unknown at this time if there will be funding to continue the program beyond May 2021.

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 (61), Lawndale (27), Hawthorne (45), 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 244 businesses in the program as of the end of March 2021.

Transportation
Shared Mobility Program (Contract period July 1, 2019 – June 30, 2022)
Contract goals: 85 outreach events; 36 vanpool, rideshare, telework meetings or events; 8 Marketing/Media Survey Engagements
Status of goals: 136 outreach events; 6 vanpool or rideshare meetings; 3 Survey Engagements.

Preliminary planning continues for a new series of “online” workshops for South Bay Employee Transportation Coordinators to be produced starting in fall 2021.

Metro Express Lanes (MEL) (Contract period November 15, 2020 – November 14, 2021)
Because of COVID-19 restrictions, all SBCCOG outreach events have taken place virtually. In support of the MEL marketing goals, SBCCOG staff continued to organize and plan a virtual calendar of events for the 2021 calendar year where Metro’s MEL program materials will be distributed. MEL is also promoted ongoing in SBCCOG publications.
II. MARKETING, OUTREACH, & IMPLEMENTATION

Outreach Events

In March
- 3 - Virtual Community Event
- 4 - Virtual Networking Meetings
- 4 – Virtual Workshops

For the period July 1, 2020 through March 2021:
- 16 Virtual Community Events
- 11 Virtual Business Events
- 50 Virtual Networking Meetings
- 19 Virtual Workshop
- 1 In person Community Event

Media

Top Social Media Posts & Email Marketing Campaigns (March):

<table>
<thead>
<tr>
<th>Channel</th>
<th>Post</th>
<th>Exposure</th>
<th>Engagements (clicks, shares, comments)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SBCCOG Twitter</td>
<td>“#sbccogGeneralAssembly brings our local thought leaders &amp; residents together to engage in a dialogue to advance our goals as a subregion…”</td>
<td>3,950 impressions</td>
<td>26 engagements</td>
</tr>
<tr>
<td>SBCCOG Facebook</td>
<td>“What: #sbccogGeneralAssembly is an opportunity for our local thought leaders and residents to gather and engage in a dynamic dialogue to advance our goals as a subregion…”</td>
<td>1,310 impressions</td>
<td>101 engagements</td>
</tr>
<tr>
<td>SBCCOG YouTube</td>
<td>General Assembly 2021 Recordings</td>
<td>210 views</td>
<td></td>
</tr>
<tr>
<td>Email Marketing</td>
<td>March 2021 E-Newsletter</td>
<td>15,234 recipients (19% open rate)</td>
<td>16% click through rate</td>
</tr>
</tbody>
</table>

Social Media Followers – Year-Over-Year Comparison (March):

<table>
<thead>
<tr>
<th>SBCCOG</th>
<th>2020</th>
<th>2021</th>
<th>Percent Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Twitter</td>
<td>242</td>
<td>315</td>
<td>30%</td>
</tr>
<tr>
<td>Facebook</td>
<td>120</td>
<td>163</td>
<td>36%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SBESC</th>
<th>2020</th>
<th>2021</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Twitter</td>
<td>554</td>
<td>564</td>
<td>2%</td>
</tr>
<tr>
<td>Facebook</td>
<td>755</td>
<td>758</td>
<td>0.04%</td>
</tr>
<tr>
<td>LinkedIn</td>
<td>132</td>
<td>145</td>
<td>10%</td>
</tr>
</tbody>
</table>
### Earned Media – TV, Print, Online

<table>
<thead>
<tr>
<th>Outlet</th>
<th>Link</th>
<th>Headline</th>
<th>Date</th>
<th>Quality</th>
<th>Relevance</th>
<th>Sentiment</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Bay By Jackie</td>
<td><a href="https://www.southbaybyjackie.com/sbccog-general-assembly-virtual-conference/">https://www.southbaybyjackie.com/sbccog-general-assembly-virtual-conference/</a></td>
<td>SBCCOG General Assembly Virtual Conference</td>
<td>2/12/21</td>
<td>Medium</td>
<td>High</td>
<td>Positive</td>
</tr>
<tr>
<td>Easy Reader</td>
<td><a href="https://easyreadernews.com/calendar-3-11-2021/">https://easyreadernews.com/calendar-3-11-2021/</a></td>
<td>Tomorrow’s solutions</td>
<td>3/11/21</td>
<td>Medium</td>
<td>High</td>
<td>Positive</td>
</tr>
<tr>
<td>Palos Verdes Peninsula News</td>
<td>NA – Print</td>
<td>21st Annual General Assembly</td>
<td>3/18/21</td>
<td>Medium</td>
<td>High</td>
<td>Positive</td>
</tr>
<tr>
<td>The Daily Breeze</td>
<td><a href="https://www.dailybreeze.com/2021/03/21/bill-to-create-a-southern-la-county-water-watchdog-puts-agencies-on-edge/">https://www.dailybreeze.com/2021/03/21/bill-to-create-a-southern-la-county-water-watchdog-puts-agencies-on-edge/</a></td>
<td>Bill to create Southern LA County water watchdog puts agencies on edge</td>
<td>3/22/21</td>
<td>Low</td>
<td>Medium</td>
<td>Neutral</td>
</tr>
<tr>
<td>Easy Reader</td>
<td>NA- Print</td>
<td>Program safely matches homeowners with homeless</td>
<td>3/12/21</td>
<td>High</td>
<td>High</td>
<td>Positive</td>
</tr>
</tbody>
</table>

**Volunteer Program**

*Status of Program: .0 hours March 2021*
Grand total as of 2/28/2021 - 20,335 (starting April 2008)

Volunteer participation remains low due to COVID-19.
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

President Signs $1.9 Trillion American Rescue Plan Including $30 Billion For Transit

President Biden signed a $1.9 trillion COVID relief bill in mid-March that provides over $30 billion for transit agencies nationwide and includes a provision for existing New Starts transit projects. The plan also includes unemployment aid, direct payments, tax credit expansions, vaccine distribution funds and state and local government relief, among a range of other provisions.

The law includes the following for the transit industry:

- $26.09 billion for urbanized area formula grants
- $317.2 million for rural area formula grants, which includes:
  - $30 million in formula funds for tribal governments;
  - $5 million in competitive tribal government grants; and
  - $6.34 million in formula Rural Transit Assistance (RTAP) formula funds.
- $50 million for mobility for seniors and persons with disabilities grants;
- $100 million for non-urbanized intercity bus program recipients;
- $25 million for competitive planning grants; and
- $2.21 billion in grants for recipients in need of financial assistance to maintain operations over and above the aid that has been provided.

LA Metro and other transportation agencies in the LA-Long Beach-Anaheim urbanized area will receive $1.6 billion in relief funding under the allocation plan. The allocation methodology between counties within the urbanized area is still being negotiated. The Plan also includes $1.68 billion in the Capital Investment Grants (CIG) Program, which includes $250 million for Small Starts projects and $1.43 billion for New Starts and Core Capacity projects. The 23 New Starts and Core Capacity projects in 13 states that will receive funding through the CIG Program allocation include four L. A. Metro rail projects (the Metro Regional Connector and 3 segments of the Purple Line Wilshire Subway between Alvarado and Westwood).
L. A. Metro used the announcement of new funding to approve an accelerated service restoration plan on March 25th that returns Metro services to pre-COVID levels by September 2021 rather than the previously announced December 2021 schedule.

Biden Unveils His Vision For A Landmark 8-Year Infrastructure Funding Program

President Biden on March 31st provided details of his American Jobs Plan for revitalizing America’s infrastructure. His recommended investments are separate from the American Rescue Plan. Broadly, the 8-year jobs bill would provide $85 billion for thousands of new buses and rail cars, $115 billion to modernize bridges, highways, roads and main streets, boost broadband access, and fund workforce development programs – among many other non-transportation policy priorities.

Democrats envision a plan that would not only create jobs but also address climate change through energy-efficient projects and racial equity issues by improving roads and other infrastructure in underserved areas. The President scaled the initiative to be comparable to past federal generational infrastructure initiatives like FDR’s federal works projects of the 1930s, the interstate highway program, and the space program. He also framed the proposed projects with special attention to climate and clean investments, Buy America, disadvantaged communities and racial injustice.

The President’s plan invests $621 billion in transportation infrastructure and resilience. It would:

- Reconstruct the most economically significant large bridges in the country and repair the worst 10,000 smaller bridges.
- Provide $20 billion to improve road safety for all users, including increases to existing safety programs and a new Safe Streets for All program to fund state and local “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- Invest $85 billion to modernize existing transit and help agencies expand their systems to meet rider demand.
- Invest in reliable passenger and freight rail service, including $80 billion for Amtrak’s repair backlog, modernize the high traffic Northeast Corridor; improve existing corridors and connect new city pairs; and enhance grant and loan programs that support passenger and freight rail safety, efficiency, and electrification.
- Electrify vehicles by investing $174 billion to spur domestic supply chains from raw materials to parts, retool factories to compete globally, and support American workers to make batteries and EVs. The proposal also gives consumers point-of-sale rebates and tax incentives to buy American-made EVs and will establish grant and incentive programs for state and local governments and the private sector to build a national network of 500,000 EV chargers by 2030.
- Replace 50,000 diesel transit vehicles, electrify at least 20 percent of the yellow school bus fleet, and electrify the federal fleet, including the United States Postal Service.

The infrastructure push has support not just from labor unions, traditionally a more Democratic constituency, but also the U.S. Chamber of Commerce, which is urging action by July 4. In response to Republican questions about how to pay for the massive investments, the administration claims the investments will be fully paid by revisions to corporate taxes within the next 15 years and will reduce deficits in the years after. They claim no increases in individual taxes would be needed.

Coalition Of Mayors Call For End Of Ban On Local Hires In Federal Infrastructure Projects

Los Angeles Mayor Eric Garcetti (D) and other elected officials are joining local leaders, labor unions and community organizations demanding the Biden administration overturn the 1986 ban on local hire programs in federally funded infrastructure projects. Jobs to Move America, a broad coalition of mayors, cities, labor unions and community organizations from 24 states, issued a letter calling on President Biden to end a decades-old federal regulation that prevents recipients of federal grant money
for infrastructure projects to include provisions requiring or promoting the hiring of local community members.

**State**

**State Legislature Considers Budget Items for AB 1147**
The Legislature has begun budget deliberations to implement greenhouse gas reduction goals. Among the appropriations requests are:

- $250,000 for the Strategic Growth Council (SGC) to convene state, regional, local partners to review barriers and make recommendations for meeting VMT GHG targets;
- Two positions at the ARB for increased workload support the Sustainable Communities Strategy Program; and,
- $250 million to the SGC to create the SCS Block Grant Program. The SCS Block Grant Program is for completing the necessary planning to identify transformative VMT reducing projects and carry out those projects; and,
- Additional funding for the Active Transportation Program for innovative pilot projects identified in AB 1147 such as bicycle highways and the 15-minute city concept.

**California Lawmakers Push AB 556 To Make Streets Safer**
A statewide pedestrian safety bill, AB 550, would allow cities to explore automated speed enforcement cameras and would require adherence to state guidelines. The bill also would direct the state's transportation agency to develop guidelines for speed camera pilot programs so local cities could launch their own technologies.

The bill would require the programs to be run by local transportation agencies, not police. The local jurisdictions would need to adopt strict privacy protections. Citations would be civil and not criminal, add no points to a driver’s record, be capped at $125 with alternative diversion programs for low-income drivers, and would be appealable at a hearing. In addition, facial recognition software would be banned from speed cameras and cameras would take photos of “just the license plate”. Data from a camera system could not be used for any other purpose or shared with any other entity except in response to a court order or subpoena.

Privacy rights advocates and civil liberties groups defeated similar legislation proposed in 2017.

**CA Transportation Agency Releases Plan to Support, Promote Sustainable Transportation**
In response to several executive orders from Governor Gavin Newsom calling for California to reduce greenhouse gases in the transportation sector, the California State Transportation Agency (CalSTA) on March 12th released a plan to guide California transportation investments towards sustainable, clean transportation options.

The Climate Action Plan for Transportation Infrastructure (CAPTI) is intended to identify near term actions, and investment strategies, to improve clean transportation, sustainable freight, and transit options while maintaining the “fix-it-first” approach that stems from the backlog of maintenance needed to keep current transportation infrastructure in good repair.

The Plan’s guiding principles call for supporting “an integrated, statewide rail and transit network,” “networks of safe and accessible bicycle and pedestrian infrastructure,” and zero-emission vehicle infrastructure. Investments should take climate risk into account, help reduce fatalities, promote projects that do not increase vehicle travel, support infill development, and protect natural and working lands. The plan also calls for considering the state’s “commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits.”
The draft plan and more information can be found here, and CalSTA is taking feedback on it until May 4 (via email to: CAPTI@calsta.ca.gov).

**Freedom to Walk Act Seeks To Decriminalize Jaywalking In California**

The Freedom to Walk Act (AB 1236) was introduced at the behest of the California Bicycle Coalition to address arbitrary enforcement and disproportionate impacts on people of color. The proposed bill would make it legal for a person to cross a street outside of a sidewalk or against a traffic light, when safe. It would eliminate fines for jaywalking. Active transportation advocates contend that law enforcement ticketing pedestrians rather than drivers behaving dangerously on streets does not make any sense and creates an opportunity for law enforcement to racially profile.

A report issued by the Lawyers’ Committee for Civil Rights of the San Francisco Bay Area, which looked at data collected through the state’s Racial Identity and Profiling Act, found that, of non-traffic infractions between July 2018 and December 2019 from 15 major law enforcement agencies, Black adults were 9.7 times more likely to be cited by law enforcement than white adults. Latinos were 5.7 times more likely to be cited than white adults.

**California's Senators Ask Biden To Ban Sale Of Gas-Powered Cars**

California's two U. S. Senators are pushing the Biden Administration to set a date after which automakers would no longer be allowed to sell gasoline-powered cars anywhere in the United States. Although the federal government hasn’t set a date for the ban, several automakers, including Ford, Honda, Volkswagen and BMW, reached a deal with California saying they would comply with tougher regulations than prescribed by the EPA.

The California senators said that "at an absolute minimum" the new federal regulations should follow the agreement between California and those automakers. They are also seeking to once again grant California the right to set tougher emissions rules than set by the EPA.

Today, electric vehicles make up less than 3% of US vehicle sales, far lower than some other countries. Some automakers have announced plans far more ambitious than those proposed by the industry trade group. General Motors said recently that it has an "aspiration" to sell only emission-free cars by 2035. Ford is also seeking to shift its car models in Europe to pure electrics by 2030, although it expects to continue to sell gasoline powered trucks and vans after that date in Europe. It has yet to set any time frame for when it expects to sell only electric vehicles in the US market.

**Region**

**Metro releases Draft Coordinated Public Transit-Human Services Plan**

The 2021-2024 Draft Coordinated Public Transit-Human Services Transportation Plan for L.A. County was released by L.A. Metro on March 21st. The plan addresses regional transportation needs of target populations including seniors, persons with disabilities, low-income individuals and veterans. This plan fulfills a requirement of the Federal Transit Administration’s Section 5310 program. Key areas the plan covers include:

- Current and future mobility needs of target populations.
- Goals and strategies to address gaps in transportation services.
- Prioritized projects and programs to improve mobility for target population groups.

L.A. Metro also conducted an extensive survey to understand how municipalities and transit service providers are currently operating during COVID-19 restrictions. The survey revealed that although most service providers have less ridership than prior to COVID-19, they are seeing an increased demand for day-of services, longer trips and greater safety concerns.
The plan update will be available for review and public comment for 30 days until April 19, 2021. A community meeting is planned for April 7, 2021. Public comments will be accepted through April 19, 2021, and can be submitted by email, voicemail or U.S. post.

**Mask Dispensers Now Available On Metro Buses And Trains**
Both Metro and the U.S. Centers for Disease Control and Prevention require riders to wear face masks on public transit (except for those with a medical excuse). To make it easier for riders who may have forgotten or misplaced their masks, Metro will be installing more than 2,000 mask dispensers on board our trains and buses, Metro Micro vehicles, and at Metro Rail stations.

**Trends**

**Lime To Spend $50 Million On A Huge E-Bike Expansion And A Re-designed Bike**
The scooter company is investing $50 million to grow its shared electric bicycle network, including adding a new model of bike and expanding into a dozen new cities in North America by the start of 2022.

The $50 million investment will largely go toward designing, manufacturing, and assembling its next-generation bike, which will start rolling out this summer. The new model will come with a more powerful 350-watt motor, a 2-speed gearbox, an electronically-controlled hub lock, and a swappable battery capable of up to 25 miles of range. The battery is also interchangeable with the ones that power Lime’s Gen4 electric scooters, allowing for a standardized battery charging operation. The bikes will be able to hit speeds of up to 20mph (depending on local regulations).

**U.S. Commuting At Highest Since Last March As Covid Cases Slow**
In the last week of February, the average number of visits to U.S. places of work hit the highest level since March 20 of last year, according to Google Community Mobility Reports data. At the same time, the rate at which people are staying home fell to the lowest since Nov. 12.

**The Pandemic Prompts Cities To Rethink The Parking Spot**
Nearly one year after parking meters were bagged and street furniture filled parking spaces, cities are deciding whether the impromptu COVID-related parking restrictions should be lifted or whether to make the policy permanent. A 15-minute take-out and delivery curb may be designated as a public space with protected lanes for slow speed neighborhood human-powered or electric vehicles replacing private parking spots. Projects in San Francisco, Oakland and Boston are being studied for applicability in communities across the country.

Change your city’s parking policies, goes the logic, and you just might change the city. Doing away with spaces might disinvite car travel and build support for more emissions-friendly bicycles and transit.

In January, the Charleston, South Carolina City Council voted to use its emergency powers to do away with parking-minimum policies to help businesses lease vacant storefronts during an economic downtown. Two businesses have taken the city up on the offer, and the council has discussed making the change permanent. But other cities have had to convince the community that a parking spot is not the highest and best use of the curb.

As businesses have transformed to pickup and drop-off, and to a kind of hybrid between online and brick-and-mortar, businesses understand that how cities look at parking code requirements may need to
change, especially since 8 parking spots can be used to seat almost 100 outside dining patrons with space for take-out pick-ups.

**New Tool Measures The Environmental Implications Of The Return To The Office**
Telecommuting can save energy and reduce emissions — unless it doesn’t. A new tool can help companies measure workplace carbon emissions, and figure out if going remote is easier on the planet. The expected shift away from pandemic-era remote work policies that several major employers have announced could have climate implications. There are software programs available that evaluate how transitioning to a fully remote or hybrid workspace could reduce a company’s overall carbon emissions — but at the expense of increasing their employees’ own footprints.

Companies like Microsoft Corp., Facebook Inc. and Google have pledged to become carbon neutral by 2050. But traditionally, such promises from businesses only cover their own workplaces, not the homes of their employees. Remote work shifts carbon: Emissions from energy and food still exist, but at employees’ homes, where they may be better or worse than in the office.

Also, while a company can source clean power for the office, the energy burden for working from home falls on the employee, especially if the workforce can live far from the office. Telecommuting can be a green choice, but it requires buy-in and climate consciousness from both the employer and the worker. Important telework strategies include limiting long-haul flights to company-wide meetings; encouraging less sprawl by offering better subsidies for public transit than parking; buying carbon offsets to account for employees’ extra home energy use; or, spending money once spent on office snacks on a clean power upgrade.
<table>
<thead>
<tr>
<th>City Attendance at Meetings</th>
<th>Cities that attended</th>
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<tr>
<td><strong>Monthly Meetings</strong></td>
<td>Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita Manhattan Beach Palos Verdes Estates Redondo Beach Rolling Hills Rolling Hills Estates Torrance County of LA Los Angeles</td>
</tr>
<tr>
<td>City Manager Meeting</td>
<td>S. Landers E. Lee S. Lassard R. Fields C. Ghin E. Smith L. Guglielmo J. Mathijssen E. Ring G. Grammer A. Chaparyan</td>
</tr>
<tr>
<td>GIS</td>
<td>A. Becco J. Laskin A. Hildebrand E. Moreno A. Chou G. Shrewsbury</td>
</tr>
<tr>
<td>Senior Services Working Group</td>
<td>J. Todd C. Thelen D. Valentin J. Bannock (St. Margaret’s Oasis/SeaHaven)</td>
</tr>
<tr>
<td>Transit Operators Working Group</td>
<td>J. Rooney L. Scott D. Amaya J. Lee R. Plumb</td>
</tr>
<tr>
<td>Special Meetings: SCAG’s Regional Data Reform &amp; End of GIS Licensing</td>
<td>A. Betancourt J. Martin A. Hildebrand C. Jackson J. Lee C. Dillon B. Shrewsbury L. Nguyen B. Forbes S. Lai C. Yu S. Steinberg</td>
</tr>
</tbody>
</table>
LEAD AGENCY: South Bay Cities Council of Governments (SBCCOG)

STAFF CONTACT:
- **Name:** Aaron Baum
- **Email:** aaron@southbaycities.org
- **Phone:** 310 371-7222 x207
- **Mailing Address:** 2335 S. Crenshaw Blvd. – Suite #125, Torrance CA 90501

PROJECT TITLE: Wayfinding and Sharrow Design and Siting Plan for the South Bay Local Travel Network (LTN)

PROJECT LIMITS:
- The project is located in the service territory of the South Bay Cities Council of Governments in Los Angeles County (see attached project map).
- The project limits are defined by the route segments described for the Proposed Local Travel Network in the South Bay of Los Angeles County

NEXUS TO HIGHWAY OPERATION, DEFINITION/PROJECT PURPOSE:
The purpose of this project is to complete the design and siting elements for wayfinding and sharrow treatments that will be used (by South Bay cities) for implementation of the Local Travel Network. The LTN, is a sharrowed system that supports the goals of active transportation, lowering vehicle miles travelled (VMT), and adoption of zero-emission of vehicles to reduce greenhouse gas (GHG) emissions

PROJECT BACKGROUND:
In 2017, Metro, on behalf of the SBCCOG, developed a conceptual plan to support local mobility in the South Bay – a sustainability strategy to lower VMT and GHG through the use of slow-speed zero-emission vehicles (for short trips). Using this as a starting point, the SBCCOG has recently completed a Caltrans’ funded, “Route Refinement” study that has yielded a proposed network of safe slow-speed, low-stress, streets called the South Bay Local Travel Network.

Ninety-one percent of the proposed Network would be composed of a 222-mile “sharrow system” requiring painted treatments on the street as well as wayfinding signage to describe the LTN to the users. As a new sub-regional Network, branded signage will need to be created. Additionally, in support of city-specific implementation projects, a treatment analysis to recommend striping/painting specifications as well as
the siting of wayfinding signage will be necessary. Neither exists and would be a necessary product to support cities’ implementation of the LTN.

REQUESTED FUNDING SOURCE:
Please indicate the program from which you are requesting funds.

_____ Measure R South Bay Highway Program (SBHP)

_____ Measure M Highway Efficiency and Operational Improvements Program (HEOIP)

__X__ Measure M Transportation System and Mobility Improvements Program (TSMIP)

CONCEPTUAL PROJECT BUDGET:

<table>
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<tr>
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<td>Local/Other</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$ 100,000</strong></td>
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SCOPE: [in a narrative, please describe the scope of the proposed improvements. The proposed improvements should directly address the deficiency and problem identified above]

The Wayfinding and Sharrow Design and Siting Project will yield “branded” wayfinding signage, design plans for sharrow markings, and a siting analysis for implementation that will be used for implementation (by South Bay cities) for the South Bay Local Travel Network (LTN) within their jurisdictions. The scope of work addresses the need for common sub-regional wayfinding signs that will identify and support the safe use of the LTN.

Three tasks are envisioned for this design phase of the project. The first task will be to create a process that will engage City and Community Stakeholders to develop and approve a South Bay LTN Brand (logo) that will be used for all signage. The logo will include the option for cities to co-brand the signs for use within their jurisdiction. The work products will include: approved logo/brand; sign mock-ups; production specs; and, cost analysis.

The second task will be a siting analysis to indicate where wayfinding signs should be placed across the LTN. Work products will include GIS maps; a memo on best-practices
for installation of wayfinding signage; a memo on issues, obstacles, and concerns for implementation of wayfinding signage.

The third task will be an analysis of the best practices and projected costs associated with installation of a sharrow and wayfinding signage system. This task’s goal will be to provide a roadmap for cities to use as a planning element for implementation of these road treatments. Deliverables will include: a memo on best practices for construction of a sharrow systems (as a stand-alone project vs. an integrated capital improvement project); associated specs and costs for implementation of sharrow and signage treatments; a review of South Bay cities’ public works projects to discern opportunities (present and future) for implementation as an element of a larger project.

CONCEPTUAL SCHEDULE:

Note: Measure R project funding agreement annual allocations expire 5 years from the allocation year. Measure M project funding agreement annual allocations expire 3 years from the allocation year.

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SBCCCOG 21st ANNUAL GENERAL ASSEMBLY

March 18, 2021 Event Attendee Data Summary
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<td>652</td>
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<td>392</td>
<td>611</td>
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<tr>
<td>2018</td>
<td>283</td>
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</table>
ATTENDEES PER SESSION
FIRST TIME ATTENDEES

32% new attendees
ATTENDEES’ INTEREST NOTED ON REGISTRATION

- 62% Speakers
- 14% Learning about SBCCOG
- 14% Networking
ATTENDEES COMPOSITION

- 22% City Staff
- 22% City Resident
- 10% Commissioner
- 9% Agency Staff
- 8% Elected Official
ATTENDEES BY CITY

- Torrance: 21%
- Redondo Beach: 11%
- El Segundo: 7.7%
- Carson: 6%
- Rancho Palos Verdes: 5%
- Inglewood: 4.1%
- Rolling Hills Estates: 4.1%
- Manhattan Beach: 3.8%
- San Pedro (Los Angeles): 3.8%
- Gardena: 3.1%
- Hawthorne: 2.8%
- Hermosa Beach: 2.8%
- Lomita: 2.6%
- Lawdale: 2.3%
- Palos Verdes Estates: 2.3%
- L.A. County Unincorporated Area: 1.8%
- Harbor City (Los Angeles): 0.25%
- Rolling Hills: 0.25%
- Outside South Bay: 13%
- No Answer: 2.4%
ATTENDEES
HOW THEY HEARD ABOUT US

- 62% Email
- 17% Other
- 12% Word of Mouth
32 individuals completed the after-event survey - much lower than in-person events; for 2019 over 100 surveys were collected

Overall Rating & Was the Content Useful
- 82% high (4&5)
- 5% average (3)

Improvement recommendation – better in person

Best aspects – information received & speakers

Strengths & weakness of the format – no consensus
- computer outage
- virtual was more convenient
- in-person is better
- not effective for networking
“The General Assembly gives all segments of our region the opportunity to interact and inform each other. That is what government should always do.”

Pat Furey, Mayor, City of Torrance

“The cracks in our federal government have been so apparent and discouraging. I found great hope that our local governments are collaboratively problem-solving issues important to our communities.”

Beverly Lovelace, President, Barbour Walk Terrace Home Owners Association
TO: South Bay Cities COG Board of Directors  
FR: Jeff Kiernan, League of California Cities  
RE: Cal Cities Update & Priority Bill List for 4/21/2021 Meeting (prepared April 14)

**AMERICAN RESCUE PLAN ACT**
The League of California Cities hosted Deputy Treasury Secretary Wally Adeyemo to discuss the American Rescue Plan Act on April 14. Although there was very little new information provided, the Secretary did recommend that cities continue to visit [www.Treasury.gov/coronavirus](http://www.Treasury.gov/coronavirus) for updates.  
As a reminder, the US Treasury is required to distribute the first tranche of funds to entitlement cities by May 10; non-entitlement cities’ funds will be passed through the State within 30 days of receipt from the Treasury.

**UPCOMING EVENTS**
June 3 from 6 – 7 PM [LA County Division General Membership Meeting](#)  
August 5 from 6 -7 PM LA County Division Annual Installation Ceremony  
September 22 – 24: League of California Cities Annual Conference in Sacramento  
  
- YES, we are currently anticipating this will be an in-person conference. Details as they become available at [www.CACities.org/AC](http://www.CACities.org/AC).

**PRIORITY BILLS LIST**
More than 2500 bills have been introduced this year and approximately 70% of them are being monitored by the Cal Cities’ lobbyists and staff as potentially impacting cities or local control. Following several briefings, I put this list together of legislation that may be of interest to the cities in my region. 
It will take some time for us to issue official letters and notify legislative offices of support & opposition. Our priority is to write letters for bills that have been scheduled for a legislative hearing to avoid writing letters on bills that may be amended prior to the hearing or for bills that never make it to a hearing.

**Housing**

**PLANNING AND ZONING**

**SB 5 (Atkins)** Housing Bond.  
This measure expresses the intent of the Legislature to authorize the issuance of a bond, of an unspecified amount, to fund housing-related programs.  
Cal Cities Position: Pending

**SB 6 (Caballero)** Local Planning. Housing in Commercial Zones.  
This measure would create the Neighborhood Homes Act, which would require cities to allow housing development projects on lots zoned for office or retail commercial that is not adjacent to an industrial use.  
Cal Cities Position: Pending Oppose Unless Amended

**SB 9 (Atkins)** Housing Development Approvals.  
This measure would require a local government to ministerially approve a housing development containing two residential units in single-family zones. Additionally, this measure would require local governments to ministerially approve urban lot split.  
Cal Cities Position: Oppose Unless Amended + Action Alert.  
UPDATE: SB 9 was amended on April 5th and passed out of Senate Housing on 4/15. New letters indicating opposition to the amended bill will need to be submitted to the Senate EQ committee by noon on April 19. The April 5th amendments indicate that 4 units are the maximum for any currently zoned single family parcel which will not address Cal Cities’ concerns and will likely switch to an oppose position before the Senate EQ hearing (scheduled for either April 26 or 29).
**SB 10 (Wiener) Planning and Zoning. Density.**
This measure would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site.
Cal Cities Position: Watch

**SB 12 (McGuire) Local government: planning and zoning: wildfires.**
Requires local governments to make specified findings on fire standards before permitting zoning within VHFHSZs. Also requires the regional COG to reduce the allocation of those jurisdictions that are within a VHFHSZ during future RHNA allocation processes.
Cal Cities Position: Watch. Cal Cities HCED policy committee requested that we consider SB 12 after overwhelmingly rejecting the approach by Senator Stern in his proposed SB 55.

**SB 15 (Portantino) Housing Development: Incentives: Rezoning of Idle Retail Sites.**
This measure, upon appropriation by the Legislature in the annual Budget Act or other statute, would require HCD to administer a program to provide incentives in the form of grants allocated 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.
Cal Cities Position: Support. LA County Division: Co-Sponsor.

**SB 32 (Cortese) Energy: General Plan: Building Decarbonization Requirements.**
This measure would require a city or county to amend, by January 1, 2023, the appropriate elements of its general plan to include goals, policies, objectives, targets, and feasible implementation strategies, as specified, to decarbonize newly constructed commercial and residential buildings.
Cal Cities Position: Pending – the intent of this bill would likely prohibit the use of natural gas in new commercial & residential structures

**SB 55 (Stern) Very High Fire Hazard Severity Zone. State Responsibility Area. Development Prohibition.**
This measure would prohibit the creation or approval of a new commercial or residential development in a very high fire hazard severity zone (VHFHSZ) or a state responsibility area (SRA).
Cal Cities Position: Likely Oppose. We continue to work with the author’s office on this bill. See also: SB 12 (McGuire) & AB 1295 (Muratsuchi)

**SB 478 (Wiener) Planning and Zoning Law: Housing Development Projects (as amended on 4/12/21)**
This measure would prohibit a local agency from imposing a floor-to-area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to 10 units. The bill would prohibit a local agency from imposing a lot coverage requirement that would preclude a housing development project from achieving the floor-to-area ratios described above. The bill would prohibit a local agency from denying a housing development project located on an existing legal parcel solely on the basis that the lot area of the proposed lot does not meet the local agencies requirements for minimum lot size. The bill would only apply to housing development projects that meet specified requirements, including, among other things, that the project be located in a multifamily residential zone or a mixed-use zone, as specified.
Cal Cities Position: Analysis of Amendments Pending

**SB 765 (Stern) Accessory Dwelling Units: Setbacks.**
This measure would remove the four foot maximum setback requirement and would instead provide that the rear and side yard setback requirements for accessory dwelling units may be set by the local agency. The measure would authorize an accessory dwelling unit applicant to submit a request to the local agency for an alternative rear and side yard setback requirement if the local agency’s setback requirements make the building of the accessory dwelling unit infeasible.
Cal Cities Position: Support. Scheduled to be heard in Senate Housing committee on April 15 if it passes it will go to Senate Appropriations.
SB 809 (Allen) Regional Housing Trusts.
This bill would state the intent of the Legislature to enact legislation that would require all local governments to participate in a regional housing trust fund. Sponsored by CA Contract Cities Assn.
Cal Cities Position: Watch – SB 809 is now a two year bill.

AB 115 (Bloom) Planning and Zoning: Commercial Zoning: Housing Development.
This measure would require local governments to allow housing developments in all commercial zones as long as the housing development sets aside at least 20% of the total number of units for affordable housing. This includes for rent and for sale units.
Cal Cities Position: Pending Oppose Unless Amended. We continue to work with the author’s office – see also SB 6 (Caballero)

AB 1295 (Muratsuchi) Residential Development Agreements: Very High Fire Risk Areas
This measure, beginning on or after January 1, 2022, would prohibit the legislative body of a city or county from entering into a residential development agreement for property located in a very high fire risk area. The bill would define “very high fire risk area” for these purposes to mean a very high fire hazard severity zone designated by a local agency or a fire hazard severity zone classified by the director.
Cal Cities Position: Muratsuchi does not plan to move AB 1295 until next year. Based on the current language Cal Cities would likely oppose – see also SB 55 (Stern) & SB 12 (McGuire).

AB 1322 (Bonta) Land Use: substantially compliant housing element. (as amended 4/5/21)
This measure would, commencing January 1, 2022, authorize a city council to suspend provisions, via resolution, of a city’s charter or voter adopted measure if the provisions or measures constitute a substantial obstacle to implementation of a timely and compliant housing element.
Cal Cities Position: Pending. With Assembly Member Bonta’s nomination to become California’s next Attorney General, this bill is will need to be picked up by another author to proceed.

AB 1401 (Friedman) Residential and Commercial Development: Parking Requirements.
This measure would prohibit a local government from imposing a minimum parking requirement, or enforcing a minimum parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit or located within a low-vehicle miles traveled area.
Cal Cities Position: Oppose.

HOMELESSNESS
AB 816 (Chiu) State and Local Agencies: Homelessness Plan.
This measure would, on or before January 1, 2023, require each local agency to submit to HCD an actionable county-level plan for meeting specific annual benchmarks, with the goal of reducing homelessness by 90% by 2029. Additionally, this measure would allow the Inspector General to bring an action against the state, a local agency, or a city to compel compliance with the homelessness action plan.

AB 1372 (Muratsuchi) Right to Temporary Shelter.
This measure would require every city, or every county in the case of unincorporated areas, to provide every person who is homeless with temporary shelter, mental health treatment, resources for job placement, and job training until the person obtains permanent housing if the person has actively sought temporary shelter in the jurisdiction for at least 3 consecutive days and has been unable to gain entry into all temporary shelters they sought for specified reasons. The measure would require the city or county to provide a rent subsidy, if it is unable to provide temporary shelter. This measure would also authorize a person who is homeless to enforce the bill’s provisions by bringing a civil action.
Cal Cities Position: Muratsuchi does not plan to move AB 1372 until next year. Based on the current language Cal Cities would likely oppose.
DEVELOPMENT FEES

**SB 695 (Ochoa Bogh) Mitigation Fees.**
This measure would make numerous changes to how cities impose development fees. Changes include expanding nexus study requirements to include dedications of parkland or in-lieu fees imposed under the Quimby Act, and construction excise taxes. This measure would prohibit a housing impact requirement from exceeding the amount necessary to maintain the existing level of service identified in the nexus study for the type of capital facility for which the housing impact requirement is imposed.
Cal Cities Position: Watch. Likely a two year bill.

**AB 59 (Gabriel) Mitigation Fee Act: Fees: Notice and Timelines.**
Existing law allows a party to challenge a connection fee or capacity charge within 120 days from the date the agency adopts the fee or charge. Once the statute of limitations expires, fee structures are protected from lawsuits, allowing agencies to invest the revenue from those fees in ways that benefit future development. This measure would remove this certainty by repealing section 66022 and allowing agencies to be sued every time they assess the fee or charge on an applicant for a new service connection.
Cal Cities Position: Watch. Likely a two year bill.

**AB 602 (Grayson) Development Fees. Impact Fee Nexus Study**
Would require, on and after January 1, 2022, a city, county, or special district that conducts an impact fee nexus study to follow specific standards and practices, including, but not limited to, (1) that prior to the adoption of an associated development fee or exaction, an impact fee nexus study be adopted, (2) that the study identify the existing level of service for each assessed impact, identify the proposed new level of service, explain the level of metric being used, and include a finding of why the new level of service is necessary, and (3) that a fee levied or imposed on a housing development project by a local agency be proportionate to the square footage of the proposed unit or units. Also requires a city, county, or special district to post a written fee schedule or a link directly to the written fee schedule on its website.
Cal Cities Position: Oppose Unless Amended.

**Governance, Transparency, & Labor Relations**

**ELECTIONS**

**SB 443 (Newman) Elections: redistricting**
This measure would revise the criteria used for local redistricting by changing them to the criteria used for Senate, Assembly, and Congressional districts.
Cal Cities Position: Oppose.

**BROWN ACT**

**AB 339 (Lee) Local Government: open meetings**
This measure would require all meetings to allow attendance via a call-in option or an internet-based service, the translation of agendas and documents explaining how to access the meeting in languages spoken by 5% of the jurisdictions population, and public agencies to employ a sufficient number of translators to provide simultaneous translation services during a meeting.
Cal Cities Position: Oppose

**AB 361 (R. Rivas) Open meetings: local agencies**
This measure would codify the Governor's executive orders relating to the Brown Act in the case of a statewide or local declared emergency.
Cal Cities Position: Watch
**AB 703 (Rubio)** Open meetings: local agencies
This measure would remove the current teleconferencing requirements from law and requires local agencies to implement a system for resolving ADA issues swiftly if the entire meeting is teleconferenced.
Cal Cities Position: Watch.

**AB 1053 (Gabriel)** City selection committee: quorum: teleconferencing.
Would allow City Selection Committee meetings to lower quorum requirements to one-third and allow meetings to be conducted by teleconference and electronic means.
Los Angeles County Division Position: Support. [DIVISION LETTER](#)

**PENSIONS**

**SB 278 (Leyva)** Public Employees’ Retirement System: disallowed compensation
This measure would require in instances of disallowed compensation that a public agency must continue to paying a retiree the amount reduced in their retirement allowance.
Cal Cities Position: Oppose + Action Alert. SB 278 is in Senate Appropriations, but has passed out of two Senate committees with just a single no vote; please call your Senators.

**Environmental Quality & Community Services**

**SOLID WASTE / RECYCLING**

**SB 619 (Laird)** SB 1383 Implementation
Delays implementation of SB 1383 related (Lara, 2016) to organic waste recycling. Cal Cities is highly engaged with Senator Laird on this issue, additional updates and information at the Cal Cities [Organic Waste Recycling page](#).
Cal Cities Position: Pending. Bill language still not available, but contact me if you are interested in a support in concept letter for a one year delay in implementing SB 1383. More information on our [SB 1383 implementation page](#).

**AB 818 (Bloom)** Disposable wipes
Would require certain disposable wipes manufactured on or after July 1, 2022, to be labeled clearly and conspicuously with the phrase “Do Not Flush” and a related symbol
Cal Cities & Los Angeles County Division Position: Support

**CLIMATE CHANGE & AIR QUALITY**

**AB 50 (Boerner Horvath)** Climate Adaptation Center and Regional Support Network: sea level rise.
Would establish the Climate Adaptation Center and Regional Support Network in the Ocean Protection Council to provide local governments facing sea level rise challenges with information and scientific expertise necessary to proceed with sea level rise mitigation.
Cal Cities Position: Watch

**SB 30 (Cortese)** Building decarbonization
Would, on or after January 1, 2022, prohibit a state agency from designing or constructing a state facility that is connected to the natural gas grid. The bill would require the department to develop the California State Building Decarbonization Plan that will lead to the operational carbon-neutrality of all state-owned buildings by January 1, 2035. The bill would prohibit state agencies from providing funding or other support for projects for the construction of residential and nonresidential buildings that are connected to the natural gas grid.
Cal Cities Position: Watch – likely will go to Cal Cities policy committee

**ENERGY & UTILITIES**

**SB 617 (Wiener)** Residential solar energy systems: permitting
Would require every city and county, over 10,000 population, to implement an online, automated permitting platform that verifies code compliance and instantaneously issues permits for a residential photovoltaic solar energy system and
an energy storage system paired with a residential photovoltaic solar energy system. Encouraging the use of the SolarAPP+, app. developed by the US Dept. of Energy
Cal Cities Position: Lean oppose; recent amendments ease some concerns.

**SB 612 (Portantino)** Electrical corporations and other load-serving entities: allocation of legacy resources.
CA Community Choice Association sponsored spot bill dealing w/ Power Charge Indifference Adjustment (i.e. charge related to power contracts initiated by SoCal Edison prior to creation of CCA)

**AB 1124 (Friedman)** Solar energy systems.
Follow up to AB 1414 (Friedman, 2017), which set $450 cap on permitting. Would revise the definition of “solar energy system” to include any structural design feature by eliminating the provision that it be a feature of a building.
Cal Cities Position: Concerns / Watch

**SEA LEVEL RISE**

**SB 1 (Atkins)** Coastal resources: sea level rise
Creates the California Sea Level Rise State and Regional Support Collaborative. Upon appropriation, the Collaborative can expend $100 million in grants to locals to update local and regional land use plans to take into account sea level rise, and for directly related investments to implement those plans
Cal Cities Position: Watch

**SB 83 (Allen)** California Infrastructure and Economic Development Bank: Sea Level Rise Revolving Loan Program
Creates the Sea Level Rise Revolving Loan Program within the I-Bank to provide low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property.
Cal Cities Position: Watch

**WILDFIRES**

**AB 1403 (Levine)** Emergency services.
This bill would additionally include a deenergization, defined as a planned public safety power shutoff, as specified, within those conditions constituting a state of emergency and a local emergency.
Cal Cities Position: Support

**SB 52 (Dodd)** State of emergency: local emergency: sudden and severe energy shortage: planned power outage.
This bill would expand the definition of “sudden and severe energy shortage” to include a “deenergization event,” defined as a planned power outage, as specified, and would make a deenergization event one of those conditions constituting a state of emergency and a local emergency.
Cal Cities Position: Support – current law prevents planned events from qualifying as an emergency.

**WATER**

**AB 377 (Rivas)** Water quality: impaired waters. *(as amended 3/22/21)*
Would completely overhaul the current MS4 and storm water permitting system & require all surface waters to be drinkable, fishable, swimmable by 2050.
Cal Cities & Los Angeles County Division Position: Oppose (w/ updated letter after the 3/22 amendments)

**SB 426 (Rubio)** Municipal separate storm sewer systems: financial capability analysis.
Previously sponsored by the LA County Division. Would require the State Water Resources Control Board to establish financial capability assessment guidelines for MS4 permittees that are adequate and consistent when considering the costs to local jurisdictions.
Cal Cities & Los Angeles County Division Position: Support
**AB 1195 (C. Garcia)** Southern Los Angeles County Regional Water Agency

Would create the Southern Los Angeles County Regional Water Agency as a regional water agency serving the drinking water needs of the cities, unincorporated areas, and residents in the communities overlying the Central Basin and West Coast Basin aquifers in southern Los Angeles County.

Cal Cities Position: Watch – *unclear on the need for this new agency.*

**Transportation, Communications & Public Works**

**BROADBAND**

**AB 14 (Aguilar Curry)** Communications: California Advanced Services Fund

**SB 4 (Gonzalez)** Communications: California Advanced Services Fund.

These companion measures would reform the existing CA Advanced Services Fund surcharge to help close the digital divide. These fund CASF beyond the original 2022 sunset date; makes it easier for local governments to apply for these grants; CASF funding can be used to match or leverage federal funding; expands the definition of unserved; creates Bond Financing and Securitization Accounts; and GO-Biz to develop a model for streamlined permits.

Cal Cities Position: Support

**AB 34 (Muratsuchi)** Communications: Broadband for All Act of 2022.

$10 billion general obligation bond measure for the statewide general election ballot on November 8, 2022; funds would be allocated to cities, counties, special districts, school districts, universities, community colleges, state emergency service providers, California Native American tribes, and joint power authorities; 25% of funding reserved for unserved or disadvantaged communities; and to be administered through Department of Technology.

Cal Cities Position: Support in Concept

**SB 378 (Gonzalez)** Local government: Broadband Infrastructure Development project permit processing: microtrenching permit processing ordinance.

Provides providers of fiber facilities sole authority to determine the method of installation of fiber; and would forbid local governments from “prohibiting, or unreasonably discriminating in favor of or against the use of, aerial installations, open trenching or boring, or microtrenching.”

Cal Cities Position: likely oppose – discussions with the author’s office on amendments are ongoing.

**AB 537 (Quirk)** Local permitting: broadband projects.

Unnecessarily implements FCC rules around broadband permitting into state law; and prohibits cities and counties from unreasonably discriminating in favor of or against any particular technology in the broadband permitting process.

Cal Cities Position: likely oppose – discussions with the author’s office on amendments are ongoing.

**SB 556 (Dodd)** Utility poles and support structures: attachments.

Unnecessarily implements FCC rules around broadband permitting into state law requiring cities/counties to make utility poles/traffic signal poles/street light poles available to telecommunications providers; Federal law allows locals to “manage” the public right-of-way; and the mandate of the draft bill does not allow us to manage the public right-of-way.

Cal Cities Position: Oppose + Action Alert. Cal Cities is currently engaged in a lawsuit against the FCC on several of their recent rulings, so implementing them into state law would make that case moot.

**EV CHARGING & ELECTRIC VEHICLES**

**AB 970 (McCarty)** Planning and zoning: electric vehicle charging stations: permit application: approval.

Re-introduction of AB 2168 (McCarty) from last year which we opposed in a coalition with RCRC, CALBO, CSAC, Urban Counties, and APA; creates a 15-day deemed approved permit shot-clock for EV charging stations.

Cal Cities Position: Pending oppose – unfortunately cities are largely out of compliance with existing law AB 1236, as evidenced by this GO-Biz EV permit streamlining compliance map. Unfortunately a multi-year effort to bring cities into compliance has not been very successful and GO-Biz is seeking this legislation to increase charging infrastructure availability.
SB 542 (Limón) Zero-emission vehicles: fees.
Exempts zero-emission vehicles from the $100 registration fee deposited into the Road Maintenance & Rehabilitation Account (i.e. SB 1 $); establishes tax and DMV fee parity between zero emission trucks and conventional trucks in the same class; and authorizes CARB to determine the amount of taxes and DMV fees paid when purchasing and registering a new gas powered truck and use this determination to set the taxes and fees for zero emission trucks.
Cal Cities Position: Watch

EMERGENCIES
AB 1100 (Aguiar-Curry) Communications service: emergencies and disasters: reports.
Requires the CPUC to collect information from telecommunications service providers about the provider’s efforts to repair or replace communications infrastructure that was damaged as a result of an emergency or disaster.
Cal Cities Position: Watch

SB 341 (McGuire) Telecommunications service: outages.
Requires each provider of telecommunications service to maintain a public outage map on its website showing outages; and requires the CPUC to develop and implement backup electrical supply rules requiring providers of telecommunications service to maintain backup electrical supply for their infrastructure sufficient to maintain service for at least 72 hours.
Cal Cities Position: Support

Rev & Tax
TAX EXEMPTIONS
SB 771 (Becker) Sales and use taxes: zero emission and hybrid vehicles exemption
Exempts electric and hybrid electric vehicles valued under $25,000.
Cal Cities Position: Pending Oppose

AB 1288 (Quirk Silva) Property tax: exemptions: personal property used for space flight activities.
Permanent and significant expansion of existing exemptions for property taxes on equipment used to support space flight.
Cal Cities Position: Watch – listed here as information for cities with large aerospace facilities

SHORT TERM RENTALS
SB 60 (Glazer) Ordinance Violations
Allows cities impose a fine up to $5,000 for ordinance violations.
Cal Cities Position: Watch – lean support based on the increase in the violation amount.

SB 555 (McGuire) Online Short-Term Rental Facilitator Program
Provides an opt-in program for cities to delegate short term rental TOT collection authority to CDTFA. Requires short term rental platforms to register with CDTFA and collect TOT.
Cal Cities Position: Concerns – seeking input from Cal Cities’ Rev & Tax policy committee

Public Safety
SB 210 (Wiener) Automated license plate recognition systems: use of data.
Would require Automated License Plate Reader (ALPR) data that does not match a hot list be destroyed within 24 hours, preventing law enforcement from utilizing this tool when a vehicle description is not immediately known following a crime.
Cal Cities Position: Oppose + Action Alert

SB 98 (McGuire) Public peace: media access.
Would require media access to law enforcement command posts and closed areas and would prohibit law enforcement from intentionally assaulting, interfering with, or obstructing a duly authorized representative who is gathering,
receiving, or processing information for communication to the public. Would also prohibit a duly authorized representative who is in a closed area from being cited for the failure to disperse, a violation of a curfew, or a violation of other, specified law.

Cal Cities Position: Watch – concerns

**SB 57 (Wiener) Controlled substances: overdose prevention program.**

Would, until January 1, 2027, authorize the City and County of San Francisco, the County of Los Angeles, and the City of Oakland to approve entities to operate overdose prevention programs through “safe injection sites”. The bill would require the City and County of San Francisco, the County of Los Angeles, and the City of Oakland, prior to authorizing an overdose prevention program in its jurisdiction, to provide local law enforcement officials, local public health officials, and the public with an opportunity to comment in a public meeting.

Cal Cities Position: Watch

**SB 82 (Skinner) Petty theft.**

Creates a new category of “petty theft in the first degree” for thefts under $950 that may involve very minimal force or fear but did not cause serious injury or the use of a deadly weapon. Categorizes petty theft that does not involve any force or fear as “petty theft in the second degree”. Prohibits either category of petty theft from being charged as robbery or burglary. Applies this change retroactively allowing individuals convicted of robbery to apply for resentencing if they meet the criteria.

Cal Cities Position: Oppose.

**AB 1034 (Bloom) Cannabis: retail preparation, sale, or consumption of noncannabis food and beverage products.**

Authorizes a local jurisdiction to allow for the preparation or sale of noncannabis food or beverage products by a licensed retailer or microbusiness in the area where the consumption of cannabis is allowed.

Cal Cities Position: Watch
HIGHLIGHTS FROM THE MEETING

ACTION
REGIONAL COUNCIL ELECTS 2021-22 BOARD OFFICERS

The Regional Council today approved the nominations for the SCAG 2021-22 Board Officers as submitted by the Nominating Committee. Congratulations to Hon. Clint Lorimore (City of Eastvale), who will serve as the new SCAG President; Hon. Jan Harnik (Riverside County Transportation Commission), who will serve as First Vice President; and Hon. Carmen Ramirez (County of Ventura), who will serve as Second Vice President. The slate of new officers will be presented to the General Assembly for ratification at its meeting on May 6.

ACTION
REGIONAL COUNCIL APPROVES THE ALLOCATION OF FEDERAL STIMULUS FUNDING TO TRANSIT OPERATORS

To address the severe impact of the global pandemic on our nation, state and regions’ transit systems, the federal government has approved three stimulus bills since the beginning of the pandemic that provide direct assistance to the transit operators. In urbanized areas, these funds are being passed through Federal Transit Administration’s existing 5307 formula program to the eligible Urbanized Zone Areas (UZAs). In total, urbanized areas in the SCAG region will receive more than $4 billion to support our transit operators. As the designated recipient for six UZAs in the SCAG region, two of which are multi-county UZAs, SCAG is responsible for allocating the funds apportioned to multi-county UZAs to each of the eligible county transportation commissions.

The Regional Council today approved the staff recommendation to allocate the second and third rounds of stimulus funds using operating costs as reported in the 2018 National Transit Database as a proxy for operators' needs (as specified in the respective appropriations bills). The result of this Regional Council action
is that in the Los Angeles – Long Beach – Anaheim UZA, by far the largest in the region, the eligible counties of Los Angeles, Orange, Riverside and San Bernardino will receive exactly 132 percent of their transit operators costs when all three rounds of stimulus funds are combined.

**ACTION**

**REGIONAL COUNCIL APPROVES 26 HOUSING DEVELOPMENT PROJECTS**

The Regional Council today approved 26 local proposals that promote sustainable housing development as part of the 2020-21 Sustainable Communities Program.

The 26 proposals – spread from Santa Monica to Coachella – are designed to promote diverse housing types in communities served by multiple transportation options and create dynamic, built environments that support multimodal mobility and reduce reliance on single-occupancy vehicles.

SCAG staff will work closely with the applicants to further define the scopes of work and develop a project initiation schedule and budgets. Approximately $4.8 million in state planning resources are expected to be available to cover anticipated project expenses. Read more about the Sustainable Communities Program at scag.ca.gov/scp.

**NEWS FROM THE PRESIDENT**

**CALL FOR COLLABORATION GRANTEE SELECTED**

Last July, the Regional Council approved $1 million of the Regional Early Action Planning grant funds to establish the Call for Collaboration program in partnership with the California Community Foundation, Irvine Foundation, and Chan Zuckerberg Initiative. The program aims to seed and uplift diverse, community-driven approaches and strategic coalitions that address the tremendous challenge in meeting housing needs while addressing historic racial inequities.

SCAG received an overwhelming response of 47 applications to the program. A panel of housing and funding experts selected 15 recipients to receive nearly $1.3 million in funding available. Many of the grantee’s projects will cover a range of activities related to housing policy and land use, including deeper community engagement with low-income and communities of color. For a full list of approved grantees visit the Call for Collaboration webpage.

**SPECIAL COMMITTEE ON EQUITY & SOCIAL JUSTICE UPDATE**

The Special Committee on Equity & Social Justice spent the past nine months exploring how SCAG can help advance equity, diversity and inclusion in our region. These efforts were driven both internally within SCAG’s process and procedures as well as outwardly in the region through the expertise of its committee members. The work of the committee was guided by the Regional Council’s July 2020 resolution acknowledging systemic racism as a human rights and public health crisis.

The final committee meeting on March 30 focused on reviewing the Racial Equity Early Action Plan and how SCAG can ensure it is initiating work across the agency on equity and increasing representation from low-income and communities.
of color on the Regional Council and supporting planning efforts in environmental justice communities to name a few. The Racial Equity Early Action Plan will be presented to the Regional Council for final approval at the General Assembly on May 6.

**SCAG HOSTS “VIRTUAL FLY-IN" WITH D.C. LEADERSHIP**

SCAG hosted a “virtual fly-in” to Washington, D.C. on March 17 – 18, where SCAG’s executive officers, several Regional Council members, and staff met with Representative Norma Torres (D-Pomona), member of the House Appropriations Committee and Rules Committee, and Representative Maxine Waters (D-Gardena), chair of the House Financial Services Committee. The delegation also met with key members of the U.S. Department of Transportation leadership, including Acting Assistant Secretary for Transportation Policy, Christopher Coes and Deputy Assistant Secretary of Intergovernmental Affairs, Charles Small. The following week, the delegation virtually met with Representative Pete Aguilar (D-San Bernardino) who is also a member of the House Appropriations Committee. The focus was to develop relationships with SCAG’s congressional delegation and incoming staff and to engage them on our legislative priorities for the upcoming infrastructure stimulus package and surface transportation reauthorization. Read more about SCAG’s legislative priorities [here](#).

**NEWS FROM THE EXECUTIVE DIRECTOR**

**REGIONAL HOUSING NEEDS ASSESSMENT UPDATE**

On March 22, the California Department of Housing and Community development (HCD) approved SCAG’s 6th Cycle Final Regional Housing Needs Assessment Allocation Plan, which was adopted by the Regional Council at its meeting on March 5. SCAG will also be meeting with HCD’s Director, Gustavo Velasquez, in the coming month to discuss local challenges in preparing housing element updates and next steps as outlined in the resolution adopted by the Regional Council. Learn more about SCAG’s housing program at [scag.ca.gov/housing](http://scag.ca.gov/housing).

**SCAG & USC PRICE TO HOST 32ND ANNUAL DEMOGRAPHIC WORKSHOP**

SCAG and the University of Southern California, Sol Price School of Public Policy are pleased to invite you to the 32nd Annual Demographic Workshop. Join us on Tuesday, June 8, and Tuesday, June 15 for this year’s program focused on planning for “the post-pandemic city.” A demographic check-up panel will cover the latest trends in migration, fertility and vaccination, as well as the new 2020 census counts due for release. Additional panels will focus on myths and realities of California’s mass exodus and declining mobility, and the new trends in workplace, travel and residential locations. For more information about the event, visit [scag.ca.gov/demographics](http://scag.ca.gov/demographics).

Read the full Executive Director’s Report for April 2021 and see past reports on the SCAG website.
UPCOMING MEETINGS

APRIL

• 20th Legislative/Communications & Membership Committee
• 27th Transportation Conformity Working Group
• 29th Emerging Technologies Committee

MAY

• 4th Aviation Technical Advisory Committee
• 5th Executive Administration Committee
• 6th General Assembly
• 18th Legislative/Communications & Membership Committee
• 25th Transportation Conformity Working Group
• 26th Modeling Task Force

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017
(213) 236-1800 | scag.ca.gov
COUNTY REGIONAL OFFICES
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Subscribe to the SCAG Spotlight newsletter.
1. March 10 Board of Directors meeting highlights. CALCOG President, El Centro Mayor Cheryl Viegas-Walker, is also currently serving as President of the League of California Cities.

CALCOG is working with the Strategic Growth Council to relaunch regular meetings between its MPO planning directors and key staff from the Strategic Growth Council, Air Resources Board, Caltrans, California Transportation Commission, California State Transportation Agency, and the Department of Housing and Community Development. These meetings are good for the technical staff to have discussions about what specific programs are attempting to achieve and the obstacles that have to be overcome. The focus is on the best ways to implement existing policies (not create new policies) and learn about the challenges.

- **CAPTI.** The State Transportation Agency is preparing the Climate Action Plan for Transportation and Infrastructure (CAPTI), which derives from a Governor’s executive order N-19-19 to spend $5 billion in annual transportation funding in a way that supports state climate goals. This plan will likely affect how the state selects projects from funding programs. CALCOG staff met with CalSTA to discuss the second draft.

- **$900 Million CRRSAA (Federal COVID).** The most recent COVID recovery bill included $10 billion for DOTs. Approximately $900 million will come to California. There have been major discussions amongst members about the fairest way to distribute the funding going to regional and local governments.

**Services CALCOG provides:**

- **State Transportation Program and Funding Expertise.** Under SB 45, CALCOG members maintain a strong partnership with the state to operate and maintain the transportation system. CALCOG maintains relationships with key personnel from the California State Transportation Agency, the California Transportation Commission, and Caltrans to assure open communications are beneficial and continuous.

- **Monitoring Developments in Washington DC.** CALCOG monitors events, helps coordinate state messaging, and works with national counterparts to ensure that the changes made in Washington are workable and benefit the California’s regions, large and small.

- **Sustainable Communities Planning.** CALCOG is the one agency that represents all 18 MPOs that are responsible for developing a Sustainable Communities Strategy within the Regional Transportation Plan to achieve a greenhouse gas emissions target set by the Air Resources Board. Accordingly, CALCOG staff are in constant contact with the Strategic Growth Council, Air Resources Board, California Department of Transportation, California State Transportation Agency, The Department of Housing and Community Development, and other state agencies. CALCOG also continually meets with and educates members of the State Legislature to provide them information to assure that the best policy outcomes are reached.

- **CALCOG annually hosts the California Academy for Regional Leaders.** Started in 2018, “CARL provides leadership training for mid and upper-level managers and directors working for a regional agency. Each cohort includes about 25 to 30 people from around the state. The program focuses on teaching soft leadership skills and personal development. Participants also form relationships that will last a career developing "Espirit de COG."
2. **The March 22-23 Annual CALCOG Regional Forum**, attended by Britt and Jacki Bacharach, had an excellent selection of speakers. Jacki Bacharach was invited to provide a brief spotlight on the South Bay Fiber Network. Former US Secretary Anthony Foxx was the keynote speaker. He provided special insight into what the new administration is thinking about transportation policy. He also joined a panel with three other (all California) members of the Biden Transportation Transition Team: Toks Omishakin (Caltrans); Phil Washington (LA Metro) and Therese McMillian (MTC). The two new transportation committee chairs and the new ARB Chair to joined as well.

**SCAG/Energy and Environment Committee Report- Britt Huff**

**March 4, 2021, SCAG, Energy and Environment Committee** and all other SCAG committees met with the Regional Council for its March 4 meeting, celebrating Black History month with a focus on equity. **Four outstanding presentations** were made addressing SCAG’s Equity Efforts, Urban Renewal and Transportation Policies and Practices, Land Use and Housing Policies and Practices, and Understanding American Economic Inequity.

Guest speakers were:
- Charles Brown, Founder, Equitable Cities
- Tunua Thrash-Ntuk, Executive Director, LISC
- Beth Osborne, Director, Transportation for America

**April 1, 2021, SCAG, EEC/Energy and Environment Committee**

The Regional Council adopted Resolution 21-628-1 affirming a climate change crisis in Southern California and called on SCAG and other local and regional partners to join together to further reduce greenhouse gas (GHG) emissions, improve regional resilience, and reduce hazards from a changing climate. The Regional Council’s action will help to promote climate adaptation, mitigation and resilience in support of the 197 jurisdictions in Southern California and the 19 million residents who call the SCAG region home. This report serves as an update on the agency’s progress for implementing the Resolution. Quarterly updates will be provided to the Energy and Environment Committee, which will oversee the work through the next several years.

Based on Regional Council action at its March 5, 2020 meeting, SCAG has set aside half of its Regional Early Action Program (REAP) housing funding, or approximately $23 million, for the Subregional Partnership Program. As part of its action, the Regional Council authorized staff to develop a process and formula to make funds available relative to each subregion’s total share of regional housing need, as determined by the adopted Final Regional Housing Needs Assessment (RHNA) Allocation Plan. The 6th cycle Final RHNA Allocation Plan was adopted by the Regional Council on March 4, 2021 and SCAG staff has updated the REAP funding available for each subregion based on these amounts.

The Regional Council approved the 2020/2021 Sustainable Communities Program (SCP) Housing and Sustainable Development (HSD) applications and authorized staff to initiate the projects. Upon Regional Council approval of guidelines, staff released the SCP Housing and Sustainable Development Call for Applications and received a total of twenty-six (26) project proposals across all project categories and types by the January 29th, 2021 deadline. Staff has completed an evaluation of proposals and has identified that all twenty-six (26) projects meet the SCP program requirements, pending staff verification for Regional Early Action Program (REAP) guidelines. Approximately $4.8 million in State planning resources are expected to be available to cover anticipated project expenses.
based on the HSD program’s inclusion in REAP final application to the California Department of Housing and Community Development. Staff is seeking Regional Council approval of all HSD applications and authorization to begin contacting project sponsors in order to develop a program schedule and initiate projects.

**Presentations:**
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Connect SoCal, the 2024 Regional Transportation Plan/Sustainable Communities Strategy (2024 RTP/SCS or Connect CoCal), introduced a series of new strategies, referred to as the plan’s Key Connections, to meet increasingly aggressive greenhouse gas reduction goals. These Key Connections aim to leverage new technologies and partnerships among land-use and transportation agencies and leaders in innovation to accelerate progress on regional planning goals. Accelerated Electrification is one of the five Key Connections, which are collectively responsible for 30% of the plan’s per capita greenhouse gas (GHG) reductions by 2035, with vehicle electrification and charging infrastructure deployment serving as critical implementation strategies. SCAG staff has prepared a workplan to create a holistic and coordinated approach to decarbonizing or electrifying passenger vehicles, transit and goods movement vehicles. The workplan was created by a cross departmental team at SCAG, known as the Accelerated Electrification Team (AET), with the goal of accelerating state goals for clean technologies within the region. It catalogues current activities, as well as strategies to coordinate internally across modes, and to collaboratively support preparation for the 2024 RTP/SCS.

**Accelerated Electrification Key Connection Workplan**
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Connect SoCal, the 2024 Regional Transportation Plan/Sustainable Communities Strategy (2024 RTP/SCS or Connect CoCal), introduced a series of new strategies, referred to as the plan’s Key Connections, to meet increasingly aggressive greenhouse gas reduction goals. These Key Connections aim to leverage new technologies and partnerships among land-use and transportation agencies and leaders in innovation to accelerate progress on regional planning goals. Accelerated Electrification is one of the five Key Connections, which are collectively responsible for 30% of the plan’s per capita greenhouse gas (GHG) reductions by 2035, with vehicle electrification and charging infrastructure deployment serving as critical implementation strategies.

**San Gabriel Mountains Access Program**
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Bryan Matsumoto, Program Organizer for Nature For All, presented an overview of the San Gabriel Mountains Transit & Infrastructure Program to create transit access for underserved communities to the San Gabriel Mountains National Monument. BACKGROUND: Nature For All is a non-profit, community-based organization and eleven-member coalition that is focused on environmental justice and park equity issues in Los Angeles County. Their mission is to develop access to nature. Nature For All works with underserved communities to both create new local parks and protect and improve public lands within the County, including the San Gabriel Mountains and urban watersheds for healthy outdoor recreation, habitat, water resilience, and environmental education. Their Outdoor Leadership programs empower urban residents and help develop a new, diverse generation of environmental and social justice leaders. Nature For All’s Access programs provide transportation solutions to nature from underserved neighborhoods. The San Gabriel Mountains Transit & Infrastructure Program’s purpose is to create transit access to the most urban national forest in the nation – the San Gabriel Mountains National Monument/Angeles National Forest. Over 50% of Los Angeles County residents live in park-poor neighborhoods and the San Gabriel Mountains comprise 70% of the County’s open space, yet there are no public transit routes into these public lands. Nature For All is working to correct this environmental justice issue by developing regional plans for shuttle routes which will connect Metro Gold Line stations near the foothills, to mountain destinations and trails, thereby providing equitable access to public lands from across the Los Angeles region.
A Safety Tip was given by Transportation Planning Manager Scott Green. Minutes were approved for the March 12, 2021 meeting.

The Metro Regional Update led off the meeting with sections covered by Joe Forgiarini, Senior Director of Planning, Scott Green, Transportation Planning Director and Mark Dierking, Community Relations Manager. Updates were provided for systemwide ridership, Covid impacts on the Metro workforce, the extra service being added in response to increasing ridership and mask dispenser installations. Information was provided about the modified Dodger Stadium Express starting on April 9 and the 93rd Academy Awards being hosted at Union Station. We were given a recap of the outreach results during the C (Green) Line scoping plus an outline of upcoming Metro meetings including the FY22 Budget Briefing on April 22.

Kenyon Price, Senior Transportation Planning Manager, gave an update on the extensive renovations soon to be completed at the Willowbrook/Rosa Parks Station, the transfer point between the C (Green) Line and the A (Blue) Line. Improvements have been made to improve lighting, wayfinding and overall circulation. A Bike Hub has been added along with a Metro Customer Service/Security Center along with a large public plaza. Much of the layout helps remove the rider transfers out from below the freeway. Adds multiple access routes for the transfer and improves interaction with the local community. Construction is now in its final phases and completion is anticipated within the calendar year.

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

Respectfully submitted April 14, 2021
# Systemwide Average Weekday Ridership Update

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<td>538,058</td>
<td>489,059</td>
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**Notes**

3/19/20 - Safer at Home Order Issued; 11/30/20 - Targeted Safer at Home Order Issued, 2/26/21 - Safer L.A. Order Issued
Green Line Extension to Torrance

Notifications
› Bilingual mailer to 15,456 addresses
› 10 emails 10 to over 1,300 contacts
› Distributed total of 30,250 flyers door-to-door
› Facebook ads included 3 geo-targeted and 2 event posts
  • Reach total: 47,573
  • Impressions total: 129,540
› Car card advertisements in local Metro bus lines
› Presented to 14 key stakeholder groups leading up to and during the Scoping review period
› Legal ads displayed in 4 publications
› Paid and earned media ads in 5 print and online sources

Next Steps
› Release of Draft Environmental Impact Report in Spring 2022
› Continue community engagement through 2021 and 2022
› metro.net/greenlineextension

Scoping Meetings
› 2 Public Scoping Meetings
› 1 Agency Scoping Meeting
  • Total attendees: 387

Total comments received: 668

Comments By Source

- Scoping Meetings: 288
- Project Email: 310
- Project Website: 32
- Letters: 5
Apprenticeship

The South Bay Workforce Investment Board (SBWIB) manages two apprenticeship programs called Aero-Flex and Bio-Flex for the advanced manufacturing industry. Recently the SBWIB has been working with the Department of Veteran Affairs to register our apprenticeship programs with them so veterans can use their GI bill to cover their program expenses. SBWIB has also been working with the state’s Employment Development Department to register the apprenticeship programs on the statewide California's Eligible Training Provider List (ETPL) so workforce boards across the state and other partners can use state and federal funding to enroll participants in our apprenticeship programs.

SBWIB has been working with West Los Angeles College and El Camino College to enroll students in pre-apprentice and apprentice occupations centered around advanced manufacturing for this upcoming summer.

SBWIB has continued to make progress in developing an online enrollment platform to allow participants to easily self-enroll in the pre-apprenticeship and apprenticeship programs.

Aero-Flex

SBWIB assisted Northrop Redondo Beach in hiring six students through El Camino and has been helping Northrop Palmdale to develop a training program for the Aircraft Structure Mechanic occupation with Antelope Valley College through which they may hire hundreds of apprentices. SBWIB has been in communication with Sling, an aircraft manufacturer at the Torrance Airport that is interested in the Aero-Flex Apprenticeship program for 4-5 positions they are looking to fill.

Two apprentices at Impresa Aerospace in Gardena have completed the Aero-Flex Apprenticeship program for the Quality Assurance Technician and Aerospace Engineer occupations.

Bio-Flex

A cohort of 21 high school students completed the Bio-Flex Pre-Apprenticeship program, including ten from Lawndale High School, six from Inglewood City Honors Charter, and one from North Torrance High School. The three-track program included work readiness training, occupational skills training, and on the job training. Additionally, each student was linked to a mentor who matched the student's background and/or career goals. Mentors volunteered from companies such as Bachem Americas in Torrance, Sakura USA in Torrance, Kite Pharma in El
Segundo, and BioLabs LA at the Lundquist Institute in Torrance. Each student received a capstone certificate of completion and a $300 stipend.

SBWIB submitted two occupations to Department of Labor (DOL) for approval – Biomedical Maintenance Technician and Biomedical Quality Assurance Specialist. A number of biomedical manufacturing companies have been interested in these two occupations. See our attached flyer for a complete list of our partners and apprenticeship offerings.

SBWIB is in conversations with Nissin Foods in Gardena about creating an apprenticeship program for the food manufacturing industry to help them fill positions and upskill their workforce.

IT-Flex

SBWIB launched a new program called IT-Flex to offer pre-apprenticeship and apprenticeships in the field of IT. SBWIB submitted the first occupation to DOL for approval, for a Cyber Security Support Technician. Space Vector has committed to be the host employer and has two employees who are waiting to enroll.

Workforce Readiness Training

SBWIB in the process of making a number of updates to its work readiness training on how to get and keep a job called BluePrint for Workplace Success. All the content is now available in English and Spanish and there will soon be a new course on customer service and telework. In addition to the current self-paced courses, SBWIB is creating an instructor version that will allow a cohort of students to be taught at one time.

Youth Programs

SBWIB has partnered with Facebook to train young people ages 18-24 in social media and digital marketing and then connect them to summer internships with South Bay employers. SBWIB has identified 84 participants and 64 South Bay employers to participate. This program will provide training and on the job learning to participants and a valuable skilled workforce for local employers. Below is a photo of participants and employers from the national kickoff event.
Employment Training Panel

SBWIB continued to provide funding to local employers for incumbent worker training through the state’s Employment Training Panel. Over 400 people have received training to-date at an average salary of $41 an hour. SBWIB is hopeful that the program will be refunded in the next fiscal year so this resource will continue to be available to the local employers.

Broadband

With the completion of the South Bay Fiber Network, SBWIB has now connected the Hawthorne and Inglewood One-Stop sites and is working on connecting the rest of its sites in the coming months. SBWIB is also exploring the possibility of installing a Wi-Fi system that can be provided at no cost to our low-income participants at home to ensure they have adequate internet speed and capacity to attend online classes as they prepare for employment.

Training and Employment Assistance for Area Hospitals

Recognizing hospitals in the South Bay were struggling with obtaining the talent they needed to meet the demands in a pandemic, Executive Director Jan Vogel called a meeting with CEOs at local hospitals and healthcare providers to discuss how the SBWIB could help them. The conversation led to many suggestions and ideas that could be explored and implemented.

SBWIB began identifying a potential labor force and has been working on building a local talent pipeline for the identified priority occupations of Skilled Nursing, Certified Nursing Assistant, Phlebotomy, and Clinical Laboratory Scientist. SBWIB staff coordinated additional follow-up meetings with the HR departments at hospitals and assisted with the development of a referral pipeline of qualified candidates with the following Healthcare Providers: Centinela Hospital in Inglewood, Torrance Memorial Medical Center, Beach Cities Health District in Redondo Beach, Little Company of Mary in Torrance, and Memorial Hospital of Gardena. One-Stop-AJCC staff are marketing open positions, sourcing qualified individuals and referring appropriate candidates to partner hospitals.

One-Stop AJCC staff are also promoting available business services through SBWIB including pre-apprentice/apprenticeship opportunities, internships, ETP incumbent worker training and all other relevant services.

SBWIB has connected with El Camino College, Cal State Dominguez Hills, area adult schools and other local occupational training schools to develop a roadmap of trainings offered, completion dates and number of students expected to complete. Once finalized, this road map will be shared with the HR departments at our partner healthcare providers.

SBWIB has partnered with SELACO, another area workforce board, to complete an application to the state workforce board requesting funds for apprenticeship and other trainings in the healthcare sector. If funded this project will pilot a specialty nursing program developed
through Health Impact, provide occupational training for CNA and phlebotomy and work with HASC to develop a pipeline of certified Clinical Laboratory Scientists.

**Home Rehabilitation and Repair Program**

The Home Rehabilitation and Repair Program has completed home repairs for 21 low and moderate-income households in the last fiscal year in Lennox, West Compton, East Compton, East Carson, West Carson/Harbor Gateway and Del Aire. Two homes have been cleared and are on schedule for repairs and ten additional homes have been determined eligible for repair by the end of the quarter. SBWIB staff has been exploring new marketing and outreach strategies, including yard signs placed on home repair project sites and a webpage campaign. SBWIB has been requiring applicants to attend a call-in interview/orientation to review their application documents to help minimize delays in the application process. The program is still accepting applications from interested homeowners.

**Prison to Employment Program**

SBWIB was selected to serve as the Prison to Employment Program (P2E) lead for the Los Angeles region and coordinates services for the seven workforce development boards in the county. The goal of the program is to provide resources for direct services, supportive services and employment opportunities to formerly incarcerated and justice-involved individuals reentering the workforce.

To date, the Prison to Employment Program has successfully exceeded expectations with over 1,000 participants enrolled in the first year alone, surpassing the targeted goal of serving 705 individuals by 2022.
Third Class Graduates South Bay Workforce Investment Board
Bio-Flex Pre-Apprenticeship Program

HAWTHORNE – Twenty-one southland area high school students graduated from the South Bay Workforce Investment Board (SBWIB) Bio-Flex Pre-Apprenticeship (BFPA) Program March 3rd. The BFPA program provides a career pathway into the growing bioscience field and provides an opportunity to experience what it would be like to have a career in the bioscience industry.

Participants at the virtual graduation included parents, teachers, Bio Science industry volunteer mentors, educators and civic leaders. SBWIB Executive Director Jan Vogel was joined by Lawndale Mayor Robert Pullen-Miles in congratulating the students.

Mr. Vogel honored the graduates for taking the initiative to open the door to opportunities that await them in the bioscience industry by completing the Bio-Flex Pre-Apprenticeship. He also thanked the Bioscience industry partners who provided the employer led training experience for the students.

“Despite the distractions and limitations you faced during this past year, you have positioned yourselves for success,” Mayor Pullen-Miles told the graduates. “We expect to hear a lot more exciting success stories about you in the future,” he concluded.

In response to an initial request last Fall from the Centinela Valley Union High School District (CVUHSD) that sought enhanced programming for its BioMed Academy and a special request from former L.A. County Supervisor Mark Ridley Thomas, the SBWIB reached out to other local area districts and high schools in lower income and underserved communities to recruit additional applicants to join in the Bio-Flex pathway program. Science departments were encouraged to promote the opportunity to their students.

As a result, 10 Lawndale High School students from CVUHSD were joined by students from Inglewood City Honors Charter, California Academy of Math and Science at CSU Dominguez Hills, King Drew High School, Long Beach Jordan High School and North Torrance High School to complete the three-track BFPA, which included work readiness training, occupational
skills training and on-the-job training. An additional student from Da Vinci Communications Academy in the Wiseburn School District was honored for completing the SBWIB’s Aero-Flex Pre-Apprenticeship.

Funding for the Bio-Flex Pre-Apprenticeship program was provided by former L.A. County Supervisor Mark Ridley Thomas and the California Workforce Development Board Workforce Accelerator Fund 7.0. Funding for the Aero-Flex program, in part, was provided by a grant from the Howmet/Arconic Aerospace Foundation.

Both the Bio-Flex and Aero-Flex Pre-Apprenticeship programs were developed as employer driven apprenticeship models to meet the workforce development needs common to industry partners, while providing a framework to allow each employer to design or flex their own program. Employers are able to tailor the curriculum to meet their individual training needs around a specific occupation or department. For more information please visit www.sbwib.org/bioflex or www.sbwib.org/aero-flex or call (310) 970-7700.

#  #  #

Photo caption: Twenty-one southland area high school students graduated from the South Bay Workforce Investment Board (SBWIB) Bio-Flex Pre-Apprenticeship (BFPA) Program March 3rd. The BFPA program provides a career pathway into the growing bioscience field.
**Aero-Flex SBWIB Pre-Apprenticeships:**
- Aerospace Engineer
- Assembler, Metal Building
- Avionics Technician
- Industrial Manufacturing Technician
- Machine Operator I
- Machinist (Includes NIMS)
- Metal Fabricator
- Numerical Control Machine Operator
- Quality Control Inspector
- Tool Programmer, Numerical

**Bio-Flex SBWIB Pre-Apprenticeship & Registered Apprenticeships:**
1. Bio-Manufacturing Technician (Down Stream) (aka Production Technician)  
   - O-Net Code: 19-4021.00  
   - Rapids Code: 1103CB
2. Biomedical Equipment Technician (aka Biomedical Maintenance Technician)  
   - O-Net Code: 49-9062.00  
   - Rapids Code: 0888

**SBWIB Partners**

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<th><strong>O-Net Code</strong></th>
<th><strong>Rapids Code</strong></th>
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<td>2. CNC Operator - Milling and Turning*</td>
<td>51-4034.00</td>
<td>1094CB</td>
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<td>3. Industrial Engineering Technician (Aerospace Quality Assurance Technician)</td>
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<tr>
<td>4. Industrial Machine System Technician*</td>
<td>49-9041.00</td>
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<tr>
<td>5. Tool and Die Maker</td>
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* Registered with US DOL (United Stated Department of Labor) and DAS (Department of Apprenticeship Standards)

**El Camino College**
1. CNC Operator – Milling and Turning (aka Aerospace CNC Machining Technician)
   - O-Net Code: 51-4034.00  
   - Rapids Code: 1094CB
2. IT Lab Technician (aka Aerospace Electronics Technician)
   - O-Net Code: 17-3023.01  
   - Rapids Code: 1069CB
3. Electromechanical Technician (aka Aerospace Electromechanical Technician)
   - O-Net Code: 17-3024.00  
   - Rapids Code: 0167CB

**West LA College**
1. Aircraft Structures Mechanic
   - O-Net Code: 51-2011.00  
   - Rapids Code: 0876CB
2. Industrial Manufacturing Technician
   - O-Net Code: 17-3029.09  
   - Rapids Code: 2031CB
3. Calibration Technician (aka Instrumentation Technician)
   - O-Net Code: 17-3023.02  
   - Rapids Code: 0255CB

**SWAG - Strong Workforce Apprenticeship Group**
1. Tool Programmer, Numerical
   - O-Net Code: 51-4012  
   - Rapids Code: 0690
2. Numerical Control Machine Operator
   - O-Net Code: 51-4011.00  
   - Rapids Code: 0845R
3. Metal Fabricator
   - O-Net Code: 51-2041.00  
   - Rapids Code: 0325
4. Machinist
   - O-Net Code: 51-4041.00  
   - Rapids Code: 0296R
5. Quality Inspector
   - O-Net Code: 51-9061.01  
   - Rapids Code: 0936
   - O-Net Code: 51-4081.01  
   - Rapids Code: 0511
7. Industrial Manufacturing Technician
   - O-Net Code: 17-3029.09  
   - Rapids Code: 2031HY
8. Assembler, Metal Building
   - O-Net Code: 47-2221.00  
   - Rapids Code: 0877
9. Cyber Security Support Technician
   - O-Net Code: 15-1122.00  
   - Rapids Code: 113

All registered with US DOL (United Stated Department of Labor) and DAS (Department of Apprenticeship Standards)

For a current updated list visit [www.sbwib.org/aero-flex](http://www.sbwib.org/aero-flex), [www.sbwib.org/bioflex](http://www.sbwib.org/bioflex), or call Deborah Shepard at (310) 970-7700