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, August 27, 2020 via email to natalie@southbaycities.org. All written comments submitted will become part of the official record. Unless otherwise noted in the Agenda, the Public can only provide written comment on SBCCOG related business that is within the jurisdiction of the SBCCOG and/or items listed on the Agenda which will be addressed during the Public Comment portion of the meeting (Item #V).

ACCESSING THE MEETING:
Receive Zoom meeting credentials in advance of the meeting by using the below link: https://scag.zoom.us/meeting/register/tJIld-uorDsqhEYyjIrAPN_G-rVEpc0Lrw
OR
To access the Zoom meeting, use the following credentials:
Meeting ID: 968 020 200
Passcode: 398836

REVISED AGENDA
ICF contract (formerly Item VI.D.) removed from agenda, not ready
Item IX.E.1 added

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

II. VERIFY QUORUM

III. CONFIRM POSTING OF THE AGENDA BY TORRANCE CITY CLERK

IV. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA

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

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

   A. July Board Meeting Minutes (attachments) – Approve (Pages 3-8)
   
   B. Integrated Pest Control Memorandum of Understanding with McGowan Consulting (attachment) – Approve (Pages 9-13)
   
   C. Renewal of Scope of Work with Sanitation Districts of Los Angeles County (attachment) – Approve (Pages 15-17)
   
   D. South Bay Chamber of Commerce Memberships (attachment) – Approve (Pages 19-20)
   
   E. Status of Legislation of Interest to SBCCOG (attachment) – Receive and File (Pages 21-26)
      1. Information on the Restaurant Act Proposal mentioned last month by Mr. Kalb (attachment) (Pages 27-28)
F. Monthly Reports – Receive and File
   1. South Bay Environmental Services Center Report (attachment) (Pages 29-34)
   2. Transportation Report (attachment) (Pages 35-41)
   3. Reports from Outside Agencies (attachments for each at end of the agenda)
      a. League of California Cities & LA Division Legislative Committee (Bea Dieringer & Jeff Kiernan) (Pages 53-54)
      b. South Bay Workforce Investment Board (Chris Cagle) – attachment available on website
      c. SCAG Update Newsletter (Pages 55-56)

VII. PRESENTATIONS – (all prepared presentations will be posted @ www.southbaycities.org)
   A. Achieving Economic Vitality in a Covid-19 Economy: what South Bay cities need to know (6:15 pm)
      1. Larry Kosmont, Chairman & CEO, Kosmont Companies
   B. SBCCOG Collaboration with Cities on Adaptation Strategies (6:55 pm)
      1. Naomi Albert, CivicSpark Fellow

VIII. TRANSPORTATION REPORTS (7:10 pm)
   A. Metro Report - Board member James Butts/Mike Bohlke/Steve Lantz
   B. Transportation Committee report

IX. SBCCOG PROGRAM ACTION ITEMS, REPORTS AND UPDATES (7:20 pm)
   A. LA vs. Hate County Campaign
   B. South Bay Fiber Network
   C. SCAG Regional Early Action Program funds to accelerate housing
   D. Senior Services
   E. Homeless Services
      1. MOU with Redondo Beach (attachments) – Approve (Pages 43-51)
   F. Tech Talk
   G. Special Board meeting on Police Operations and Public Safety in the South Bay
   H. Other
   I. Pandemic Update – sharing/discussion

X. AGENCY REPORTS (7:45 pm)
   NOTE: Oral reports will only be made to clarify or amplify written attachments
   No Attachments received
   A. Metro Service Council Report by Don Szerlip
   B. SCAG Committees - NO MEETINGS IN AUGUST
      1. Energy and Environment (Judy Mitchell and Jim Osborne)
      2. Transportation (James Gazeley)
      3. Community, Economic, & Human Development (Mark Henderson, Drew Boyles, Frank Zerunyan & Mark Waronek)
      4. Regional Council (Drew Boyles, Mark Henderson, James Gazeley)
   C. Air Quality Management District (Judy Mitchell, Joe Buscaino & Denny Shaw)
   D. Santa Monica Bay Restoration Commission (Bill Brand/Kenneth Kao)
   E. Stormwater Funding
      1. CCCA/LCC Stormwater Funding Options Committee (Hany Fangary)
   F. South Bay Association of Chambers of Commerce (Olivia Valentine)
   G. South Bay Aerospace Alliance (Olivia Valentine/Rodney Tanaka)
   H. KHHR (Hawthorne Airport) Committee re: Community Impacts (Olivia Valentine)
   I. California Association of Councils of Governments - CALCOG (Britt Huff)

XI. UPCOMING EVENTS & ANNOUNCEMENTS

XII. ADJOURNMENT

   Next Board meeting - Thursday, September 24, 2020
## SBCCOG MEETINGS: ATTENDANCE 2020

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

### Number of Active Agencies
- Jan - 20: 17
- Feb - 20: 16
- Apr - 20: 17
- May - 20: 17
- June - 20: 17
- July – 20: 17
- Aug - 20: 17

### Quorum Required (50% +1)
- Jan - 20: 9
- Feb - 20: 9
- Apr - 20: 9
- May - 20: 9
- June - 20: 9
- July – 20: 9
- Aug - 20: 9

### Number of Agencies Attending
- Jan - 20: 14
- Feb - 20: 13
- Apr - 20: 15
- May - 20: 16
- June - 20: 16
- July – 20: 15
- Aug - 20: 14
I. CALL TO ORDER
Chair Valentine called the SBCCOG Board of Directors meeting to order at 6:02 pm.

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

The following non-voting elected officials were in attendance:
Paulette Francis, Gardena
James Butts, Inglewood

Also, in attendance were the following persons:
Aksel Palacios, LA CD-15
Greg Farr, Caltrans
Mark Dierking, Metro
Sarah Patterson, SCAG
Jackson Kalb, Jame Enoteca
Mark Wilbur, Employers Group
Jacki Bacharach, SBCCOG
Wally Siembab, SBCCOG
Steve Lantz, SBCCOG
David Leger, SBCCOG
Natalie Champion, SBCCOG
Rosemary Lackow, SBCCOG
Grace Farwell, SBCCOG
Laurie Jacobs, SBCCOG
James Hannon, South Bay Bike Coalition
David Grethen, Public

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

IV. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA
No changes to the agenda.

V. PUBLIC COMMENT
No public comment was received.

VI. CONSENT CALENDAR
A. June 25 & June 29 Board Meeting Minutes (attachment) – Approved
B. Contract with FMF Pandion for Dominguez Channel Watershed Management Group (attachment) – Approved
C. Contract Renewal with Ygrene (attachments) – Approved
D. Contract with Silvernest for Home Sharing (attachment) – Approved
E. Comment Letters Sent by Steering Committee due to deadlines (attachment) – Received and Filed
   1. Metro Long Range Transportation Plan
   2. Measure H 2020-2021 Expenditure Plan
F. Monthly Reports – Receive and Filed
   1. South Bay Environmental Services Center Report (attachment)
   2. Transportation Report (attachment)
   3. Reports from Outside Agencies
      a. Metro Service Council Report by Don Szerlip
      b. SCAG & Committees
1. Regional Council (Drew Boyles, Mark Henderson, James Gazeley)
c. League of California Cities & LA Division Legislative Committee (Bea Dieringer & Jeffrey Kiernan)
d. Air Quality Management District (Judy Mitchell, Joe Buscaino, Denny Shaw)
e. South Bay Association of Chambers of Commerce (Olivia Valentine)

**MOTION** by Board Member Horvath, seconded by Board Member Boyles, to **APPROVE** the Consent Calendar. No objection. So ordered.

**VII. PRESENTATIONS**

**A. COVID-19 Business Impact & Reopenings**
Mark Wilbur, President and CEO of Employers Group presented on the company’s COVID-19 Business Impact & Reopening Survey that was conducted in May and a subsequent follow-up survey done earlier in July. The survey was done in conjunction with BizFed and received over 800 responses from almost 50 different industries. The survey provided insight on the issues facing businesses as a result of the Safer At Home orders put in place following the outbreak of COVID-19. The businesses were not only from a variety of sectors, they were also varying in size, with 77% of responses coming from businesses with less than 500 employees. To see the survey highlights, Mr. Wilbur’s full presentation is available online here: [https://www.southbaycities.org/sites/default/files/board_directors/meeting/Presentation_Updated%20Employers%20Group%20Presentation%20on%20COVID-19%20Business%20Impact%20Reopening%20Survey%207-23-20%20Final.pdf](https://www.southbaycities.org/sites/default/files/board_directors/meeting/Presentation_Updated%20Employers%20Group%20Presentation%20on%20COVID-19%20Business%20Impact%20Reopening%20Survey%207-23-20%20Final.pdf)

**B. COVID-19 Impacts to Restaurants**
Jackson Kalb, a restaurant owner from El Segundo, was invited by Vice-Chair Boyles to present on the impacts of COVID-19 on restaurants. Mr. Kalb explained that the economic impacts to restaurants has been severe with a potential 80% closure rate based on extrapolated YELP data. He elaborated that restaurants already operate on razor thin profit margins during good economic times, so limitations on capacity and Safer At Home orders have had monumental impacts on restaurants. Mr. Kalb noted that several restaurants evolved with the pandemic by initially selling product like a grocery store, then focusing on delivery and takeout, followed by increased sanitation and PPE requirements for staff. Mr. Kalb urged the Board to support and advocate for economic relief specifically for restaurants, such as the Restaurant Act, as they largely received little aid from the CARES Act. He explained that airlines received billions of dollars in dedicated funding despite having a fraction of the workforce that the restaurant industry has which received zero dedicated funding. Restaurants cannot survive without aid, particularly for COVID-19 required expenses such as PPE, additional sanitation, etc.

**VIII. TRANSPORTATION REPORTS**

**A. Metro Report**
Mr. Lantz reported that there was no Metro Board meeting in July. Metro staff continues to work on the COVID-19 recovery plan. Recommendations to the Metro Board are expected in September.

**B. Transportation Committee report**
Mr. Lantz reported that there was no Transportation Committee meeting in July. SBCCOG staff will be meeting with each city to review project progress and cashflow needs for their Measure R SBHP and Measure M MSP projects in August.

**IX. SBCCOG PROGRAM ACTION ITEMS, REPORTS AND UPDATES**

**A. Legislation of Interest to SBCCOG (attachment) – APPROVED**
   a. Support AB 1314, SB 1130
   b. Oppose AB 725, AB 1851, AB 2168, AB 2345, SB 1085, SB 1138

Ms. Bacharach explained to the Board that Torrance staff had recently done a lot of research on several housing bills that inhibit local control and address housing that should be done at a local level.

There was significant discussion around AB 1314 which would require cities to post on their websites specified information on use of force settlements and judgments. Several Board Members expressed concern over the bill and noted that often times, cities settle potential lawsuits as opposed to litigating them because of the incredible expense of litigation. Board Members were worried that making this information public would encourage litigious members of the public to file suits in hopes of settlements with the city.
Other Board Members noted that there is value in transparency but cautioned that the complex issue could be a pandora’s box.

**MOTION** by Board Member Dieringer, seconded by Board Member Franklin, to **OPPOSE** AB 1314. Ayes by Board Members: Dieringer, Huff, Valentine, Cruikshank, Chen, Kao, Tanaka, Gazeley, and Franklin. Nays by Board Members: Horvath, Stern, and Armato. Abstentions by Board Members LaMarque and Boyles. Motion passed.

The Board moved on to discuss SB 1130 which would extend funding in a state program that helps fund broadband network expansion.

**MOTION** by Board Member Horvath, seconded by Board Member Cruikshank, to **SUPPORT** SB 1130. No objections. Abstention by Board Member LaMarque. Motion passed.

**MOTION** by Board Member Boyles, seconded by Board Member Chen, to **ACCEPT** the oppose positions on AB 725, AB 1851, AB 2168, AB 2345, SB 1085, SB 1138 as recommended. No objections. Abstention by Board Member LaMarque. Motion passed.

Ms. Bacharach took this time to discuss the subsequent bills that were mailed out after the agenda was distributed. SBCCOG staff were notified just prior to the meeting that the cannabis bill will not be moving forward this legislative session, so no vote is required. The second piece of legislation was AB 570, which is the legislative alternative to Assembly Member Muratsuchi’s proposed broadband bond measure that the Board supported in June. The third item is a proposed County Charter Amendment that would allocate 10% of LA County’s general fund revenues to a specified set of social programs. Ms. Bacharach explained that the recommended oppose position comes from a position of good governance because this same task could and should be handled in the County’s annual budget process and not an amendment to the County’s charter voted on by LA County voters. The item is available here for review: https://www.southbaycities.org/sites/default/files/board_directors/meeting/2_7.20%20Legislation%20to%20be%20added%20agenda%2026%20why.pdf

Board Members shared their concerns about the proposed County Charter Amendment which included impacts on other programs, costs for services that cities contract with the County for such as the Sheriff’s services, and even impacts on mutual aid agreements between police departments.

**MOTION** by Board Member Dieringer, seconded by Board Member Franklin, to **OPPOSE** the proposed County Charter Amendment. No objections. Abstentions by Board Members Horvath, Armato, Boyles, Stern, and LaMarque. Motion passed.

**MOTION** by Board Member Horvath, seconded by Board Member Tanaka, to **SUPPORT** AB 570. No objections. Abstention by Board Member LaMarque. Motion passes.

**B. South Bay Fiber Network**
Ms. Bacharach reported that the project is moving along. There will be the first of the SBCCOG’s tech talk sessions taking place in August on cybersecurity which will be led by the consultant working on Torrance’s recent cybersecurity breach. She invited the Board and city staff to participate.

**C. Senior Services**
Board Member Huff reported that there will be a presentation by Dr. Eric Daar at the July 28th meeting. Dr. Daar is leading a COVID-19 vaccine trial at Harbor-UCLA. The meeting will be held via Zoom.

**D. Homeless Services**
Ms. Farwell reported that the city specific data release was pushed back to July 30th. Project Roomkey is currently at the three-month mark and many sites are looking at one to three-month extensions of the agreement. The Lomita site is being decommissioned and will be the pilot for that process. The State is looking at investing $550M in Project Homekey which would help fund the transition of hotels and motels into interim shelters or permanent supportive housing sites. LA County’s real estate department is researching potential hotels and motels that could become a Project Homekey site. Bridge Home sites in Wilmington and San Pedro have opened and currently house over 100 people between the two. She concluded by reporting
on the Measure H proposed expenditure plan and the comments submitted by the SBCCOG on a few of the strategies.

E. SCAG Regional Early Action Program funds to accelerate housing
Ms. Bacharach announced that SCAG is allocating a certain amount of funding to use based on RHNA allocations to the subregions. Estimates put the SBCCOG’s portion at approximately $600k and could be used to encourage housing. She has been discussing this program with the Community Development/Planning Directors, looking for innovative ways to use the money in the South Bay. She asked the Board to send her any ideas they might have.

F. Special Board Meeting on Policing and Public Safety in the South Bay
Ms. Bacharach reported that a subcommittee of the Board made up of Chair Valentine and Board Members Horvath and Stern recently met to discuss the upcoming special Board Meeting. They have coordinated with Mayor Butts and Councilmember Buscaino who will be leading the discussion at the meeting. Both have extensive police experience. Please submit any questions to Ms. Bacharach.

G. Office Update
Ms. Bacharach reported that staff continues to work from home but go into the office as needed. It is likely that staff will continue working remotely for the foreseeable future.

H. Sharing City Responses to the Coronavirus, Reopening Strategies, Protests and Other Challenges
Board Members briefly shared their respective cities’ plans on re-opening city hall and other city facilities. Board Members Kao and Cruikshank announced that their respective cities are working with PVPUSD to look into the possibility of using city facilities as remote learning sites. Board Member Stern reported that Manhattan Beach recently implemented a stricter mask requirement than the County and mandated that masks be worn at any time outside the house. She asked if any other cities are considering stricter measures, but none are at this time. Board Member LaMarque announced that the County is developing a spending plan for $1.2B in CARES Act funding that would include around $650M for public health measures, $200M for financial support for residents, and $160M in grants for business. Board Member Chen reported that Torrance has had some recent cases of xenophobia.

X. AGENCY REPORTS
NOTE: Oral reports are only made to clarify or amplify written attachments. All reports that were submitted or handed out are available online here: http://southbaycities.org/committees/board-directors/board-directors-meeting-63

A. SCAG Committees – No report given.
   1. Energy and Environment (Judy Mitchell, Jim Osborne)
   2. Transportation (James Gazeley, Drew Boyles)
   3. Community, Economic, & Human Development (Mark Henderson, Frank Zerunyan & Mark Waronek)
B. Santa Monica Bay Restoration Commission (Bill Brand/Kenneth Kao) – No report given.
C. Stormwater Funding
   1. CCCA/LCC Stormwater Funding Options Committee – No report given.
D. South Bay Workforce Investment Board (Chris Cagle) – No report given.
E. South Bay Aerospace Alliance – No report given.
F. KHHR (Hawthorne Airport) Committee re: Community Impacts
G. California Association of Councils of Governments – No report given.

XI. UPCOMING EVENTS & ANNOUNCEMENTS
Ms. Bacharach reported that next week is the “push week” for the 2020 Census. Most South Bay cities are about 2/3 compliant with responding so far. The Census Bureau is asking for help spreading the word via social media.

Board Member Chen: Torrance just started a “Dare to Care” initiative that aims to encourage residents to do random acts of kindness.

Board Member Armato: The virtual State of the City will be taking place next week.

Board Member Stern: The City is celebrating the 100th anniversary of the Manhattan Beach Pier. Virtual tours are available through the historical society.
XII. ADJOURNMENT
Chair Valentine adjourned the meeting at 8:18 pm to Thursday, August 20, 2020 at 6:00 pm for the Special Board Meeting on policing. The meeting will be held virtually via Zoom until further notice.

David Leger
Assistant Board Secretary
MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING (MOU) is effective July 1, 2020 by and between the South Bay Cities Council of Governments ("SBCCOG"), a joint powers authority organized and existing pursuant to the laws of the State of California, and McGowan Consulting, LLC, a limited liability company, ("McGowan"). SBCCOG and McGowan shall collectively be referred to herein as the "Parties."

RECITALS

A. McGowan wishes to maintain and periodically revise web page(s) with content on environmentally friendly landscaping, gardening and pest control and rainwater harvesting being hosted on the SBCCOG’s websites - Southbaycities.org and SBESC.com - on behalf of certain member cities of SBCCOG and the members of the Beach Cities Watershed Management Group and the Peninsula Watershed Management Group.

B. SBCCOG has determined that the inclusion of information on environmentally friendly landscaping, gardening and pest control and rainwater harvesting on its websites is consistent with its mission and would benefit the public, particularly the residents of its member cities.

NOW, THEREFORE, in consideration of the foregoing and the promises herein contained, the Parties agree as follows:

1. McGowan will at its sole cost and expense:
   • Provide additional or revised text, images and related material for the website content,
   • Review and provide comments on the revised website content and layout,
   • Obtain feedback from Beach Cities Watershed Management Group and Peninsula Watershed Management Group representatives and provide consolidated comments on revisions to the revised website layout and content.

2. SBCCOG will perform the following tasks (work) for the associated costs:
   a. Task 1: Webpage Updates & Addition of Content for “Environmentally Friendly Landscaping, Gardening, and Pest Control and Rainwater Harvesting” pages ($1,500)
      i. Rework “Sustainable Landscapes and Gardens” page based on content developed by McGowan Consulting which will include revised text and layout as well as new links and photos
      ii. Add new “Rainwater Harvesting” webpage and associated resources/links based on content developed/provided by McGowan Consulting which will include:
         1. Brief narrative introducing downspout disconnection and rainwater harvesting (developed by McGowan)
         2. Embedded YouTube Video (link provided by McGowan)
         3. Embedded link or thumbnail to downloadable version of the Rainwater Harvesting Guide (Digital version of Rainwater Harvesting Guide for website posting provided by McGowan)
      iii. Reconfigure landing webpage “Environmentally Friendly Landscaping, Gardening, and Pest Control” to reflect new and updated content layout
      iv. Migrate content to new redesigned SBCCOG website and ensure that webpage(s) function properly on new software platform
   b. Task 2: Reporting & Webpage Maintenance, Hosting, and System Updates ($4,000)
      i. Provide biannual website analytics reports and recommendations to increase webpage(s) visibility; discuss results with McGowan team
      ii. Host and maintain webpages for a total of 12 months including:
1. Coordinating software/security updates;
2. Maintaining landing webpage link to SBCCOG and SBESC landing pages;
3. Ensure ongoing content maintenance, e.g., replacing photos or making minor text revisions, as requested by McGowan Consulting;
4. Fixing minor issues such as broken links on a quarterly basis or as discovered in the existing pages; and
5. Coordinating with McGowan regarding webpage content and layout.

3. McGowan agrees to pay the SBCCOG a total amount not to exceed $5,500 for performing the work as described in Section 2 including website hosting and maintenance for a 12-month period commencing July 1, 2020 and concluding on June 30, 2021. The Parties may amend the terms of the contract to include additional services or to extend the term beyond this 12-month period.

4. SBCCOG will submit invoices in two annual installments, each in the amount of $2,750 for a total not to exceed $5,500 in accordance with the tasks and costs described in Section 2. The first invoice will be submitted on or before November 30, 2020, and the second invoice will be submitted on or before May 30, 2021. McGowan agrees to pay SBCCOG the amount due within thirty (30) days of presentation of an invoice.

5. SBCCOG and McGowan agree that neither is an employee of the other and that each shall provide worker’s compensation insurance for its own employees to the extent required by California law.

6. The obligations of McGowan under this MOU shall not be assigned or subcontracted, nor shall the rights be delegated without prior written approval of the SBCCOG Executive Director.

7. The obligations of SBCCOG under this MOU shall not be assigned or subcontracted, nor shall the rights be delegated without prior written approval of McGowan Consulting Principal/Owner.

8. Indemnification, Hold Harmless, and Duty to Defend.
   a. To the fullest extent permitted by law, SBCCOG shall, at its sole cost and expense, defend, hold harmless and indemnify McGowan and the members of the Beach Cities Watershed Management Group and the Peninsula Watershed Management Group and their elected officials, officers, attorneys, agents, employees, designated volunteers, successors, assigns and those City agents serving as independent contractors in the role of City officials (collectively “Indemnitees”), from and against any and all damages, costs, expenses, liabilities, claims, demands, causes of action, proceedings, expenses, judgments, penalties, liens, and losses of any nature whatsoever, including fees of accountants, attorneys, or other professionals and all costs associated therewith and the payment of all consequential damages (collectively “Liabilities”), in law or equity, whether actual, alleged or threatened, which arise out of, are claimed to arise out of, pertain to, or relate to the acts or omissions of SBCCOG, its officers, agents, servants, employees, subcontractors, materialmen, consultants or their officers, agents, servants or employees (or any entity or individual that SBCCOG shall bear the legal liability thereof) in the performance of this MOU, including the Indemnitees’ active or passive negligence, except for Liabilities arising from the sole negligence or willful misconduct of the Indemnitees as determined by court decision or by the MOU of the Parties. SBCCOG shall defend the Indemnitees in any action or actions filed in connection with any Liabilities with counsel of the Indemnitees’ choice, and shall pay all costs and expenses, including all attorneys’ fees and experts’ costs actually incurred in connection with such defense. SBCCOG shall reimburse the Indemnitees for any and all legal expenses and costs incurred by Indemnitees in connection therewith.
9. SBCCOG shall pay all required taxes on amounts paid to SBCCOG under this MOU and indemnify and hold McGowan harmless from any and all taxes, assessments, penalties, and interest asserted against McGowan by reason of the independent contractor relationship created by this MOU. SBCCOG shall fully comply with the workers’ compensation law regarding SBCCOG’s employees. SBCCOG shall indemnify and hold McGowan harmless from any failure of SBCCOG to comply with applicable workers’ compensation laws. Insurance.

   a. Minimum Scope and Limits of Insurance. SBCCOG shall procure and at all times during the term of this MOU carry, maintain, and keep in full force and effect, insurance as follows:

   i. Commercial General Liability Insurance with a minimum limit of $2,000,000.00 per occurrence for bodily injury, personal injury and property damage and a general aggregate limit of $2,000,000.00 per project or location. If SBCCOG is a limited liability company, the commercial general liability coverage shall be amended so that SBCCOG and its managers, affiliates, employees, agents and other persons necessary or incidental to its operation are insureds.

   ii. Automobile Liability Insurance for any owned, non-owned or hired vehicle used in connection with the performance of this MOU with a combined single limit of $2,000,000.00 per accident for bodily injury and property damage. If SBCCOG does not use any owned, non-owned or hired vehicles in the performance of Services under this MOU, SBCCOG shall obtain a non-owned auto endorsement to the Commercial General Liability policy required under subparagraph A.1) of this Section.

   iii. Workers’ Compensation Insurance as required by the State of California and Employer’s Liability Insurance with a minimum limit of $1,000,000.00 per accident for bodily injury or disease.

b. Acceptability of Insurers. The insurance policies required under this Section shall be issued by an insurer admitted to write insurance in the State of California with a rating of A:VII or better in the latest edition of the A.M. Best Insurance Rating Guide. Self-insurance shall not be considered to comply with the insurance requirements under this Section.

c. Additional Insured. The commercial general and automobile liability policies shall contain an endorsement naming McGowan and the members of the Beach Cities Watershed Management Group and the Peninsula Watershed Management Group as additional insureds. This provision shall also apply to any excess/umbrella liability policies.

d. Primary and Non-Contributing. The insurance policies required under this Section shall apply on a primary non-contributing basis in relation to any other insurance or self-insurance available to City. Any insurance or self-insurance maintained by City, its elected and appointed officials, officers, employees, agents or volunteers, shall be in excess of SBCCOG’s insurance and shall not contribute with it.

e. SBCCOG’s Waiver of Subrogation. The insurance policies required under this Section shall not prohibit SBCCOG and SBCCOG’s employees, agents or subcontractors from waiving the right of subrogation prior to a loss. SBCCOG hereby waives all rights of subrogation against City.

f. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by McGowan.
Cancellations or Modifications to Coverage. SBCCOG shall not cancel, reduce or otherwise modify the insurance policies required by this Section during the term of this MOU. The commercial general and automobile liability policies required under this MOU shall be endorsed to state that should the issuing insurer cancel the policy before the expiration date, the issuing insurer will endeavor to mail 30 days’ prior written notice to McGowan. If any insurance policy required under this Section is canceled or reduced in coverage or limits, SBCCOG shall, within two Business Days of notice from the insurer, phone, email or notify McGowan via certified mail, return receipt requested, of the cancellation of or changes to the policy.

Evidence of Insurance. Prior to the performance of Services under this MOU, SBCCOG shall furnish McGowan with a certificate or certificates of insurance and all original endorsements evidencing and effecting the coverages required under this Section. The endorsements are subject to McGowan and the members of the Beach Cities Watershed Management Group and the Peninsula Watershed Management Group’s approval. SBCCOG may provide complete, certified copies of all required insurance policies to City. SBCCOG shall maintain current endorsements on file with McGowan. SBCCOG shall provide proof to McGowan that insurance policies expiring during the term of this MOU have been renewed or replaced with other policies providing at least the same coverage.

Indemnity Requirements not Limiting. Procurement of insurance by SBCCOG shall not be construed as a limitation of SBCCOG’s liability or as full performance of SBCCOG’s duty to indemnify McGowan and the members of the Beach Cities Watershed Management Group and the Peninsula Watershed Management Group under this MOU.

Broader Coverage/Higher Limits. If SBCCOG maintains broader coverage and/or higher limits than the minimums required above, McGowan and the members of the Beach Cities Watershed Management Group and the Peninsula Watershed Management Group require and shall be entitled to the broader coverage and/or the higher limits maintained by SBCCOG. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to McGowan and the members of the Beach Cities Watershed Management Group and the Peninsula Watershed Management Group.

10. Either McGowan or SBCCOG may terminate this MOU at any time with or without cause by providing 30 days’ notice in writing. SBCCOG will receive just and equitable compensation for any work satisfactorily completed up to the effective date of the notice of termination.

11. Should the MOU be terminated, McGowan may procure on its own terms services similar to those terminated.

12. McGowan and SBCCOG agree that the environmentally friendly landscaping, gardening and pest control and rainwater harvesting content developed for the webpages will be in the public domain and may be used freely by both parties without attribution of the other, including but not limited to print material or in other websites. Neither party shall assume any copyright or intellectual property license or right over the content developed for the webpages.
IN WITNESS WHEREOF, the Parties have caused this MOU to be executed the day and year first above written.

SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

_______________________________________
Olivia Valentine
SBCCOG Chairman

ATTEST:

_______________________________________
Jacki Bacharach, Board Secretary

APPROVED AS TO FORM:

_______________________________________
Michael Jenkins, Legal Counsel

MCGOWAN CONSULTING, LLC

_______________________________________
Kathleen McGowan, Principal/Owner
This Scope of Work (SOW) covers the programs and activities that the South Bay Environmental Services Center (SBESC) will conduct in support of the sustainability programs of the Sanitation Districts of Los Angeles County (Sanitation Districts), commencing on July 1, 2020, through June 30, 2021. The total agreement amount is $49,000.

Section I. Program Overview

The sustainability program partnership between the Sanitation Districts and the South Bay Cities Council of Governments (SBCCOG) has been advancing the Sanitation Districts’ mission since 2008. SBCCOG includes the unincorporated South Bay areas of Los Angeles County and 16 participating cities: Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, Torrance, and the Los Angeles 15th Council District, which represents the communities of San Pedro, Harbor City/Harbor Gateway, and Wilmington. The SBCCOG has access to all South Bay member city elected officials who are invited to participate in person or by name through sponsorships or endorsements.

The program will primarily be delivered through the SBESC, a local clearinghouse for sustainability information and education. The SBESC is operated by the SBCCOG and receives funding from, Southern California Gas Company, West Basin Municipal Water District, Torrance Water Department, the Los Angeles Department of Water and Power, the Sanitation Districts of Los Angeles County, the Los Angeles County Metropolitan Transportation Authority, and the Water Replenishment District. The SBESC has increased the exposure and availability of sustainability programs to the South Bay community. This collaborative effort integrates regional partnerships to encourage energy savings and water conservation with the Sanitation Districts’ mission to protect public health and the environment through innovative and cost-effective wastewater and solid waste management and, in doing so, convert waste into resources.

Section II. Program Elements

The marketing and promotion of existing and developing Sanitation Districts’ sustainability programs is part of the work of the SBESC. This partnership allows for a wide range of conservation strategies to be presented to all sectors of the community at educational and outreach events, including virtual, in which SBESC participates.
Section III. Collaboration and Coordination

A. SBESC will coordinate and host regular events to raise awareness of existing Sanitation Districts’ sustainability programs in the South Bay Community.
B. SBESC will develop and maintain a general understanding of Sanitation Districts’ existing and new sustainability programs.
C. SBESC will share timely and relevant information on programs and developments within the South Bay with Sanitation Districts’ staff.
D. SBESC will partner with the Sanitation Districts to research, develop, and collaborate on additional programs.

Section IV. Core Tasks

SBESC will perform the following core tasks as part of the SOW for $35,000 of the $49,000 budget.

Task 1: Standard Community Outreach, Promotional Events Training, Workshops, and Facility Tours

A. Collaborate with Sanitation Districts’ staff to disseminate existing educational and informational materials in support of the Districts’ mission.
B. Distribute information at SBCCOG Board meetings and other special events.
C. Distribute information to the SBCCOG member cities for inclusion in their websites, city newsletters, and recreational guides.
D. Attend the 16-member cities’ special events, including but not limited to fairs, seasonal exhibits, and farmers markets.
E. Exhibit at Sanitation Districts’ events in the South Bay when requested.
F. Promote Sanitation Districts message at SBESC attended in person and virtual community and outreach events, presentations, workshops, and networking opportunities (expected to attend up to 100 between July 1, 2020 and June 30, 2021).
G. Promote the value of the Sanitation Districts’ wastewater management services.
H. Include topics that promote the Sanitation Districts’ mission in existing SBESC outreach presentations.
I. Train volunteers on the Sanitation Districts’ mission and programs.
J. Facilitate attendance at or viewing of one Sanitation Districts’ Public Tour of elected officials, city employees, and business leaders, and other members of the community at the Joint Water Pollution Control Plant in Carson. Tours may be conducted in a virtual format.
K. Collaborate with Sanitation Districts’ staff to schedule up to three public outreach presentations which can be done in person or in a virtual format.

Task 2: Annual Marketing, Advertising, and Media

A. Market Sanitation Districts’ events at Bixby Marsh and Household Hazardous Waste (HHW) collection program events in the South Bay to businesses, residents, and municipalities.
B. Include Sanitation Districts’ outreach materials, when requested, in chamber of commerce newsletters, city newsletters, and event specific
DM5#3954676

Section IV.

Include Sanitation Districts’ information in the monthly SBESC e-newsletter.

D. Display the Sanitation Districts’ pull up for public viewing.

E. Coordinate the placement or posting of promotional flyers at city counters.

F. Promote Sanitation Districts’ programs through SBCCOG/SBESC website, newsletters, e-blasts, and social media platforms. Include Sanitation Districts-provided articles in the SBESC monthly newsletters.

Section V.

For the remainder of the budget ($14,000), in addition to the core tasks (Task 1 and 2) listed in Section IV, SBESC will perform the following Task 3.

**Task 3: Strategic and Specific Community Outreach**

A. The SBESC will collaborate with the Sanitation Districts to identify specific projects and programs of regional interest to the South Bay communities including: YouTube channel, Facebook page, Clearwater school Outreach program, among others identified by Sanitation Districts. Assistance with outreach related to construction of a new JWPCP effluent tunnel will continue.

B. Collaborate with Sanitation Districts’ staff to distribute outreach materials related to the identified projects and programs, including the JWPCP effluent tunnel and other programs as identified by Sanitation Districts.

C. Provide potentially impacted residents, businesses, and municipalities with accurate and timely information related to identified projects and programs, such as focused communications efforts regarding traffic impacts and mitigation measures related to the JWPCP effluent tunnel.

D. In coordination with the Sanitation Districts’ staff, the SBESC will disseminate outreach materials to targeted residents, businesses, and municipalities.

Section VI. Reporting and Documentation

A. The SBESC will develop end-of-program documents including a list of events and activities.

B. The SBESC will submit quarterly invoicing and progress reports that includes number of attendees, analytics, and engagements.

C. The SBESC will submit quarterly analytics reports for the following digital media:
   - E-blasts and E-newsletters
   - Social media
   - External website links on SBESC or SBCCOG website(s)
Adherence to Strategic Plan:
Goal B: Regional Advocacy. Advocate for the interests of the South Bay.

BACKGROUND
Last year, the SBCCOG was a member of 14 Chambers of Commerce in the South Bay at a cost of $2,787. Joining the recommended Chambers is helpful to the implementation of the SBCCOG’s Green Business Assist and Green Business Certification programs as well as our water, waste, and energy efficiency partner contracts. We also enlist the Chambers to support our advocacy positions and grant applications as well as other collaborative efforts.

Due to memberships expiring at varying times throughout the fiscal year, SBCCOG staff provides an annual recommendation to our Board for a set of membership approvals. This action will authorize payment of memberships that become due throughout FY20-21. The recommendation for this year is to maintain membership in the 14 Chambers of Commerce of which the SBCCOG is currently a member listed below:

- South Bay Association of Chambers of Commerce
- Carson Chamber of Commerce
- El Segundo Chamber of Commerce
- Gardena Chamber of Commerce
- Hawthorne Chamber of Commerce
- Hermosa Beach Chamber of Commerce
- Inglewood Chamber of Commerce
- Los Angeles Gateway Chamber of Commerce
- Manhattan Beach Chamber of Commerce
- Palos Verdes Peninsula Chamber of Commerce
- Redondo Beach Chamber of Commerce
- San Pedro Chamber of Commerce
- Torrance Chamber of Commerce
- Wilmington Chamber of Commerce

COST
Some Chambers have not yet determined if membership dues will increase, so anticipated membership dues were estimated based on a 10% increase above the FY19-20 dues. The total estimated cost for 2020-21 is $3,100. (See Exhibit A for a breakdown of anticipated dues for each Chamber of Commerce.)

RECOMMENDATION
Recommend Board approval to join the attached list of Chambers of Commerce for the FY20-21 year at a cost not to exceed $3,100.

Prepared by David Leger
<table>
<thead>
<tr>
<th>Name</th>
<th>Member in 2019-20 (Y/N)</th>
<th>Anticipated 2020-2021 Dues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carson Chamber of Commerce</td>
<td>Y</td>
<td>$220.00</td>
</tr>
<tr>
<td>El Segundo Chamber of Commerce</td>
<td>Y</td>
<td>$313.50</td>
</tr>
<tr>
<td>Gardena Valley Chamber of Commerce</td>
<td>Y</td>
<td>$297.00</td>
</tr>
<tr>
<td>Hawthorne Chamber of Commerce</td>
<td>Y</td>
<td>$137.50</td>
</tr>
<tr>
<td>Hermosa Beach Chamber of Commerce</td>
<td>Y</td>
<td>$82.50</td>
</tr>
<tr>
<td>Inglewood/Airport Area Chamber of Commerce</td>
<td>Y</td>
<td>$330.00</td>
</tr>
<tr>
<td>LA Gateway Chamber of Commerce</td>
<td>Y</td>
<td>$110.00</td>
</tr>
<tr>
<td>Manhattan Beach Chamber of Commerce</td>
<td>Y</td>
<td>$299.20</td>
</tr>
<tr>
<td>Palos Verdes Peninsula Chamber</td>
<td>Y</td>
<td>$330.00</td>
</tr>
<tr>
<td>Redondo Beach Chamber of Commerce</td>
<td>Y</td>
<td>$280.50</td>
</tr>
<tr>
<td>San Pedro Chamber of Commerce</td>
<td>Y</td>
<td>$220.00</td>
</tr>
<tr>
<td>Torrance Chamber of Commerce</td>
<td>Y</td>
<td>$330.00</td>
</tr>
<tr>
<td>Wilmington Chamber of Commerce</td>
<td>Y</td>
<td>$110.00</td>
</tr>
<tr>
<td>South Bay Association of Chambers of Commerce</td>
<td>Y</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

**Anticipated total for recommended memberships**: $3,060.20
South Bay Cities Council of Governments
August 27, 2020

TO: SBCCOG Board of Directors
FROM: SBCCOG Steering Committee
RE: Bills to Monitor and for Action – Status as of August 19, 2020

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

FINANCE

<table>
<thead>
<tr>
<th>Bill</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB 795 (Beall)</td>
<td>Economic development: housing: workforce development: climate change infrastructure. Would continuously appropriate the sum of $10,000,000,000 from the General Fund for expenditure over the 2020–21 fiscal year and each of the 4 following fiscal years. Of that amount, would require the Controller to allocate for each of those fiscal years $1,805,000,000 among various housing programs administered by the Department of Housing and Community Development, the Homeless Housing, Assistance, and Prevention program, and for distribution by the California Workforce Development Board among local agencies to participate in, invest in, or partner with new or existing preapprenticeship training programs established as described above. Would require the Business, Consumer Services, and Housing Agency to establish deadlines for applications and submitting final reports under the Homeless Housing, Assistance, and Prevention program with respect to moneys allocated to programs under the bill.</td>
<td>SUPPORT (5/28/20) (Ltr to Sen Approp. 6/4/20) SUPPORT (2/27/20) 8/20/20 Assembly Suspense File</td>
</tr>
<tr>
<td>AB 725 (Wicks)</td>
<td>AMENDED: General plans: housing element: moderate-income and above moderate-income housing: suburban and metropolitan jurisdictions. The purpose of this bill is to facilitate the development of more medium density housing at moderate and above-moderate incomes, akin to the requirement for very low- and low-income housing. It requires at least 25% of the jurisdiction's share of the regional housing need for both moderate-income and above moderate-income housing be allocated to sites with zoning that</td>
<td>OPPOSE (7/23/20) (Ltr to Sen Housing 7/27/20) 8/20/20 Senate Appropriations Suspense File</td>
</tr>
</tbody>
</table>
allows at least **two FOUR** units of housing, **but no more than 35 units per acre of housing**. Such density would enable the production of medium-density housing on these sites that typically are subject to more restrictive zoning currently. For a typical jurisdiction, this bill would increase the minimum percentage of land zoned for multi-family housing from approximately 40% to 55%.

<p>| AB 1851 (Wicks) | <strong>AMENDED:</strong> Religious institution affiliated housing development projects: parking requirements. Allows a religious institution to develop an affordable housing project at a place of worship owned by the religious institution even if the development requires the religious institution to reduce the number of religious-use parking spaces available at the place of worship. <strong>Would authorize a local agency to require up to one parking space per unit for a religious institution affiliated housing development project.</strong> | OPPOSE (7/23/20) (Ltr to Sen Gov &amp; Fin 7/27/20) | 8/20/20 Senate Assembly Bills – 3rd Reading File |
| <strong>AB 2168 (McCarty)</strong> | Planning and zoning: electric vehicle charging stations: permit application: approval - would require an application to install an electric vehicle charging station to be deemed complete if, 5 business days after the application was submitted, the building official of the city, county, or city and county has not deemed the application complete, as specified, and if the building official has not issued a one-written correction notice, as specified. The bill would require an application to install an electric vehicle charging station to be deemed approved if 15 business days after the application was deemed complete certain conditions are met, including that the building official of the city, county, or city and county has not approved the application, as specified, and the building official has not made findings that the proposed installation could have an adverse impact, as described above, and required the applicant to apply for a use permit. | OPPOSE (7/23/20) Still in first house (Ltr to Asm Local Gov 7/27/20) | 5/5/20 Assembly Local Government Committee |
| <strong>AB 2345 (Gonzalez)</strong> | Planning and zoning: density bonuses: annual report: affordable housing. - Revises Density Bonus Law to increase the maximum allowable density and the number of concessions and incentives a developer can seek. | OPPOSE (7/23/20) (Ltr to Sen Housing 7/27/20) | 8/20/20 Senate Appropriations Suspense File |
| <strong>SB 902 (Wiener)</strong> | Planning and zoning: housing development: density. Would authorize a local government to pass an ordinance, notwithstanding any local restrictions on adopting zoning ordinances, to zone any parcel for up to 10 units of residential | OPPOSE (5/28/20) (4/23/20) | 8/20/20 Assembly Appropriations Suspense File |</p>
<table>
<thead>
<tr>
<th>Bill</th>
<th>Description</th>
<th>Action</th>
<th>Date</th>
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<tbody>
<tr>
<td>SB 995</td>
<td>Environmental Quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2011: housing projects - would require a lead agency to prepare a master EIR for a general plan, plan amendment, plan element, or specified plan for housing projects where the state has provided funding for the preparation of the master EIR.</td>
<td>MONITOR</td>
<td>8/20/20</td>
</tr>
<tr>
<td>SB 1085</td>
<td>Density Bonus Law: qualifications for incentives or concessions: student housing for lower income students: moderate-income persons and families: local government constraints - would require a unit designated to satisfy the inclusionary zoning requirements of a city or county to be included in the total number of units on which a density bonus and the number of incentives or concessions are based. Specific % of units in bill, and parking spaces, etc.</td>
<td>OPPOSE</td>
<td>8/20/20</td>
</tr>
<tr>
<td>SB 1120</td>
<td>Subdivisions: tentative maps Would require a proposed housing development containing 2 residential units to be considered ministerially, without discretionary review or hearing, in zones where allowable uses are limited to single-family residential development within a single family residential zone, 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.</td>
<td>OPPOSE</td>
<td>8/20/20</td>
</tr>
<tr>
<td>Bill Number</td>
<td>Description</td>
<td>Action/Support</td>
<td>Date</td>
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<tr>
<td>SB 1138</td>
<td>Housing element: emergency shelters: rezoning of sites - requires localities that fail to adopt a legally compliant housing element within 120 days of the statutory deadline, to complete a rezone program within one year instead of the current three-year requirement.</td>
<td>OPPOSE (7/23/20) (Ltr to Asm Housing Comm. Dev. 7/27/20)</td>
<td>8/20/20</td>
</tr>
<tr>
<td>SB 1299</td>
<td>Housing Development. Incentives. Rezoning of Idle Retail Sites. Would, upon appropriation by the Legislature, require HCD to administer a program to provide incentives in the form of grants allocated as provided to local governments that rezone idle sites used for a big box retailer or a commercial shopping center to instead allow the development of workforce housing. It provides for 7 years of property tax based on commercial status if changed to housing.</td>
<td>SUPPORT (5/28/20) (Ltr to Sen Approp. 6/4/20) LCC supports</td>
<td>8/20/20</td>
</tr>
<tr>
<td>AB 570</td>
<td>AMENDED: Communications: broadband services: California Advanced Services Fund. 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. Would require the department, in consultation with the Public Utilities Commission, to compile that information and to annually post that compiled information on the department’s internet website. Would require that the CASF program promote remote learning and telehealth, in addition to economic growth, job creation, and the substantial social benefits of advanced information and communications technologies. Would require the commission, in approving CASF infrastructure projects, to instead prioritize projects that reach the greatest number of unserved and underserved households, as defined, and to further prioritize projects based on other specified attributes. Would authorize the commission, beginning with the calendar year starting on January 1, 2023, and continuing through the 2029 calendar year to collect a surcharge in an amount between $66,000,000 and $125,000,000 each year and would require</td>
<td>SUPPORT IF AMENDED (8/10/20) (Ltr re: copper wire not being funded sent 8/13/20) SUPPORT (7/23/20) (Ltr to Sen Energy, Util. &amp; Comm 7/27/20)</td>
<td>8/20/20</td>
</tr>
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</table>
that revenues from the surcharge be deposited into the CASF, subject to appropriation by the Legislature. Would require the commission to ensure that the existing and new surcharges are collected through all providers of telecommunications service, as defined, regardless of the technology over which the service is delivered. Would revise, among other things, the eligibility criteria for grants awarded from each account in the CASF, as specified. Would repeal the requirement that moneys in the Broadband Public Housing Account not awarded by December 31, 2020, be transferred back to the Broadband Infrastructure Grant Account. Would establish the Loan-Loss Reserve Account in the CASF to support costs related to financing the deployment of broadband infrastructure by a local government agency or nonprofit organization. Would establish the State Agency Direct Allocation Account in the CASF for specified purposes relating to the deployment of broadband infrastructure. Would require the commission to improve the efficiency of the administration of the CASF program to ensure for the most cost-effective and timely achievement of the goal of the program. Would authorize the commission to convene a peer review panel to review grant applications submitted under the CASF program.

<p>| SB 1130  | Telecommunications: California Advanced Services Fund. Would require the Public Utilities Commission to develop, implement, and administer the California Advanced Services Fund program to encourage deployment of 21st century-ready communications, as provided. Would provide that the goal of the program is to, no later than December 31, 2024, approve funding for infrastructure projects that will provide high-capacity, future-proof infrastructure, as defined, based on current engineering and scientific information at the time of program application, as provided. Would require the commission, in approving infrastructure projects, to approve projects with a goal of providing high-capacity, future-proof infrastructure to households that are unserved areas, as defined, or unserved high-poverty areas, as defined. | SUPPORT (7/23/20) | LCC supports (Ltr to Asm Communication 7/27/20) | 8/20/20 Assembly Appropriations Suspense |</p>
<table>
<thead>
<tr>
<th>Bill</th>
<th>Description</th>
<th>Support &amp; Request Co-Sponsors</th>
<th>Date</th>
<th>Committee</th>
</tr>
</thead>
<tbody>
<tr>
<td>HR 530</td>
<td>Accelerating Wireless Broadband Deployment by Empowering Local Communities Act of 2019. Overturns the FCC's September order preempting local authority over small cell wireless infrastructure on January 14, the day the order took effect. Would not preclude future FCC or congressional preemption of cities on wireless infrastructure, but it would halt the FCC's harmful preemption order, which ignored the input of hundreds of local governments. The bill also complements ongoing efforts to overturn the FCC order in federal courts, and the investigation by congressional leaders into alleged attempts by the FCC to thwart that litigation.</td>
<td>SUPPORT &amp; REQUEST CO-SPONSORS (2/11/19)</td>
<td>1/25/19</td>
<td>House Energy &amp; Commerce Committee - Subcommittee on Communications &amp; Technology</td>
</tr>
<tr>
<td>HR 763</td>
<td>Energy Innovation &amp; Carbon Dividend Act. Imposes a fee on the carbon content of fuels, including crude oil, natural gas, coal, or any other product derived from those fuels that will be used so as to emit greenhouse gases into the atmosphere. The fee is imposed on the producers or importers of the fuels and is equal to the greenhouse gas content of the fuel multiplied by the carbon fee rate. The rate begins at $15 in 2019, increases by $10 each year, and is subject to further adjustments based on the progress in meeting specified emissions reduction targets. Imposes a specified fee on fluorinated greenhouse gases.</td>
<td>SUPPORT (6/8/20) (Ltr to House Energy and Commerce 6/18/20)</td>
<td>1/25/19</td>
<td>House Ways &amp; Means, Energy &amp; Commerce, Foreign Affairs – referred to Subcommittee on Energy</td>
</tr>
<tr>
<td>HR 1507</td>
<td>The Bicycle Commuter Act of 2019. Official summary in progress. Would allow cyclists to deduct more than $50 per month and write off bike-share memberships.</td>
<td>MONITOR</td>
<td>3/5/19</td>
<td>House Ways and Means Committee</td>
</tr>
</tbody>
</table>

**2020 Legislative Session Calendar**

- Aug. 17-31 Floor session only. No committee may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- Aug. 21 Last day to amend bills on the floor.
- Aug. 31 Last day for each house to pass bills - Final Recess begins upon adjournment.
- Sept. 30 Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 & in the Governor's possession on or after Sept. 1.
- Oct. 1 Bills enacted on or before this date take effect January 1, 2021.
- Nov. 3 General Election.
- Nov. 30 Adjournment sine die at midnight.
- Dec. 7 2021-22 Regular Session convenes for Organizational Session at 12 noon.
With almost one million foodservice locations nationwide and an employee base of 15.6 million, the restaurant industry is the nation's second-largest private sector employer. Our record of advancement for people of color, for women, and for minority groups is unmatched by any other industry.

The industry remains a critical part of the food supply chain — a hard-charging engine for the nation's economy. But an industry that provides the average owner with only 16 days of cash on hand has fought through months-long closures and capacity restrictions to stay open and serve communities. Restaurant industry losses are on track to top $240 billion by the end of 2020 — more than any other industry.

The National Restaurant Association offers this Blueprint for Restaurant Revival to guide Congress and the Administration as officials work to craft next-round recovery programs:

**SHORT-TERM RELIEF TO RESTART THE RESTAURANT INDUSTRY**

Create a Restaurant Recovery Fund for structured relief to help restaurants get the liquidity they need, adapt, rehire and eventually reopen. This includes passage of the RESTAURANTS Act proposed by the Senate.

Build on the success of PPP by enacting a second round of application eligibility to initial eight-week loan recipients and make other changes to help extend and sustain this successful program.

Make PPP loans tax deductible so that small businesses can deduct eligible expenses paid with a forgiven PPP loan, and eliminate the substantial tax liability many face for taking these loans in the first place.

More information: RestaurantsAct.com
BLUEPRINT for
RESTAURANT
REVIVAL

Establish a long-term loan program beyond PPP so restaurants can rehire, retrain and retain valued employees by providing up to six-months of operating costs and additional support.

Expand the Employee Retention Tax Credit (ERTC) to help restaurants get support after a PPP loan has run out.

Improve Economic Injury Disaster Loans (EIDLs) by replenishing funding for EIDLs and advance grants to support businesses with major revenue reductions due to COVID-19.

Provide customer and employee wellness tax credits to help with significant capital investments for employee and guest safety.

Address Business Interruption insurance claims for small businesses with a federal backstop to cover losses due to a pandemic and so that insurance remains available and affordable.

Provide Liability Protection for American Businesses because COVID-19 is a global pandemic and is not caused or spread by any one type of business or employee. Congress should enact temporary and targeted protections to stem frivolous or fraudulent lawsuits, but allow claims based on willful misconduct by bad actors.

ENSURE STABILITY OF AMERICA’S FOOD SUPPLY CHAIN FROM FARM TO TABLE

Prioritize testing + vaccine distribution for food supply chain employees (after health care, first responders and vulnerable populations) to help the entire food and restaurant industry continue growing, selling and serving healthy food even in times of crisis.

Enact payroll tax relief for essential employees to help keep frontline workers in vital sectors on the job and serving the public.

HELP RESTAURANTS SUPPORT AT-RISK COMMUNITIES

Provide support for restaurants feeding vulnerable populations by providing incentives and payment when restaurants partner with government and nonprofits to prepare meals for seniors, children and other vulnerable populations.

Broaden access to restaurant meals for low-income Americans by creating state-run programs that increase food access-points during times of crisis and by expanding the population of people eligible for restaurant meal service via the Supplemental Nutrition Assistance Program (SNAP).
TO: SBCCOG Board of Directors
FROM: Jacki Bacharach, SBCCOG Executive Director
Kim Fuentes, Deputy Executive Director
SUBJECT: Environmental Activities Report – July 2020

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

I. PROGRAMS - TECHNOLOGY, PLANNING, & RESEARCH

Climate Adaptation
The CivicSpark Fellow has completed draft climate adaptation strategy documents for eight SBCCOG member cities. City staff are currently reviewing and providing feedback on these documents. The draft documents will be updated and revised in response to staff feedback during early August. Once these documents are completed, they will be returned to cities and can be used as a resource by staff to update city documents and policies. The CivicSpark Fellow is also planning a Climate Adaptation & Action Working Group Meeting for August 20th. This meeting will feature guest speakers from SCAG, who will discuss resources currently under development to assist cities with local climate adaptation. The following chart provides status by city:

<table>
<thead>
<tr>
<th>City</th>
<th>Status of Climate Adaptation Planning</th>
<th>How will the City use the Adaptation Strategies Developed with the SBCCOG?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carson</td>
<td>SBCCOG worked with city staff to develop a Draft Climate Adaptation Strategy Document.</td>
<td>The City is interested in using the strategies to update their General Plan.</td>
</tr>
<tr>
<td>El Segundo</td>
<td>SBCCOG worked with city staff to develop a Draft Climate Adaptation Strategy Document.</td>
<td>The City plans is interested in including the strategies as a chapter to their Climate Action Plan.</td>
</tr>
<tr>
<td>Gardena</td>
<td>The city will address at a later date.</td>
<td>N/A</td>
</tr>
<tr>
<td>Hawthorne</td>
<td>SBCCOG worked with city staff to develop a Draft Climate Adaptation Strategy Document.</td>
<td>City staff is interested in incorporating strategies into their city general plan.</td>
</tr>
<tr>
<td>Hermosa Beach</td>
<td>Climate Adaptation is already integrated into their city General Plan, Plan Hermosa.</td>
<td>N/A</td>
</tr>
<tr>
<td>Inglewood</td>
<td>The City of Inglewood’s Energy and Climate Action Plan already includes climate adaptation.</td>
<td>N/A</td>
</tr>
<tr>
<td>Lawndale</td>
<td>The City staff has been provided the list of strategies and will address selection in the next General Plan Update.</td>
<td>N/A</td>
</tr>
<tr>
<td>City</td>
<td>Status</td>
<td>Notes</td>
</tr>
<tr>
<td>----------------------</td>
<td>------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>Lomita</td>
<td>The City staff has been provided the list of strategies and will address selection when the General Plan-Safety Element is updated.</td>
<td>N/A</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>The City has already integrated climate change adaptation into various city plans.</td>
<td>N/A</td>
</tr>
<tr>
<td>Manhattan Beach</td>
<td>The City was already in the process of developing in-house a Climate Action and Adaptation Plan.</td>
<td>N/A</td>
</tr>
<tr>
<td>Palos Verdes Estates</td>
<td>SBCCOG worked with city staff to develop a Draft Climate Adaptation Strategy Document.</td>
<td>The City is interested in using the strategies to update their General Plan-Safety Element and Local Hazard Mitigation Plan.</td>
</tr>
<tr>
<td>Rancho Palos Verdes</td>
<td>SBCCOG worked with city staff to develop a Draft Climate Adaptation Strategy Document.</td>
<td>The City is interested in including the strategies as a chapter to their Emissions Reduction Action Plan.</td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>Climate Change is already part of the City’s Draft Local Hazard Mitigation Plan.</td>
<td>N/A</td>
</tr>
<tr>
<td>Rolling Hills</td>
<td>SBCCOG worked with city staff to develop a Draft Climate Adaptation Strategy Document.</td>
<td>The City has not decided how to move forward.</td>
</tr>
<tr>
<td>Rolling Hills Estates</td>
<td>SBCCOG worked with city staff to develop a Draft Climate Adaptation Strategy Document.</td>
<td>The City is interested in using the strategies to update their General Plan-Sustainability Element.</td>
</tr>
<tr>
<td>Torrance</td>
<td>SBCCOG worked with city staff to develop a Draft Climate Adaptation Strategy Document.</td>
<td>The City plans to use the strategies to create a Climate Adaptation Plan.</td>
</tr>
</tbody>
</table>

**Water Conservation**

West Basin Municipal Water District Programs (West Basin)

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

**Task 1. Educational Outreach Support**

*Exhibit Events*

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

*Status of goal:* 7 exhibit events, presentations, workshops, networking opportunities, etc. as of the month of July 2020

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

*Water Bottle Filling Station Program*

*Contract goal:* To assist with identifying locations for stations.

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

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

**Task 2. Support for Workshops, Events, & Webinars**

*Educational Classes*

*Contract goal:* 10 physical classes or webinars

*Status of goal:* 1 completed (July 10 Summer Splash Lunch & Learn Water Use Efficiency virtual class); in-person classes are on hold

Staff continues to work with West Basin staff to hold classes via Zoom.
Rain Barrel Giveaway
*Contract goal:* minimum of 5 and maximum of 6 events
*Status of goal:* rain barrel events are on hold

SBCCOG staff continues to work on possible program enhancements which include discussing a rain barrel distribution event combined with a rain barrel purchase opportunity. Agencies involved include West Basin, Torrance, and LADWP. SBCCOG staff continues to follow up with partners and will have another meeting on August 13th to discuss next steps for addressing precautions taken against COVID-19 at potential future distribution events.

Task 3. Cash for Kitchens
*Contract goal:* distribute pre-rinse spray nozzles, sink flow restrictors, window clings, & program materials to 86 prior survey sites
*Status of goal:* 0: outreach to business and agencies is on hold per West Basin

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

Task 5. Change & Save (DAC) Program
*Contract goal:* Receive, document, and track customer calls; assist customers with online survey; assist customers with applying for $500 High-Efficiency Clothes Washer Rebate
*Status:* 500 surveys completed GOAL MET
  - Number of calls: 22 in July
  - Number of surveys completed: 0
  - Number of customers assisted with rebate application: 22 in July

SBCCOG and Allegra staff (West Basin Contractor) successfully met the FY19-20 contract goal of completing 500 surveys. SBCCOG staff assisted in several ways such as: sending out e-blasts; utilizing SBESC website and social media platforms; sharing the program flyer at City virtual networking meetings; and following up with city staff on referrals and further distribution of Change & Save flyers through their contact database as well as ensuring posting on City website for interested residents.

A team check-in meeting was held on July 27th to review the final report on surveys: SBCCOG completed 46 surveys; 500 water saving devices were distributed; and 50 photos of installed water kits were received. Water saving device distribution is on hold until the Fall. Residents are still encouraged to take the online survey and will have priority for receiving the water saving devices.

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

Torrance is temporarily postponing the Cash for Kitchens Program, including outreach. SBCCOG staff has submitted the new contract for 2020-2021 and continues to follow up with city staff.

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

Ongoing promotion of WRD programs continues through the SBCCOG’s e-newsletters and other social media channels.
Sanitation Districts of LA County (LACSD)  
*Contract year is July 1, 2020-June 30, 2021*

SBCCOG staff has been working with LACSD staff to finalize the draft FY2020-21 contract.

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

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

**Energy**

Energy Efficiency Partnership Program – Southern California Gas Company (SCG)  
SBCCOG staff, along with the energy engineer, continues to work with cities to record gas accounts into Energy Star Portfolio Manager and benchmark facilities. Staff also is working with SCG staff to meet with South Bay School districts to discuss opportunities to receive incentives by implementing facility improvements. SBCCOG staff is also in discussions for potential new contract for 2020-21.

Energy Efficiency Partnership Program – Regional Energy Network (REN)  
SBCCOG staff is coordinating with REN to meet with cities one-on-one in a virtual format over the next few months. These meetings with focus on identifying city priorities for energy efficiency projects.

**PACE**

SBCCOG continues to promote PACE financing for homeowners.

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

<table>
<thead>
<tr>
<th>District</th>
<th>Estimated Job Years Added</th>
<th>Estimated Annual Total Water Saved (gal)</th>
<th>Estimated Annual Total Electricity Saved (kWh)</th>
<th>Estimated Annual Total Natural Gas Saved (ccf)</th>
<th>Estimated Annual Total Utility Bill Savings ($)</th>
<th>Estimated Annual Total Carbon Abated (metric tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Totals</td>
<td>275.58</td>
<td>4,709,302.19</td>
<td>2,109,330.97</td>
<td>35,268.52</td>
<td>426,865.14</td>
<td>767.22</td>
</tr>
<tr>
<td>Carson</td>
<td>93</td>
<td>1,517,686</td>
<td>497,029</td>
<td>12,143</td>
<td>$112,177</td>
<td>$202</td>
</tr>
<tr>
<td>El Segundo</td>
<td>3</td>
<td>118,646</td>
<td>9,848</td>
<td>86</td>
<td>$2,489</td>
<td>$3</td>
</tr>
<tr>
<td>Gardena</td>
<td>32</td>
<td>808,823</td>
<td>313,424</td>
<td>3,507</td>
<td>$58,022</td>
<td>$105</td>
</tr>
<tr>
<td>Hawthorne</td>
<td>32</td>
<td>435,615</td>
<td>210,144</td>
<td>5,592</td>
<td>$44,795</td>
<td>$88</td>
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<tr>
<td>Inglewood</td>
<td>26</td>
<td>269,145</td>
<td>156,075</td>
<td>3,459</td>
<td>$31,819</td>
<td>$61</td>
</tr>
<tr>
<td>Lomita</td>
<td>4</td>
<td>46,770</td>
<td>42,078</td>
<td>222</td>
<td>$8,118</td>
<td>$13</td>
</tr>
<tr>
<td>Los Angeles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>District 15*</td>
<td>58</td>
<td>803,203</td>
<td>583,712</td>
<td>7,129</td>
<td>$112,431</td>
<td>$198</td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>7</td>
<td>57,089</td>
<td>87,323</td>
<td>1,679</td>
<td>$18,100</td>
<td>$33</td>
</tr>
<tr>
<td>Rolling Hills Estates</td>
<td>2</td>
<td>188,580</td>
<td>1,995</td>
<td>31</td>
<td>$1,358</td>
<td>$1</td>
</tr>
<tr>
<td>Torrance</td>
<td>19</td>
<td>463,746</td>
<td>207,703</td>
<td>1,421</td>
<td>$37,556</td>
<td>$64</td>
</tr>
</tbody>
</table>
HERO: As of Q4 2019, Western Riverside COG began issuing quarterly reports rather than monthly reports. Proceeds from HERO for 2020 Q2 = $139.00. Total since program start in 2014 = $31,409.37. Proceeds for 2020 Q3 will be reported out in Nov 2020. Program Activity from beginning through end of FY20 are below:

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

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

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

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

As businesses are certified through CAGBN, they also become GBAP participants. GBAP by city: Torrance (60), Lawndale (27), Hawthorne (43), Redondo Beach (16), El Segundo (15), Gardena (15), Carson (12), Inglewood (10), Manhattan Beach (8), Palos Verdes Estates (7), Rancho Palos Verdes (7), Hermosa Beach (5), Rolling Hills Estates (4), Lomita (3), Lennox (2), and Los Angeles County – Community of Westmont (1) for a total of 235 businesses in the program as of the end of July 2020.

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

Contract goals: 72 outreach events; 36 vanpool, rideshare, telework meetings or events; 8 Marketing/Media Survey Engagements
Status of goals: 87 outreach events; 5 vanpool or rideshare meetings; 3 Survey Engagement
During July, in response to the COVID-19 emergency, SBCCOG staff continued its public outreach efforts to virtual platforms. Metro Shared Mobility materials and emergency updates to rideshare and vanpool programs along with resources for teleworking were shared through 14 different online meetings. Additionally, SBCCOG staff updated the telework page on the SBCCOG website.

Metro Express Lanes (MEL) (*Contract period Nov. 15, 2019 – Nov. 14, 2020*)
Work continues to organize and plan for a virtual calendar of events where Metro’s MEL program materials will be distributed. During this period, MEL materials were distributed as part of the SBCCOG information packets at 14 SBCCOG virtual outreach events and meetings.

II. MARKETING, OUTREACH, & IMPLEMENTATION

**Outreach Events**

In July: 1 Virtual Business Event and 6 Virtual Networking Meetings

For the period July 1, 2020-June 30, 2021

- 0 Community Events
- 1 Business Events
- 6 Virtual Networking Meetings

**Media**

**Social Media (during the month of July)**

- **SBCCOG -- Totals for Social Media (SBCCOG) (top tweet – right)**
  - Twitter: 251 followers total, 2,900 impressions*
  - Facebook: 132 likes total, 188 impressions

- **SBESC -- Totals for Social Media (top tweet – right)**
  - Twitter: 556 followers total, 3,300 impressions*
  - Facebook: 755 likes total, 328 impressions
  - LinkedIn: 137 followers total, 57 impressions

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

**Earned Media/Articles/Network TV**


**Volunteer Program**

*Status of Program: 0.00 hours for July 2020*

Grand total as of 7/31/2020 - 20,288.67 (starting April 2008)

Volunteer participation remains low due to COVID 19.
South Bay Cities Council of Governments

August 27, 2020

TO: SBCCOG Board of Directors

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update Covering July 2020

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

Federal

LA County Transit Providers To Get $49.2 Million In Federal COVID-19 Aid
The U.S. Department of Transportation’s Federal Transit Administration on July 23rd announced $49.2 million in grant awards to six transit providers in Los Angeles County as part of the agency’s implementation of the Coronavirus Aid, Relief, and Economic Security Act (CARES Act).

Among the recipients, Torrance Transit will receive $7.9 million and Redondo Beach was awarded $907,000 to support the Beach Cities Transit system, including WAVE Dial-A-Ride service, in Redondo Beach as well as neighboring cities, including Hermosa Beach, Manhattan Beach and El Segundo.

The grants support transit operating, administrative and preventive maintenance expenses during the COVID-19 public health emergency. In addition to the CARES Act funding, FTA issued a Safety Advisory that prompts transit agencies to develop and implement policies and procedures regarding face coverings and Personal Protective Equipment, cleaning and disinfection of frequently touched surfaces, physical separation and hand hygiene consistent with guidance from the Centers for Disease Control and Prevention and Occupational Safety and Health Administrations. CARES Act funding can be used to cover 100% of these costs.

It is estimated that the CARES Act funds will cover agency shortfalls for an average of 3.4 to 6.3 months as of July 2020.

A follow-up relief bill that has passed the House (the HEROES Act) would cover less than a year’s worth of the expected deficit in New York, Seattle, Los Angeles, the Bay Area, and Boston.

The California Transit Association (CTA), which represents over 85 local transit agencies in California, issued an appeal for emergency federal and state funding to keep them operating on July 7th. CTA estimated the combined need in Los Angeles and the Bay Area alone is $3.1 billion, They cited a trilogy of shortfall concerns: significantly lower local sales tax revenues,
reduced diesel excise taxes, the portion of the gas tax that helps pay for transit due to stay-at-home orders, and the precipitous drop in ridership and fare revenues is expected to continue even as people slowly go back to work—if that happens.

U.S. House of Representatives Approves Transportation Funding Bill for Fiscal Year 2021
The U.S. House of Representatives approved by a vote of 217-197 the Federal Fiscal Year 2021 Transportation, and Housing and Urban Development (THUD) appropriations bill. The legislation passed as part of a five-bill package that also included Defense, Commerce, Justice, Science, Energy and Water Development, Financial Services and General Government, Labor, Health and Human Services, and Education.

The Senate has yet to consider or approve any of the 12 appropriations bills for FY21 which increases the likelihood of a short-term continuing resolution that would extend current funding levels beyond September 30, 2020 to avoid a government shutdown. The full text of the bill is available at: https://rules.house.gov/sites/democrats.rules.house.gov/files/BILLS-116HR7617-RCP116-60.pdf.

The White House Office of Management and Budget has issued a veto threat for the House Appropriations package through a Statement of Administration policy. Mentioned in the policy statement was the Administration’s opposition to the inclusion of "new and excessive parameters and timelines" within the BUILD and other grant programs. Additionally, the Office of Management and Budget criticized language requiring passengers to wear face masks on public transportation, and stated that the California High-Speed Rail Project is a "case study in governmental dysfunction" while opposing language that would allow FRA to repurpose previously awarded federal funding for the project until legal challenges are resolved.

COVID 19 Imperils Senate and House Approval Of Infrastructure Reauthorization Bills
Politico reported on July 23rd that the House is steaming ahead with a surface transportation bill, wrapped inside a massive infrastructure package, and far outpacing the Senate, which has not made any progress since the core of its version of the bill (S. 2302) was marked up in its Environment and Public Works Committee almost a year ago. The current surface transportation act expires October 1, 2020.

The Senate Finance Committee's already-tough job of figuring out how to pay for the $287 billion, five-year bill has been complicated even more by the coronavirus pandemic, which has foiled attempts to come up with accurate estimates for flagging gas tax receipts and Highway Trust Fund revenues.

On July 21st, the House considered their $1.5 trillion infrastructure package, H.R. 2. The House bill extends FY 2020 enacted funding levels through 2021 for federal-aid highway, transit and safety programs and reauthorizes several surface transportation programs for FY 2022-FY 2025. Though the surface transportation bill serves as the core vehicle, once complete, the bill also will fund vastly more than roads and bridges, encompassing housing, broadband, water issues and more.

However, HR 2 relies on a $145 billion general fund transfer, inviting a debate about massive deficit spending that could also trip up progress on the bill and no one knows the impact of COVID 19 on revenues assumed to be available to fund the programs in the bill. The Congressional Budget Office told the Finance Committee an updated baseline revenue estimate could take months.
Transportation program budgets are mostly dependent on local sales taxes, state and federal fuel taxes, and tolls. Since the COVID-induced decline in traffic volumes may also significantly reduce motor fuel tax and toll receipt revenues, the Federal government is being asked to fill the huge gap in transportation budgets across the country using Federal General Funds to supplement the nearly-insolvent Highway Trust Fund.

**US Roads Nearly Back To Pre-Pandemic VMT Levels; Accident-Related Deaths Increase**

StreetLight Data and Boston Consulting Group (BCG) created a Trip Reduction Index in March 2020 to measure COVID19 lockdown policy adherence in each state, county and metropolitan area. The index found the national average in VMT dropped 72% from the beginning of March through April 7 (following Easter Sunday), but rural counties have now fully recovered to pre-COVID VMT levels while urban counties have reached 90% recovery.

The speed that people are traveling in private vehicles has also seen a concerning shift due to new roadway trends. The National Safety Council (NSC) recently reported the U.S. traffic fatality rate jumped 23.5% in May, compared to the year prior, despite VMT in that month dropping 25.5% amid stay-at-home orders.

**NACTO Releases Innovative Framework To Set Safe Speed Limits On City Streets**

The National Association of City Transportation Officials (NACTO), on July 22nd released an innovative, tested, and proven framework for setting safe speed limits for city streets. The framework, known as City Limits, was developed by a steering committee of NACTO’s 86 member cities and transit agencies.

City Limits outlines how to use a safe systems approach to set speed limits in urban environments, in contrast to legacy methods (e.g. the 85th percentile) that often result in speeds that are inappropriately fast for urban environments. The framework outlines a three-method approach to speed limit setting that provides an alternative to percentile-based speed limit setting:

1. Setting default speed limits on many streets at once (such as 25 mph on all major streets and 20 mph on all minor streets),
2. Designating slow zones in sensitive areas, and
3. Setting corridor speed limits on high priority major streets, using a safe speed study, which uses conflict density and activity level to set context-appropriate speed limits.

The guidance ranges from step-by-step checklists for conducting activity level & conflict density analyses, to nuanced metrics for documenting speeds that go beyond percentile-based speed setting practices. Context-sensitive speed limit setting means that safe speeds are chosen based on how a street is used, and the important functions it plays in a community.

The importance of safe speed limit setting has been underscored in recent months by effects from the coronavirus pandemic. As people traveled less during stay-at-home orders, speeds increased to even more unsafe levels. In May, traffic across the U.S. was 41% lower than pre-pandemic volumes, yet crashes only dropped 21%, meaning each trip was riskier.
CARB To Set 2030 Rideshare Vehicle Electrification Regulations; Companies Seek Subsidies

The California Air Resources Board (CARB) has proposed requiring that 60 percent of miles traveled by ride-hail passengers be in electric vehicles by 2030 and to get one-third of ride share drivers into electric vehicles by 2030. To which the ride-hail companies say (with some qualifications): Bring it on.

In 2018, only about 1 percent of those miles were in electric vehicles. California is the nation’s top market for electric vehicles, but less than one in 10 cars sold in 2019 can plug in. To hit that 60 percent target, the Air Board estimates that one-third of ride-hail vehicles will have to be electric, and that the companies will need to push their highest-mileage drivers to switch to EVs. Earlier this year, Lyft pledged to electrify all of its drivers’ vehicles by 2030. That’s a challenge, because Lyft doesn’t own those vehicles. So, it must convince drivers to buy electric vehicles, when the tech is still more expensive than gas-powered cars, and chargers still hard to come by.

How to do that? The rideshare companies are asking for a lot of government help—and money to accompany the proposed regulations. To make it work, LYFT says the ride-hail industry needs government help in the form of subsidies to help lower- and middle-income drivers buy EVs. (In Colorado and Massachusetts, the company receives tax credits when it introduces EVs into its fleet.) It needs more, cheaper, and faster charging stations. It needs to strike deals with utility companies, which could make it more affordable for drivers to charge up.

In California, companies like Uber and Lyft account for just about 1 percent of the vehicle miles traveled, and 1 percent of the greenhouse gas emissions from cars. So why is CARB targeting ride-hail companies? Because drivers have to travel between each ride, the average trip via ride-hail produces 50 percent more emissions than the average car trip. Research in June 2020 also suggests that, because the average ride-hail vehicle in California travels much farther each day than other cars, electrifying a ride-hail car saves three times as much CO₂ as electrifying other cars.

Caltrans Updates Plan to Support Biking, Walking, and Transit

Caltrans set a goal in 2015 of safely tripling biking and doubling walking and transit trips by 2020. In June 2020, Caltrans requested, and received, a special funding reserve of $100 million to add complete streets elements to ongoing highway projects. And in mid-July Caltrans released an updated Mode Share Action Plan, which includes a new list of priority actions focused on making biking and walking viable, safe modes of travel throughout the state. These include working with its twelve districts to identify projects that would receive some of the $100 million reserve, establish an active transportation office within Caltrans, develop performance targets, help guide public engagement, complete Active Transportation Plans for each of the twelve districts, and update training for Caltrans engineers and planners on new complete streets requirements.

Region

Metro Nextgen Bus Study: Upcoming Meetings And More Detail Online

L.A. Metro is moving forward with its “NextGen” Bus Study on how to reorganize service. The agency will hold a series of online hearings throughout L. A. County in August about the proposed changes, which are scheduled for implementation starting in December. The first
virtual South Bay Service Council hearing will be held on Friday, August 14th beginning at 10:30 a.m. A second South Bay hearing will be held on August 20th beginning at 6 p.m. More information is available at: https://www.metro.net/projects/nextgen/events/

L.A. Metro Prioritizing Unsolicited Proposals Related To COVID 19 Recovery
As of July 31st, Metro’s reported an average of 533,000 weekday boardings which is approximately 44% of Metro’s pre-pandemic ridership. To better focus its attention on ridership recovery, Metro on July 7th updated guidance for its Unsolicited Proposal Policy to prioritize proposals related to the COVID-19 pandemic.

Four months into the COVID-19 pandemic, Metro has received nearly a dozen proposals responding to the health crisis, from new cleaning and disinfection methods to workforce protection measures and customer information tools. Metro says it is prioritizing consideration of proposals related to pandemic response, service relaunch and regional recovery that support efficient mobility in a changed world.

Draft Plan Released To Revamp Artesia/Aviation In North Redondo Beach
Redondo Beach wants to turn a commuter route into a more pedestrian-friendly commercial hub — to help the surrounding area catch up with the commercial redevelopment that’s occurred in other areas of the city.

The draft Artesia and Aviation Corridors Area Plan, introduced to the city’s Planning Commission on July 16th, details the possible transformation of the boulevards into the “Main Street of North Redondo”. The newly imagined Artesia and Aviation Corridors would improve bicycle and transit access; add “streetlets” and “parklets,” or permanent open spaces for gathering; accommodate outdoor dining and retail displays; reconfigure public parking; attract new businesses that better serve residents and attract visitors; and encourage private property redevelopment and reinvestment.

While funding for the project has not yet been determined, there are several options, such as a Business Improvement District, in which property owners pay a tax to pay for projects within the district’s boundaries; parking meter fees; Parking Benefit Districts, in which on- and off-street parking revenue finances neighborhood improvements; or in-lieu parking fees, in which payments for certain parking spaces at a business go into a fund for future, larger parking facilities.

L.A. Courts Extend Grace Period On Traffic, Non-Traffic Infractions
The presiding judge of Los Angeles County’s Superior Court system on July 21st extended a 90-day grace period for an additional 60 days on all traffic and non-traffic infraction tickets as a result of the coronavirus pandemic. The grace period is now in effect through Aug. 21st. More information can be found on the court’s traffic web page at: www.lacourt.org/division/traffic/traffic2.aspx.

Trends

How Drones Could Change Cities
Drones, personal flying vehicles and air taxis may be part of our everyday life in the very near future. Drones and air taxis will create new means of mobility and transport routes. Drones will be used for surveillance, delivery and in the construction sector as it moves towards automation.
The introduction of these aerial craft into cities will require the built environment to change dramatically. Drones and other new aerial vehicles will require landing pads, charging points, and drone ports. They could usher in new styles of building, and lead to more sustainable design.

In the public sector, drones are used in disaster response and by the fire service to tackle fires which could endanger firefighters. During the coronavirus pandemic, drones have been used by the police to enforce lockdown. Drones normally used in agriculture have sprayed disinfectant over cities.

Alongside drones, our future cities could also be populated by vertical takeoff and landing craft (VTOL), used as private vehicles and air taxis. A number of companies are developing eVTOL with electric multi-rotor jets.

The widespread adoption of drones and VTOL will lead to new architecture and infrastructure. Existing buildings will require adaptations: low-altitude air traffic control networks, landing pads, solar photovoltaic panels for energy efficiency, charging points for delivery drones, and landscaping to mitigate noise emissions. Neighborhoods will need to be transformed to include landing pads, airport-like infrastructure and recharge points. Drones and aerial vehicles can be part of a profound rethink of the urban environment. Drone infrastructure may also help the urban environment become more sustainable.

A study conducted by Airbus found that public concerns about VTOL use focused on the safety of those on the ground and noise emissions. The Airbus research found that of the cities surveyed, highest demand for VTOLs was in Los Angeles and Mexico City, urban areas famous for traffic and pollution.

Researchers at the University of Stuttgart have developed a re-configurable architectural roof canopy system deployed by drones. By adjusting to follow the direction of the sun, the canopy provides shade and reduces reliance on ventilation systems.

**Work-From-Home Culture Will Cut Billions Of Miles Of Driving, Or Not**

Back in 2018 – in the pre-pandemic world – about 5% of the U.S. workforce teleworked from home. That changed dramatically with the onset of the COVID-19 pandemic; by May 2020 that number had jumped to about 35%. Tech giants Google, Facebook, Microsoft, Amazon and Twitter announced plans to extend teleworking well into the fall and possibly beyond. It’s a sea change that will permanently alter the way America works – and how companies conduct business.

During the height of the pandemic in April, Americans sheltering at home drove 64% fewer miles and KPMG predicts as much as a 10% permanent reduction of the almost 3 trillion miles typically traveled every year with vehicle ownership declining to slightly less than two cars per household.

Their prediction assumes that the American public buys a car to commute to and from their job and to shop. If demand for both uses is reduced, the change in habits could result in roughly 1 million less sales of new cars and trucks annually. The National Automobile Dealers Association expects U.S. auto sales to plunge from an annual rate of 17 million to as low as 13 million this year. The upside of these changes is that the market for delivery vehicles is booming thanks to the surge in online shopping.

Meanwhile, reports from CNN and *U.S. News & World Report* indicate that citizens in urban areas are becoming more attracted to the idea of moving to a rural area due to a perceived higher
risk of COVID-19 infections in big cities. However, rural areas may not be safer from the threat of infection. There is a lack of “hard data” on community migration patterns; this type of information from the American Community Survey and the Internal Revenue Service won’t be available until late in 2021.

Recent research revealed a more nuanced picture in which teleworking might have two unexpected consequences: increased telework will exacerbate inequality in America under current economic and social conditions, and the climate benefits are probably very modest, at best.

About 37% of jobs could be performed entirely at home, particularly in the fields of education and professional, scientific, technical and information services; in management positions; and in finance and insurance. These positions are overwhelmingly held by white Americans. One in 5 workers in the top 10% income bracket work at home, but for the lowest bracket, numbers drop to just 1 in 100. Education matters, too: 37% of those with a bachelor’s degree or higher reported working from home in 2019 compared with just 16% of those who only held a high school diploma.

Recent telework research also has shown that the climate benefits are lower than conventional wisdom suggests. Overall, it may even increase emissions because of indirect or “rebound” effects. Household energy use rises when people work from home. For those who once drove to work, fewer miles traveled translates to fewer emissions. But some telecommuting households actually drive more. Errands once daisy-chained into a morning or evening commute may become multiple trips. In “car-scarce” households, other household members may jump at the chance to use the car. Without having to go into an office every day, there are early signs of people relocating to suburban or rural areas where daily life requires more driving – making for a longer drive when they do have to commute.

Historic data confirms that structural issues have a far greater impact on usage patterns than recessions. Aggregate driving levels dipped during many recessions, but have always rebounded as structural factors incentivize automobile use. Recessions also did not hold back freight flows, commercial aviation, and intercity passenger rail. Transit’s changing passenger levels have more to do with local development habits and system design than economic growth.

The major exception is telework and the rapid rise in digital connectivity. A shift to more permanent telework policies could impact local demand for commercial and residential properties, reduce demand for intercity travel, launch new metropolitan competitions for industry and talent, and accelerate calls for universal broadband.

For nearly 100 years, Congress has seen infrastructure spending as a way to stimulate economic growth during downturns. However, the bills that made the most durable impact on infrastructure-related outcomes were the ones that tested innovative programs to address structural challenges.
MEMORANDUM OF UNDERSTANDING
BETWEEN THE SOUTH BAY CITIES COUNCIL OF GOVERNMENTS AND THE
CITY OF REDONDO BEACH REGARDING USE OF SBCCOG’S ALLOCATED
COUNTY OF LOS ANGELES INNOVATION GRANT FUNDS TO IMPLEMENT THE
CITY’S ENHANCED RESPONSE PILOT PROGRAM

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

RECITALS

A. In 2019, the County of Los Angeles allocated approximately six million dollars of Innovation Grant Funds to be used to assist the homeless population within Los Angeles County. The SBCCOG was allocated $739,685 of Innovation Grant Funds based on the percentage of homelessness in the region.

B. In November 2019, the SBCCOG released a call for projects to utilize its allocation of Innovation Grant Funds.

C. In December 2019, City submitted a proposal to SBCCOG to obtain funding for its Enhanced Response Pilot Program, which focuses on individuals with a criminal history who are experiencing homelessness in Redondo Beach. The Enhanced Response Pilot Program assists such individuals to curtail any criminal cycle of drug, alcohol, quality of life, and theft offenses by meeting misdemeanor defendants in Los Angeles County on designated “Homeless Court” dates to offer accessible community services and legal services.

D. In February 2020, the SBCCOG and the County of Los Angeles entered into a contract with respect to use of the Innovation Grant Funds (Contract Number AO-20-600 (Exhibit A Statement of Work Task 4: Innovation Funds)).

E. The SBCCOG awarded the City $245,287 of its Innovation Grant Funds to be used on the City’s Enhanced Response Pilot Program (the “Grant Funds”).

F. The Parties desire to enter this MOU to set forth and memorialize the obligations of the Parties with respect to the Grant Funds for the Enhanced Response Pilot Program.

AGREEMENT

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

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

II. **CITY RESPONSIBILITIES:**

A. The City shall use the Grant Funds on its Enhanced Response Pilot Program as set forth in the Scope of Work, which is attached hereto as Exhibit 1 and incorporated herein by reference.

B. City shall use the Grant funds to provide two Redondo Beach Deputy City Prosecutors who are designated to the LA County Court diversion efforts in accordance with Exhibit 1.

C. City shall use the Grant Funds to provide a Redondo Beach Police Officer from the Community Services Unit designated to homelessness issues and LA County Court diversion efforts in accordance with Exhibit 1.

D. The City shall fulfill reporting requirements to SBCCOG in accordance with Exhibit 1.

E. The City hereby warrants, represents, and covenants that it will comply with all applicable local, state, or federal guidelines, regulations, requirements, and statutes and/or as required under the laws or regulations relating to the source of the Grant Funds to be transferred by the County to the SBCCOG to the City pursuant to this MOU, and will not use the Grant Funds for costs associated with activities in violation of any law or for any activity inconsistent with the requirements and purposes set forth in this MOU.

F. The City shall maintain records related to the program operation and use of Grant Funds for five (5) years following the expiration of this MOU. SBCCOG shall have access to the records upon request.

III. **SBCCOG RESPONSIBILITIES:**

A. The SBCCOG shall provide oversight of City Enhanced Response Pilot Program to ensure the timeliness of deliverables in accordance with Exhibit 1.

B. The SBCCOG shall provide the City with a reporting template format for the submission of quarterly reports in accordance with Exhibit 1.

C. The SBCCOG shall maintain records related to the program operation and use of Grant Funds for five (5) years following the expiration of this MOU.
IV. **THIRD PARTY LIABILITY AND INDEMNIFICATION:**

A. The Parties agree to indemnify, defend, and hold harmless each other, including its elected and appointed officers, employees, agents, attorneys, and designated volunteers from and against any and all liability, including, but not limited to demands, claims, actions, fees, costs, and expenses (including reasonable attorney’s and expert witness fees), arising from or connected with the respective acts of each entity arising from or related to this MOU. Neither entity shall indemnify the other entity for that other entity’s own negligence or willful misconduct.

B. In light of the provisions of Section 895.2 of the Government Code of the State of California imposing certain tort liability jointly upon public entities solely by reason of such entities being parties to an agreement (as defined in Government Code Section 895), each of the entities parties hereto, pursuant to the authorization contained in Government Code Sections 895.4 and 895.6, shall assume the full liability imposed upon it or any of its officers, agents, or employees, by law for injury caused by any act or omission occurring in the performance of this MOU to the same extent such liability would be imposed in the absence of Section 895.2. To achieve the above stated purpose, each entity indemnifies, defends, and holds harmless each entity for any liability, cost, or expense that may be imposed upon such other entity solely by virtue of Section 895.2. The provision of Section 2778 of the California Civil Code are made a part hereof as if incorporated herein.

V. **MISCELLANEOUS:**

A. This MOU shall be binding upon, and shall be to the benefit of the respective successors, heirs, and assigns of each entity; provided, however, neither entity may assign its respective rights or obligations under this MOU without prior written consent of the other entity.

B. This MOU (including for the purpose of clarity, the recitals, to this MOU), contains the entire agreement between the SBCCOG and the City with respect to the matters herein, and there are no restrictions, promises, warranties, or undertakings other than those set forth herein and referred to herein.

C. No alteration or variation of the terms of this MOU shall be valid unless made in writing and signed by the authorized representative from each entity; no oral understanding or agreement not incorporated herein shall be binding on either of the entities.

D. The SBCCOG and the City hereby certify compliance with Government Code Section 8355 in matters relating to providing a drug-free workplace as set forth in Exhibit 2, attached hereto and incorporated herein by reference.

E. In the event an entity defaults in the performance of any of its obligations under this MOU or materially breaches any of the provisions of this MOU, the non-breaching entity may enforce this MOU through any available remedies.

F. This MOU is not intended to be a third-party beneficiary contract and confers no rights on anyone other than the parties hereto.
G. Notices or other communications, which may be required or provided under the terms of this MOU, shall be given to the individuals identified for each entity. All notices shall be in writing and deemed effective when delivered in person or deposited in the United States mail, first class, postage prepaid, and addressed as below. Any notices, correspondence, reports, and/or statement authorized or required by this MOU, addressed in any other fashion shall be deemed not given.

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

**City of Redondo Beach:**
City of Redondo Beach
415 Diamond St.
Redondo Beach, CA 90277
Attn: John LaRock

H. In an action or proceeding to enforce or interpret any provision of this MOU, the entities shall bear their own attorney’s fees, costs, and expenses.

I. The laws of the State of California and applicable local and federal laws, regulations, and guidelines shall govern this MOU. In the event of any legal action to enforce or interpret this MOU, the laws of the State of California shall apply and the Venue shall be Los Angeles County.

J. Either entity shall be excused from performing its obligations under this MOU during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to any incidence of fire or flood; acts of God; commandeering of material, products, plants, or facilities by the federal, state, or local government; national fuel shortage; or a material wrongful act or omission by the other Party; when satisfactory evidence of such cause is presented to the other entity, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the entity not performing.

K. Each entity agrees that the insurance held by the other, whether commercial or self-insurance is sufficient for the purpose of this MOU.

L. This MOU may be executed in any number of counterparts, each of which shall be deemed an original and all of which together shall constitute the same agreement.

M. Authority and Signatures: The individuals signing this MOU, and its exhibits, which are incorporated herein by reference, have the authority to commit the entity they represent to the terms of this MOU, and do so commit by signing.

(Signatures on Following Page)
SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

By: ___________________________________  Date: ________________
   Olivia Valentine, SBCCOG Chair

ATTEST:

By: ___________________________________  
   Jacki Bacharach, Executive Director

APPROVED AS TO FORM:

By: ___________________________________  
   Michael Jenkins, Legal Counsel

CITY OF REDONDO BEACH

By: ___________________________________  Date: ________________
   William C. Brand, Mayor

ATTEST:

By: ___________________________________  
   Eleanor Manzano, City Clerk

APPROVED AS TO FORM:

By: ___________________________________  
   Michael W. Webb, City Attorney

APPROVED AS TO FORM:

By: ___________________________________  
   Risk Manager
OVERVIEW OF PROGRAM
The Enhanced Response Pilot Program focuses on individuals with a criminal history who are experiencing homelessness in Redondo Beach. The Enhanced Response Pilot Program assists such individuals to curtail any criminal cycle of drug, alcohol, quality of life, and theft offenses by meeting misdemeanor defendants in Los Angeles County on designated “Homeless Court” dates to offer accessible community services and legal services.

If a defendant is willing to accept services and work with either PATH and/or the designated housing navigator with Harbor Interfaith, then their cases may be diverted and potentially dismissed with a stay of adjudication.

If not, then punishment will be sought to deter the continuing impact on the community. The program impacts not only the people experiencing homelessness, but also impacts the residents and community.

Initiation for this program began in June 2019 under the current Redondo Beach – Harbor Interfaith contract. Under that contract, the prosecution has utilized Lila Omura, of Harbor Interfaith, in the role as the outreach/case manager/housing navigator for the Enhanced Response Pilot Program.

Ongoing implementation of the Enhanced Response Pilot Program by the City of Redondo Beach requires specific work program designations of personnel in the office of the City Attorney and the Police Department. In the office of the City Attorney, two Deputy City Prosecutors are designated to the LA County Court diversion efforts. In the Police Department, a Police Officer from the Community Services Unit is designated to homelessness outreach and the LA County Court diversion efforts.

The Redondo Beach Prosecutors issue referrals of homeless individuals with misdemeanor offenses to begin the process of SERVICES and HOUSING connections as well as assisting with structuring court orders based on an individual’s needs. The assigned Navigator from Harbor Interfaith Services or PATH (People Assisting the Homeless) will attend a court hearing once a month on the 3rd Wednesday of the month which is the designated “homeless court” date for Redondo Beach. The Navigator will assist each individual with services based on the individual’s needs with the goals of permanent housing, rehabilitation, and becoming a productive member of the community.
Deliverables
Funding total amount is $245,287 (from starting date of contract through June 30, 2021)

STAFFING COSTS

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OPERATIONAL EXPENSES

| Special Services (i.e., psychiatrist, therapy, mental health treatment, prescribed medication, etc.) | Rates vary between services | 520-1000 hours/year | $90,380.90 |
| LA Count Sheriffs Department Security for Homeless Court – Deputy (1) -Security Officers (2) | $801.60/month | 48 hours/year | $9,619.20 |
| Operations Subtotal             |               |                    |                  | $100,000   |
| TOTAL                           |               |                    |                  | $245,287   |

* Changes within line items and/or categories require written authorization from the County Project Manager. Written authorization may be defined to include letter, email, and fax. A contract amendment to the Contract between SBCCOG and the County is not required for changes within line items and/or categories, not to exceed the maximum contract amount.

Reporting
SBCCOG will provide the reporting template format which will be in two parts: the overall data and the individuals served data. The City will submit quarterly reports to SBCCOG by the 15th of the month following the end of the quarter.

Overall Data to include:
   a. Number of homeless individuals set on the court calendar to appear for that month
   b. Number of said homeless individuals who actually appeared in court on that date
   c. Number of said homeless individuals who accepted services and/or housing
   d. Number of said homeless individuals who did not accept services so were issued a bench warrant
   e. Number of said homeless individuals who were already in the CES (Coordinated Entry System)
   f. Include specific success stories, identify the resources that helped success
   g. Include specific unsuccessful stories, identify the issues preventing success

Individuals Served Data to include both types of services and types of housing:

   Types of Services to include in the report:
   1. Obtain housing ready documents: birth certificate, Identification cards, social security card, etc.
   2. Detox / Rehab
   3. Health Services
   4. Mental Health
   5. Job Training and Placement Assistance
   6. Domestic Violence Counseling
   7. LGBTQIA Counseling
   8. TAY (Transition Age Youth 16 – 25)
   9. Family Reconnections
   10. Disability Assessment and Accommodation
   11. Other ______________

   Types of Housing to identify in the report:
   1. PSH (Permanent Supportive Housing)
   2. Interim Housing
   3. Shelter Facility
   4. Voucher / Section 8 Temporary Housing
   5. Recovery Home / Detox Center
   6. Moving in with Family
   7. Other ______________
Exhibit 2

State of California
GOVERNMENT CODE
Section 8355

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

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

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

   A) The dangers of drug abuse in the workplace.
   B) The person’s or organization’s policy of maintaining a drug-free workplace.
   C) Any available drug counseling, rehabilitation, and employee assistance programs.
   D) The penalties that may be imposed upon employees for drug abuse violations.

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

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

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

(Amended by Stats. 2005, Ch. 381, Sec. 1. Effective January 1, 2006.)
Los Angeles Division Installation
The Los Angeles County Division of the League of California Cities 2020-21 Executive Board were sworn in via a virtual ceremony on August 6. Your new Board Members are:
- **President** - Downey Mayor Blanca Pacheco,
- **Vice President** - Calabasas Mayor pro Tem James Bozajian,
- **Secretary Treasurer** - Diamond Bar Council Member Andrew Chou,
- **State Director (League Board Appointee)** - Bell Council Member Ana Maria Quintana
- **Immediate Past President** - Bellflower Mayor Juan Garza

The Division’s Regional Directors, including Rolling Hills Council Member Bea Dieringer, remain Members of the 2020-21 Division Board and serve at the discretion of their Council of Governments.

League of California Cities & National League of Cities Urge Congress to Act on COVID-19 Relief Bill
Although negotiations on a new round of coronavirus relief for states and local governments has broken down and not expected to resume before September, the League and NLC continue to urge members of Congress to act. If your city has not joined the Support Local Recovery Coalition yet, I would urge you to lend your support by joining the coalition at [www.supportlocalrecovery.org](http://www.supportlocalrecovery.org) today.

Legislature Adjourning at the End of August
By the time of your meeting, the legislature will be well on their way to completing their work for this legislative session, which must adjourn on August 31. However, an extraordinary session of the legislature might become necessary to allocate funding if Congress passes a new coronavirus relief package for state & local governments after the legislature has adjourned.

With about 12 days left in the legislative year, the League is concerned about several bills related to employment / labor law. The League needs your help talking to your local legislators to ask them not to vote for these bills, specifically:
- **SB 1383 (Jackson)** – Expands family leave to 12 weeks per year for all companies/local governments with 5 or more employees. The League issued an
Action Alert on August 3, but I expect this will be a floor fight in the final days of the session. Assembly targets to prevent their yes votes include Assembly Members Burke, Kamlager, O’Donnell & Muratsuchi.

- **AB 685 (Reyes)** – This bill creates an onerous reporting requirement for employers when an employee is exposed to COVID-19 that includes significant financial and misdemeanor penalties per violation. The action alert was sent to City Managers on August 18, reach out to me if you’d like a copy.

- **SB 1159 (Hill/Daly)** – This bill would codify the Governor’s Executive Order related to COVID-19 & the Workers’ Compensation presumption that COVID-19 infections occurred at the workplace. The League is hoping that the authors and sponsors will work with us on amendments to make this a compromise measure since the other related bills, AB 196 & AB 664, are even worse. The coalition letter in opposition to SB 1159 is [HERE](#).

**Upcoming Events**

- **October 7 – 9: League of California Cities Annual Conference (virtual):** Join your fellow city officials from throughout the state as we come together virtually to learn, collaborate, and celebrate at the League’s 2020 Annual Conference & Expo. Full conference registration starts at $50 for League member-city officials and includes:
  - Your ticket to all virtual educational sessions and networking opportunities
  - Access to recordings of all educational sessions for six months after the conclusion of the conference
  - Electronic access to all program materials
  - Access to the Virtual Expo

**Conference Registration is required to attend all conference activities including the General Assembly. Each registration is for a single person. Sharing of registration is prohibited.**

Visit [WWW.CACITIES.ORG/AC](http://WWW.CACITIES.ORG/AC) for more information.
THERE'S STILL TIME TO FILL OUT YOUR CENSUS FORM ONLINE!

The 2020 Census is happening now, and it’s the first one available online and over the phone. The U.S. Census Bureau has the deadline of Sept. 30, 2020, to wrap up another direct count of all residents. Conducted only once every 10 years, the census provides crucial insights for local governments, businesses and nonprofits to make planning and investment decisions across our region.

The data collected from the census is used to make sure everyone is equally represented in our political system and that government resources are allocated fairly. The census data determines how many congressional seats a state receives; how much federal funding will be allocated to local communities for public services and infrastructure needs; and provides a picture of the changing demographics of the country. SCAG is proud to be a partner in the undertaking, as the Southern California affiliate for the Census Bureau’s State Data Center network.

However, COVID-19 presents an unprecedented challenge to getting a complete count. As of the publication of this newsletter, the six-county region had a 65 percent response rate, still below the 2010 census final response rate. A low response rate in combination with a potential undercount in low-income communities could have a dramatic effect on funding and resources available for the region. Now, more than ever, it is important that residents respond to the census online, by phone or by mail. You can check your county’s self-response rate on the bureau’s interactive response rate map. So, make sure you and your community get counted!

PARTNER EVENT: MOBILITY 21 SOUTHERN CALIFORNIA TRANSPORTATION SUMMIT

SCAG is a proud partner of Mobility 21’s 19th Annual Southern California Transportation Summit. This conference brings together transportation leaders across public, private and nonprofit sectors to address Southern California’s most pressing mobility issues. The event theme is “Generation Transportation” and will be held virtually this year over two days, Thursday, Sept. 17 – Friday, Sept. 18, 2020. For more information about the summit and to register, visit mobility21.com/2020summit.

UPCOMING EVENTS
Advancing Racial Equity in Government: What’s Next?  
Thursday, Aug. 20  
10 – 11:30 a.m.  
RSVP Here

Housing Element Digital Workshop: Part 1  
Thursday, Aug. 20  
1 – 3:30 p.m.  
RSVP Here

Housing Element Digital Workshop: Part 2  
Thursday, Aug. 27  
1 – 3:30 p.m.  
RSVP Here

Drive with Care
Commit to safety and sign the Go Human Safe Driver Pledge to design and build safer streets that promote walking, biking and community connections.

Take the Pledge