

# South Bay Cities Council of Governments

## Steering Committee AGENDA

Monday, February 10, 2014

**11:00 am**

SBCCOG Office  
20285 Western Avenue, Suite 100  
Torrance, Ca. 90501

### **NOTE EARLIER TIME**

#### I. REPORT OF POSTING OF AGENDA

- **ACTION:** Receive and file

#### II. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA

#### III. PUBLIC COMMENT

#### IV. CONSENT CALENDAR - 11:05 am

- A. Steering Committee – January 13, 2014 meeting minutes attached
  - **ACTION:** Approve
- B. Correction to Modifications of Employee Benefit Programs
  - Note the recommendations that were approved on the January Board meeting memo attached shows the effective date in 2013.
  - This is a typo and should be March 1, 2014 for the cafeteria benefits and February 1, 2014 for the administrative leave.
  - **ACTION:** Approve correction of the Board action so that the effective date is 2014 for these benefits.
- C. Support for Judy Mitchell's Senate confirmation to the Calif. Air Resources Board
  - **ACTION:** Send letter from the Chair to South Bay cities and other regional groups urging them to send letters of support to the Senate Rules Committee
- D. Social Media and Video Conferencing Year End reports - attached
  - **ACTION:** Receive and file
- E. Metro Sector Council resignation of Patricia Hachiya
  - The regular election cycle for the Sector Council will start in March so this vacant seat (term expires 6/15) will be included in that process.
  - **ACTION:** Receive and file
- F. Grant Opportunity
  - EPA Environmental Education Grant with Environmental Charter Schools, which was mentioned at the last meeting, did not work out since all recipients are required to be 501(c)3 organizations and SBCCOG is not.
  - **ACTION:** Receive and file

- G. Board meeting agenda development
  - March
    - Presentation of Strategic Planning workshop issues and follow-up items
    - Update on ExpressLane Project
    - Presentation on SBCCOG PEV readiness
  - April – Annual Work Program Review
  - May – Annual Budget Review

V. **ACTION ITEMS**  
**ADMINISTRATION**

- H. General Assembly - **Why Must We Care: The Cost of the Changing Environment to the South Bay – 11:10 am**
  - Final program attached
    - Travel expenses for Peter Larsen – up to \$400
  - Sponsorships as of 2/3/14 - \$59,500 (with \$6,680 in kind)
    - Complaint re: sponsors attached
  - Invitation letters sent out from PVE, Lawndale, Hawthorne
- I. Board Meeting Seating Arrangement – **11:20 am**
  - All South Bay elected officials that have attended our board meetings have been seated at the Board table. On the advice of Mike Jenkins, our legal counsel, we have differentiated the voting members from the non-voting members by colored nameplates – blue for the voter and white for the non-voter.
  - In further discussion with Mike Jenkins about the fact that we sometimes have the delegate and multiple alternates at the meetings, he opined that he didn't think it was a good idea to have a majority of one city council seated together or even separately at the same table as the Board. Notwithstanding the colored nameplates, it looks like a majority of a city council is participating. He suggested that the practice be modified so that any council member beyond the number required for a quorum sit with the public.
  - The relevant exception in the Act is as follows:
    - (4) The attendance of a majority of the members of a legislative body at an open and noticed meeting of another body of the local agency, or at an open and noticed meeting of a legislative body of another local agency, provided that a majority of the members do not discuss among themselves, other than as part of the scheduled meeting, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.
  - **ACTION:** Provide direction
- J. Mid-Year Budget Review – to be sent separately – **11:30 am**
  - **ACTION:** Receive & File & Refer to March Board Consent Calendar
- K. Approval of Invoices – available at the meeting – **11:40 am**
  - **ACTION:** Approve invoices for payment
- L. Legislative Advocacy – **11:45 am**
  - January 29 – re-cap – any comments?
  - Legislative Matrix – attached
  - **ACTION:** Provide direction if required

## BREAK FOR LUNCH & DIALOGUE WITH JAN PERKINS & CITY MANAGERS

- M. Board Strategic Plan -**12:00 PM**
  - Mission, Vision & Guiding Principles – attached
    - **ACTION:** Recommend to the Board for adoption
  - Role Clarification memo – attached
    - **ACTION:** Discussion and provide direction

## RESUME STEERING COMMITTEE MEETING

### **VI. STRATEGIC POSITIONING ITEMS/ANNOUNCEMENTS AND UPDATES WORK PROGRAM**

- N. Sustainable South Bay Strategy Updates – **1:05 pm**
  - Invitation to join policy leaders and advisors, stakeholders, practitioners, and researchers at the 7<sup>th</sup> annual *UCLA Downtown Los Angeles Forum on March 20 Transportation, Land Use, and the Environment*. The focus of this year's event is *Digital Cities, Smarter Transportation*. More information at the meeting
- O. Transportation Issues – **1:10 pm**
  - Monthly transportation update from Steve Lantz – attached
  - South Bay Boundary issue update
- P. South Bay Environmental Services Center Programs – **1:20 pm**
  - New staff member, Lena Luna, Environmental Programs Specialist II (municipal energy efficiency & electric vehicle programs) started February 3. She has five years of environmental and energy experience, at the City of Huntington Beach and working with the cities of Costa Mesa, Fountain Valley, Newport Beach, and Westminster.
  - Memo on SBESC programs – attached
  - Solicitation of firms to sponsor holiday light exchange – suggestions requested

**NEXT STEERING COMMITTEE MEETING – March 10, 2014 @ 12:00 pm**

**PLEASE CONSULT THE WEBSITE IF YOU ARE NOT SURE ABOUT THE MEETING SCHEDULES**

**ADJOURN**

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# South Bay Cities Council of Governments

## Steering Committee FOLLOW-UP AGENDA

January 13, 2014

**Attendees:** Dan Medina (Chair, Gardena), Jim Goodhart (1<sup>st</sup> Vice Chair, Palos Verdes Estates), James Gazeley (2<sup>nd</sup> Vice Chair, Lomita), Jim Osborne (Lawndale), Olivia Valentine (Hawthorne), Ralph Franklin (Inglewood), Dave Lesser (Manhattan Beach), Jacki Bacharach, Kim Fuentes & Wally Siembab (SBCCOG), Steve Lantz (SBCCOG Transportation Consultant)

### **AGENDA HAS BEEN RE-ORDERED TO PUT THE ACTION ITEMS FIRST**

#### **I. REPORT OF POSTING OF AGENDA**

- **ACTION:** Receive and file

#### **II. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA**

**2 ADDITIONS: I.1 and K, 4<sup>th</sup> item & ADDITIONAL FUTURE EVENTS**

#### **III. PUBLIC COMMENT**

#### **IV. CONSENT CALENDAR - 12:05 pm – GOODHART/OSBORNE APPROVED**

- A. Steering Committee – December 9, 2013 meeting minutes attached
  - **ACTION:** Approve
- B. No Additional Cost extension to agreement with David Biggs – memos attached
  - **ACTION:** Approve
- C. Support for Judy Mitchell's re-election to the AQMD
  - **ACTION:** Send letter from the Chair to South Bay cities urging them to have their voting delegate at the February 6 City Selection Committee to vote for Judy – *sent e-mail letter to Dan for his approval 1/20/14. Judy notified me that election is postponed.*
- D. Reliability of the SCE Infrastructure – memo attached
  - **ACTION:** Received and filed

#### **V. ACTION ITEMS**

##### **ADMINISTRATION**

- E. General Assembly - 12:10 pm
  - Why Must We Care: The Cost of the Changing Environment to the South Bay
  - **Jimmy Platon from the City of Lawndale wants to bring 3 Korean dignitaries who are investors**
  - **64 RSVPS AS OF TODAY**
  - Program status attached
  - Sponsorships as of 1/4/14 - \$57,000 (with \$6,680 in kind)

- Surf Air sponsorship – 2 round trip tickets - Surf Air private, scheduled, executive aircraft have a face value of \$2,700.00. Surf Air is a members-only all-you-can-fly air carrier based out of Hawthorne Municipal Airport and flying scheduled flights to and from Santa Barbara, San Francisco bay area (via San Carlos airport) and Burbank. We would be delighted to support your event through the donation of two free-roundtrip air tickets on Surf Air's seven seat, Swiss made PC-12 aircraft to either Santa Barbara or San Francisco Bay area from Hawthorne Municipal Airport. Perhaps use the tickets as door prize drawings, in exchange for business cards to encourage participation at the event?
- IF WE DO IT, MIKE JENKINS – DOES THIS EXCEED THE FORM 700 CAP AND CAN IT BE ACCEPTED? GOODHART/LESSER TO DECLINE – DON'T SEE THE NEXUS. WANT RELEVANCE TO GENERAL ASSEMBLY. WILL ACCEPT IF ONLY WITH PAID EXHIBITOR. GAZELEY WANTS TO SUPPORT THE LOCAL BUSINESS IN HAWTHORNE. MOTION WITHDRAWN AGREED TO ACCEPT THE IN KIND SPONSORSHIP. *1/14/14, checked with Jenkins who said that it exceeds the \$480 gift limit for city officials. Recommended via e-mail to attendees at Steering Committee meeting that the sponsorship be re-considered. 1/15/14 – Surf Air informed that we could not accept a gift over \$480.*
- **ACTION:** Provide direction on gift and menu – TOSTADA BAR, BAG WITH WORD ART

F. Personnel – 12:20 pm

- Increased Responsibilities for the Deputy Executive Director – memo attached
- **ACTION:** Recommend Board approval of the additional compensation for the Deputy Executive Director to Jacki Bacharach and Associates as a pass through payment of \$1000/month retroactive to October 1, 2013 through April 30, 2014. **NEEDS TO COME BACK IN MARCH AND DISCUSS RESPONSIBILITIES AND WHAT FUNDERS ARE RESPONSIBLE. FRANKLIN/GOODHART TO APPROVE.**

G. Board Strategic Plan -12:30 pm

- **BROWN ACT VIOLATION – Agenda was not posted. Per Jenkins: no way to rectify the situation. Since no decision was made, there is nothing to cure. Avoid making the same mistake again.**
- **BTW RE: NEW BROWN ACT LAW FROM JENKINS - All actions taken by the legislative body in open session and the vote of each member thereon must be disclosed to the public at the time the action is taken. [Gov. Code §54953(c)(2)] League unsuccessfully opposed. The Act already prohibits secret ballots. No one is really sure what this means. Basically, when the Board votes, it should be obvious how each member is voting (i.e. via a voice vote, or hand vote or roll call) so that the public can see how they all vote. It does not require a roll call vote. I doubt any change in your procedures is required.**
- **EVALUATION & MEETING NOTE SUMMARY HANDOUT**
- **ONE OF MOST POSITIVE THINGS WAS CITY MANAGERS SPEAKING UP**
- **VALENTINE – WE NEED TO COORDINATE WITH CITY MANAGERS. WOULD WE HAVE HAD PUSH BACK FROM CAR2GO IF WE HAD COORDINATED WITH THEM? COUNCIL MEMBERS SHOULD MAKE IT CLEAR TO CITY MANAGERS THAT THEY WANT TO ACCOMPLISH SOMETHING THAT THE SBCCOG IS DISCUSSING.**
- **RALPH – CITY MANAGERS FELT THAT THEY WERE BEING IGNORED AND THEY WEREN'T PART OF THE SYSTEM. THAT'S WHY WE DID THIS**

**STRATEGIC PLAN. THIS WAS FLUFF AND WE DIDN'T ACCOMPLISH ANYTHING BUT DIALOGUE. AT THE CONCLUSION OF THE DAY WAS SUPPOSED TO BE A RECAP OF WHAT WE AGREED UPON. HE FELT HIS TIME WAS INVADDED AND NOW IT CONTINUES. WE DIDN'T NEED HER AND WHERE WAS HER ASSISTANT.**

- **LESSER – GREAT DIALOGUE. BROUGHT OUT LOTS OF ISSUES AND WITH CITY MANAGERS. PERKINS WAS BEST OF ALL OF THOSE INTERVIEWED. SO ALL SURPRISED.**
- **GOODHART – IN THE PAST – MISSION, VISION AND GUIDING PRINCIPLES HAVE JUST GONE FORWARD. GOOD TO GET CITY MANAGERS MORE INVOLVED – THE ONE MAJOR SUCCESS. NOW THEY KNOW THE EXPECTATION OF THE ELECTEDS TO GET INVOLVED. ACCOMPLISHED WHAT WE WANTED. MADE PEOPLE AWARE OF THE ISSUES. THE BYLAWS REALLY HELPED. NEXT MEETING – NOT A LOT OF DEBATE – PUT SOMETHING DOWN AND WE WILL VOTE ON IT.**
- **ACTION: MEET @ 11 AM – WORK WITH THE OFFICERS IN THE INTERIM AND BRING BACK TO FEBRUARY STEERING COMMITTEE MEETING. NEED MATERIALS AHEAD OF TIME. 1/17/14 – mission, vision & guiding principles sent to all delegates, alternates, city managers & others who attended on January 9 for their comment and discussion @ February Steering Committee**

**H. Grant Opportunities – 12:45 pm**

- **EPA Environmental Education Grant with Environmental Charter Schools – COULD THEN TAKE THIS TO OTHER SCHOOL DISTRICTS**
- **Strategic Growth Council Grant with Metro – memo attached**
  - **WE WILL SHARE THE INFORMATION WITH OTHER COGS BUT NOT THE FUNDS.**
- **ACTION: RequestED Metro be applicant and cover the local match on joint SGC application for a South Bay Mobility Plan Guidebook – FRANKLIN/GOODHART**

**I. Approval of Invoices – available at the meeting - 12:50 pm**

- **ACTION: Approved invoices for payment**

**I.1. Sub-lease of Office Space**

- **HERO TO HAVE A DESK AT THE OFFICE FOR OUTREACH TO CONTRACTORS AND PROPERTY OWNERS IN THE SOUTH BAY**
- **ACTION: Approved use of desk for \$500/month until December 31, 2014 unless renewed. GAZELEY/FRANKLIN**

- **Maintenance fee for ExpressLanes going to Metro Board in February**
- **ACTION: Send letter to Metro requesting a permanent waiver for LA County residents, ask cities and chambers to do so as well as other COGs- GOODHART/OSBORNE – letter prepared 1/20/14 for review**

**VI. STRATEGIC POSITIONING ITEMS/ANNOUNCEMENTS AND UPDATES  
WORK PROGRAM**

**J. Sustainable South Bay Strategy Updates – 12:55 pm**

- **PEV readiness findings –**  
**JUST FINISHING THE GRANT. 1) FINDINGS SPEAK DIRECTLY TO THE SUSTAINABLE SOUTH BAY STRATEGY. 2) LAND USE/TRANSPORTATION COORDINATION UNDER SB 375. BUFFER AGAINST LAND USE CONTROLS FROM THE STATE. 3) CONNECTS ECONOMIC GROWTH IN THE SOUTH BAY. LUSKIN REPORT SAYS THAT SOUTH BAY WILL BUY 9000 TO 14,000 EVs PER YEAR. ½ POPULATION OF SOUTH BAY ARE IN MULTI FAMILY UNITS AND HUGE MAJORITY BUILT BEFORE 1980. EMPLOYERS ARE NEXT LONGEST DWELL**

**TIME – THEY AREN'T INTERESTED IN PREPARING. CITIES – PERMITS AND INSPECTIONS. HAWTHORNE IS CHARGING A HUGE AMOUNT (\$500) FOR A PERMIT. HERMOSA BEACH WAIVES THE PERMITS. ZONING ORDINANCES OFTEN MAY NOT ALLOW HOME FUELING SO MAY NEED TO BE CHANGED. CITY FLEETS IMPORTANT AND PUBLIC EDUCATION. NEED TO GIVE CITIES LANGUAGE FOR THEIR ORDINANCES AND CODES TO ACCOMMODATE THESE CHANGES.**

- New PEV grant with SCAG and Luskin Center with funding from CEC – 2 years probably starting in September 2014 - \$32,000 for the SBCCOG
- Still seeking funding for Inglewood NEV project – **6 VEHICLES DONATED BY EAGLE. 4 VEHICLES LOANED BY GEM BUT NEED FUNDING FOR THE PROJECT.**
- Discussion of recent study of Expo Light Rail line service impact – **BOARNET'S LOOK AT 6 STATIONS ON EXPO LINE. REDUCED VMT AND CO2 AROUND THE LINES. IMPACTS GREATEST WHERE THERE IS BUS SERVICE. NO COST/BENEFIT ANALYSIS. CURRENTLY SINGLE FAMILY RESIDENTIAL USE – PROMOTE DENSIFICATION.**

K. Transportation Issues – 1:15 pm

- Monthly transportation update from Steve Lantz – attached
- South Bay Boundary issue update - **WAITING ON BONIN**
- Report on Inglewood meeting re: Crenshaw Rail Project – **MET WITH MAYOR AND STAFF ON BRIDGE OVER CENTINELA OVER FLORENCE. ASKED FOR ACTUAL TRAFFIC COUNTS AND FOR INCREASE IN DEMAND IN 2017 FROM BUILD OUT OF HOLLYWOOD PARK DEVELOPMENT. WAITING ON THE INFORMATION. INGLEWOOD WANTED TO ASSURE US THAT THEY WOULD NOT GO AFTER SB HIGHWAY FUNDS.**

L. South Bay Environmental Services Center Programs – 1:30 pm

- Memo on SBESC programs – attached
- Municipal Direct Install – **Has been extended into 2014, no end date yet. All of our cities were informed about the program by Greg. We are also working with SCE to officially track those kwh savings that will apply to the SBCCOG's total contract goal – not each city's Energy Leader kwh goal.**
- **Cities that have met with the program vendor** – Carson, Hawthorne, Gardena, Hermosa Beach, Lawndale, PVE, Redondo Beach, Rancho Palos Verdes, Torrance. At this point work has not begun in any of the cities.
- **Cities still considering participation but have not contacted vendor yet** – City of Rolling Hills. Greg is following-up with them.
- **Cities that did not respond yet** – Inglewood, Lomita and Rolling Hills Estates. Greg is following-up with them.
- **Cities that are not interested** – El Segundo and Manhattan Beach (current equipment exceeds what is being offered).
  - **HOA LIST REQUESTS – 1/11/14 request made**

M. Legislative Advocacy - 1:40 pm

- January 29 – next Legislative Briefing and Breakfast



N. Possible Future Special Events – 1:45 pm – **EVERY 3 MONTHS AT MOST AFTER GENERAL ASSEMBLY. BRING POTENTIAL SCHEDULE BACK TO FEBRUARY MEETING**

- Tour of Gas Company facilities near Ballona Wetlands
- Tour of LAX Airfield SHOULD INCLUDE DELUXE TOUR – BRADLEY TERMINAL
- **SEA LAB – DAN WOULD LIKE TO DO THIS**
- **HAWTHORNE AIRPORT**
- **SPACE X – GET FROM VALENTINE – *asked for contact name 1/20/14***
- **LUNCH AND TOUR OF ELECTRIC TRAINING INSTITUTE -host - I think it could serve as a great opportunity for others at IBEW/NECA to learn more about SBCCOG and our shared goals. And to overview for SBCCOG the extensive and advanced training IBEW/NECA go through to become experts in areas like street lights, lighting controls, energy projects, etc. I could also invite Jackie Acosta and some of the Carson staff.**  
**Please let me know if there is a day the week of January 20<sup>th</sup> that might be a good time to meet for lunch. Our facility is in Commerce right off the 5 Fwy. – Joe Sullivan – Director of Energy Solutions – IBEW/NECA/LMCC – POLL FOR INTEREST – ONE ON ONE – 1/15/14 contacted Joe Sullivan to ask for more details of the tour so that I can send out an e-mail to determine interest before a date would be set.**

VIII. AGENDA DEVELOPMENT – 1:50 pm – draft agenda attached – AT THE STRATEGIC PLANNING WORKSHOP, COMMENTS WERE MADE THAT THE BOARD AGENDAS ARE DUPLICATIVE WITH THE STEERING COMMITTEE. STEERING COMMITTEE ATTENDEES DISAGREED AND SAID THEY WEREN'T DUPLICATIVE.

- Zero Waste presentation by High school student

P. Future Board Meetings

- March
  - Presentation of Strategic Planning workshop issues and follow-up items
  - Update on ExpressLane Project
  - **PEV READINESS**
- April – Annual Work Program Review
- Other
  - LA n Sync request - **NO**
  - From Zerunyan: engage the local colleges and the University to discuss the engagement of the growing Hispanic community to assure their educational success as their success is the success of the region – **EX. PRESIDENT OF CAL STATE DOMINGUEZ HILLS**

**NEXT STEERING COMMITTEE MEETING – February 10, 2014 @ 11 am for SPECIAL STRATEGIC PLANNING SESSION**

**PLEASE CONSULT WEBSITE IF YOU ARE NOT SURE ABOUT THE MEETING SCHEDULES**

**ADJOURN**

**RALPH FRANKLIN NOT AT FEBRUARY STEERING COMMITTEE MEETING**

**JANUARY 24 TO FEBRUARY 7 – JIM GOODHART OUT OF TOWN**

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# South Bay Cities Council of Governments

January 14, 2014

TO: SBCCOG Board of Directors

FROM: Steering Committee

SUBJECT: Modification of Employee Benefit Programs

## BACKGROUND

The SBCCOG provides its employees with a benefits package in addition to salary. At this time, the benefits package consists of paid vacation, sick leave, life insurance, and an employer contribution to health, dental and vision insurance. The insurance benefit provided is that the employer pays 50% of the employee only cost of the plan selected by the employee. The SBCCOG offers no retirement program currently other than participation in Social Security.

As part of an on-going organizational assessment, which included individual employee interviews, it was identified that employees felt the existing benefits package was not competitive with other employers. A key concern was the lack of any form of retirement savings vehicle for employees. In addition, the SBCCOG has recently lost valued employees to other employers with the benefits package being a main factor in their decision to leave.

The organizational assessment underway also incorporated a review of the SBCCOG's benefit offerings. This included surveying the SBCCOG member agencies except for the City of Los Angeles. While only eight cities responded, the information was useful in identifying that the SBCCOG has the lowest benefit package as it relates to health, dental and vision. A summary of the survey results is attached as Exhibit 1.

## Health, Vision & Dental

The employer contributions for these cities, with non-cafeteria plans, range for employee only from a low of \$434.13 to \$1,037.53 per month; two party from \$865.03 to \$1,538.88; and family from \$1080.36 to \$1,873.86. For the two true cafeteria plans the caps range from \$1,080.36 to \$1,472.00 per employee. A cafeteria plan is one in which the monthly allowance provided to the employee for a range of benefits is set and if not used completely applied to benefits, becomes compensation or is applied towards deferred compensation or another retirement savings program.

In comparison, the SBCCOG contributions per employee range from a low of \$156.99 per month to a high of \$466.76, though the vast majority of employees are towards the lower end of the range. It is important to note that the SBCCOG's exposure is towards the upper end of the range as the employee plan selection is completely at the discretion of the employee and that while most employees are choosing the less expensive HMO options, they could be selecting the more costly PPO options.

It is recommended that the SBCCOG transition to a cafeteria style benefits program for health, dental and vision and that a monthly cap of \$500.00 per employee be implemented with any

amount within the cap not used to purchase insurance be a required contribution to an IRS Section 457 Deferred Compensation program (discussed below). This approach would fix the SBCCOG's exposure, allow for more certainty in budgeting and would improve our competitive position as an employer.

### Retirement

In regard to retirement, all SBCCOG member agencies are covered by a defined benefit program such as CalPERS. Clearly, the SBCCOG does not have the resources to offer a CalPERS type retirement program. However, it would be beneficial to employees if the SBCCOG, as a public agency, were to offer an IRS Section 457 deferred compensation plan. This can be done by contracting with a deferred compensation provider such as the International City/County management Association Retirement Corporation (ICMA-RC). While some employers offer a contribution or match for a section 457 deferred compensation program, this is not required. By offering this vehicle, it would allow employees to save for retirement of a pre-tax basis, in addition to any contributions made through the cafeteria plan proposed for insurance.

### Compensatory Time Off

In addition to the vacation and sick leave, most SBCCOG employees also accrue some level of compensatory time off (comp time) for extra hours worked. It is recommended that the current comp time system be replaced with a fixed bank of Administrative Leave for exempt employees. Exempt employees are employees who have been designated exempt from the Fair Labor Standards Act. An annual Administrative Leave Bank of 40 hours for each employee, together with flex scheduling as appropriate and approved on a case-by-case basis, would replace the existing hour-for-hour comp time system.

### Summary

The fiscal impact from each component of the recommended revisions is set forth below and is affordable under our grant and partner funded programs:

- As noted above, the SBCCOG is already exposed to possible benefit costs in-line with the \$500 cafeteria cap proposed. This maximum exposure is built into the hourly loaded billing rates for the grant and partner funded programs operated by the SBCCOG. Based on all positions being filled, and employee historical health plan elections, the full cost of transitioning the cafeteria benefits plan proposed is approximately \$48,000 per year. The capacity to absorb these costs exists within the grant and partner funded programs. Approximately 10% of the overall cost would be applied of the non-grant and partner funded programs and can be accommodated with minor revisions to the existing SBCCOG operating budget.
- There would be no-direct cost to implement the IRS Section 457 Deferred Compensation offerings through ICMA-RC. There would be additional administrative time associated with the initial establishment of the program and in the processing of annual enrollments.
- The transition to an Administrative Leave program has the same or less possible fiscal impact since Admin Leave has the same requirements for being paid out upon separation as comp time and there is a fixed annual cap on Admin Leave which is not the case with comp time.

## RECOMMENDATION

The Steering Committee recommends approving the following modifications to the SBCCOG employee benefits program:

1. Establish a cafeteria benefits plan with a monthly amount of \$500 per employee to be applied towards health, dental and vision insurance and any unused amounts being applied to deferred compensation effective March 1, 2013, with open enrollment;
2. Adopt a Resolution Relating to a 457 Deferred Compensation Plan and authorize the Chairperson to execute an Administrative Services Agreement with ICMA Retirement Corporation;
3. Approve the implementation of a 40 hour per year Administrative Leave program for exempt employees, effective February 1, 2013.

Prepared by David Biggs with input from Suzanne Charles

Exhibits:

- 1) Summary of Benefits Survey
- 2) Resolution
- 3) Administrative Services Agreement

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# South Bay Cities Council of Governments

DATE: February 10, 2014  
TO: Steering Committee  
FROM: Jacki Bacharach, SBCCOG Executive Director  
SUBJECT: SBESC Social Media Year End Report: January 2013 – December 2013

The social media presence of the South Bay Environmental Services Center (SBESC) has grown steadily over the course of 2013, seeing an increase in likes on our Facebook page, followers of our Twitter account and followers of our LinkedIn profile. Below is a summary of this progression, complete with descriptions of each of the social media platforms and tools currently being used at SBESC.

## **Facebook:**

At the end of January our Facebook page had 189 likes. By December, the Center had 278. Currently, we are capable of tapping into an additional audience of more than 200,000 people, which is the number of friends of those who have liked our page. We continue engagement with West Basin Municipal Water District and Metro ExpressLanes through the cross-pollination of each other's Pages via liking and sharing posts.

### *Metrics (Averages Compiled Since January, 2013):*

Daily People Talking About This - The number sharing stories about our page. These stories include liking our Page, posting to our Page's Wall, liking, commenting on or sharing one of our Page posts, answering a Question we posted, RSVPing to one of our events, mentioning our Page, phototagging your Page or checking in at your Place: **1**

Daily Reach of Page Posts -The number who saw any of our Page posts: **33**

Daily Total Consumers - The number who clicked on any of our content. Clicks generating stories are included in "Other Clicks." Stories generated without clicks on page content (e.g., liking the page in Timeline) are not included: **4**

## **Twitter:**

In January, our Twitter account had 143 followers. As of the end of December, SBESC had 231. Over the course of 2013, we have been @mentioned 249 times and retweeted 99 times. Notably, we have been followed by such elected officials as SBCCOG Chair & Mayor Pro Tem Dan Medina, Steve Napolitano – Deputy to Los Angeles County Supervisor Don Knabe, Councilman Mike DiVirgilio and Gloria Gray – West Basin MWD Board Member in the second half of 2013. Interaction and recognition from Southern California Edison, Southern California Gas Company, Metro's ExpressLanes as well as various online newsletters that feature our tweets (on a weekly basis) continue to circulate our name and message to a larger following.

## **LinkedIn Profile Page:**

SBESC's LinkedIn profile page has been updated with relevant program and partner information while more than tripling its 11 followers to 34. Content shared on Facebook and Twitter is now posted as "updates" via Hootsuite onto our LinkedIn profile page as well. As our following base

grows, this content sharing capability should further engage professionals interested not just in what we are doing but also what employment opportunities might surface between us and our partners.

**Klout:**

*Klout is a social media tool that ranks one’s sphere of influence in social media and internet presence based on a number of variables.*

*“Klout measures influence based on your ability to drive action on social networks, and has begun to incorporate real-world influence. Klout makes the Web better by providing a standard measurement for content creators to help drive more engaging and relevant content for everyone.*

*The Klout Score is a number from 1-100 that represents the aggregation of multiple pieces of data about your social network activity. We compute the Klout Score by applying our score model to these signals.” - <http://klout.com/corp/kscore>*

SBESC’s current Klout score is 43.

*\*The average Klout score is 40.*

**Hootsuite:**

*Hootsuite is a social media tool that functions as a “one-stop shop” for multiple social media platforms. One can monitor and post to each social media platform in Hootsuite. Such a tool makes it possible to keep track of one’s collective social media activity and post content to multiple platforms simultaneously (in our case, to Facebook, Twitter and now, LinkedIn).*

Ow.ly Click Summary:

During the past year, links generated on Hootsuite that lead to our website garnered 211 clicks (see attached for summary report).

**City Working Group:**

In October, the SBCCOG hosted a meeting of the social media staff in our cities. It was a very good opportunity to share information and learn from each other. They decided to meet every 6 months with the next meeting to be in March. In the interim, SBCCOG is starting a Linked In Group for this group to continue to share information.

**RECOMMENDATIONS**

Survey our database to:

- Determine what social media tools they use.
- Are they familiar with our social media tools.
- What subject matter they are interested in when they use social media.

With meaningful input from our target audience, more informed decisions can be made about the value of launching into further into the social media arena.

Prepared by Chandler Sheilds, Administrative Assistant, Communications



## South Bay Cities Council of Governments

DATE: February 10, 2014

TO: Steering Committee

FROM: Jacki Bacharach, SBCCOG Executive Director

SUBJECT: Video Conferencing Equipment Year End Report: January 2013 – December 2013

SCAG has had their video conferencing equipment in the SBCCOG office since the end of January. Since then, it has been used on 25 different occasions by an average of 4 attendees for an average duration of 2 hours.

Between isolated use of the monitors for presentation/display purposes to conducting full-scale video conferences, the equipment has functioned well in both the medium and large conference rooms. SBCCOG has provided adequate staff support in each instance, aiding others in their interaction with the equipment. Additionally, SBCCOG staff has communicated cooperatively with SCAG staff prior to SCAG-hosted video conferences so as to ensure:

- no scheduling conflict in regards to room availability
- agendas are available in our office 72 hours ahead of time and are posted
- a reliable connection with correct IP address
- proper function of the equipment

Overall, the equipment's use has not hindered the everyday comings and goings in the office and has been utilized by both SBCCOG staff and Board Members alike.

Prepared by Chandler Sheilds, Administrative Assistant, Communications

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# South Bay Cities Council of Governments

## **Why Must We Care?**

### **The Cost of Environmental Changes to the South Bay**

**Juanita Millender-McDonald Community Center**

**8:30 AM – 9:55 AM – Registration and Exhibits and Networking with Legislators**

**10:00 AM – Welcome – SBCCOG Chair Dan Medina**

**DISCUSS PROJECT LIST AND OUR PRIORITIES**

**& Mayor Jim Dear, Carson – WELCOME TO CARSON**

**10:10 – 10:30 AM**

- **UCLA Overview/Adaptation – 2016 emphasis – Jonathan Parfrey**, Executive Director, Climate Resolve

**10:35 – 10:55 AM**

- **Health Impacts – Dr. Jonathan Fielding**, Director, LA County Public Health

**11:00 – 11:20 AM**

- **The Future of our Water Supply – Richard Atwater**, Executive Director, Southern California Water Committee

**11:25 – 11:45 AM**

- **Impacts on the Electricity System – Peter Larsen**, Principal Scientific Engineering Associate in the Electricity Markets and Policy Group, Lawrence Berkeley National Laboratory

**11:50 – 12:35 PM – Panel – State Perspective**

- **Michael McCormick**, Local and Regional Affairs Advisor and Senior Planner, State of California Governor's Office of Planning and Research
- **Emergency Management response issues – Christina Curry**, Assistant Director, CAL OES

**12:35 – 12:45 PM – Audience questions**

**12:35 – 1:10 PM – Exhibits**

**12:45 – 1:30 PM – Lunch – 15 years of the SBCCOG General Assemblies –  
19 years of the SBCCOG**

**1:15 – 1:35 PM**

- **Alternative Mobility Strategies – Dan Sturges**, Designer and Innovator in mobility concepts

**1:40 pm – 2:15 PM**

- **Interpreting Climate Impacts for SB Policymakers – (Climate Resiliency & Economic effects) – J.R. DeShazo**, Director and Vice Chair, Luskin Center for Innovation; Department of Public Policy in the Luskin School of Public Affairs at UCLA

**2:30 PM – Adjourn by Chair Dan Medina**

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Sent via e-mail to Chandler, Marilyn and Jacki  
February 3, 2014

Dear Chandler,

You know, every time you send this notice to me and every other environmentalist I know, it calls screaming attention to the fact that this Assembly's most prominently featured benefactors are all fossil fuel companies whose business is responsible for wrecking the climate.

#1 - Most of us believe that if it is wrong to wreck the climate then it is wrong to profit from it. This Assembly's benefactors are indeed guilty of wrecking the climate and by taking their money to pay your event bills you are most definitely profiting from it.

#2- This is an obvious and highly cringeworthy example of greenwashing in which both the South Bay COG and the SBESC serve as environmental cover for three companies whose operations cause air pollution and greenhouse gas emissions that contribute to climate change and global warming, and whose industry has spent billions of dollars in propaganda and denial of the science accepted as fact by every science academy on the face of the earth and your own organizations.

While I appreciate that the speakers and topics on the Assembly's agenda are well worth hearing and learning from, I believe you bring shame and serious loss of credibility to both the COG and the SBESC with this blatant flying of the fossil fuel flag you are engaging in. To me, the COG's recruitment and acceptance of these financial benefactors for this environmental topic is the equivalent of having cigarette manufacturers sponsor an Assembly on lung cancer, emphysema and asthma.

I will be at this Assembly and I will be there to ask in public what responsibility the COG feels it has in terms of policies and actions that recognize the current scientific reality of a climate with 400ppm of CO<sub>2</sub> in the atmosphere and approximately 560 gigatons of carbon left to burn in the world's carbon budget. These are climate realities that cannot be ignored or left unspoken in the year 2014.

I will be there to ask your speakers if the world's climate scientists are in agreement that companies like Chevron and E&B must leave 80% of their oil and gas reserves untouched and in the ground to avoid runaway climate change and what that means to those companies and their investors financially.

I'll be there to ask what happens to AES's power plant in Redondo Beach when fossil fuels are no longer permitted to be burned in the next 12-15 years.

Perhaps these topics are already on the General Assembly's agenda and I won't have to ask.

It pains me to see two organizations I have so much respect for and for whom I have volunteered employed as greenwashing tools by three fossil fuel companies who use our South Bay airways to dump their toxic waste product with impunity. How bad must our climate get before you will stop giving cover to those responsible for wrecking it? How will you explain to today's children why you were promoting fossil fuel companies as benefactors at a time when you knew full well the impacts of those companies' business practices?

See you in Carson on the 28th.

Most sincerely yours,  
Joe Galliani

Organizer, [South Bay 350 Climate Action Group](#)  
Board of Director, [South Bay Bicycle Coalition](#)  
[Creative Greenius](#)  
[310-373-7892](#)

## MY REPLY

On Mon, Feb 3, 2014 at 11:55 AM, Jacki Bacharach <[jackibach@cox.net](mailto:jackibach@cox.net)> wrote:

I appreciate your comments. Almost all of our sponsorships this year have funded this event for the last 14 years. Please know that I will bring your comments to the attention of our Steering Committee members.

Thank you for your support of our organization.

Jacki

## HIS RESPONSE – 2/3/14

Hi Jacki,

Thanks so much for your reply. I appreciate your willingness to bring these comments to the attention of your steering committee.

I'm afraid that business as usual will no longer suffice under current climate circumstances and what may have been acceptable at the start of this century 14 years ago no longer is based on the climate reality today.

I hope your steering committee will take advantage of Jonathan Parfrey's and Climate Resolves' knowledge of our carbon budget and how many years it gives us on our current path of carbon emissions before we pass the only limit the world has agreed upon in terms of global warming - two degrees celsius.

Jonathan and Climate Resolve know these numbers and the sense of urgency necessary to avoid the worst impacts of climate change - as does Professor Alex Hall whom he works with.

Warm regards,

Joe

**South Bay Cities Council of Governments**  
**Budget vs. Actual Expenses**  
July through December 2013

		<u>Jul - Dec.</u> <u>2013</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
<b>Ordinary Income/Expense</b>					
<b>Income</b>					
[1]	4020 · Dues	114,999.00	230,000.00	-115,001.00	50.0%
[1] & [2]	4025 · Assessment Climate Action Plan	31,312.50	62,625.00	-31,312.50	50.0%
	4050 · General Assembly Sponsorships	24,500.00	35,000.00	-10,500.00	70.0%
	4060 · Training	1,000.00		1,000.00	
	4070 · MTA South Bay Deputy Admin	43,084.90	84,340.00	-41,255.10	51.09%
	4080 · Staff expenses offset by grants	76,104.23	135,000.00	-58,895.77	56.37%
	4090 · Interest Income	68.63	160.00	-91.37	42.89%
	4120 · Economic Development Income	1,000.00		1,000.00	
	4190 · Reimbursed Expenses	110.67		110.67	
	9a · Grant Revenue	<u>906,979.46</u>	<u>2,286,683.00</u>	<u>-1,379,703.54</u>	<u>39.66%</u>
	<b>Total Income</b>	<b>1,199,159.39</b>	<b>2,833,808.00</b>	<b>-1,634,648.61</b>	<b>42.32%</b>
<b>Expense</b>					
<b>6000 · General Operation Expenses</b>					
	6010 · Staff Team Labor Expense	174,000.00	348,000.00	-174,000.00	50.0%
	6021 · Bookkeeping	4,895.11	10,000.00	-5,104.89	48.95%
	6022 · Mailing, Parking, Office Suppli	2,707.32	4,000.00	-1,292.68	67.68%
	6023 · Meeting Refreshments	3,050.39	5,500.00	-2,449.61	55.46%
	6024 · Travel & Arrangements	359.36	500.00	-140.64	71.87%
	6025 · Audit	5,098.00	5,150.00	-52.00	98.99%
	6026 · Gifts Mementos Awards	0.00	300.00	-300.00	0.0%
	6027 · Miscellaneous	282.31	1,000.00	-717.69	28.23%
	6028 · Memberships	2,750.00	2,750.00	0.00	100.0%
	6029 · Conferences	213.05	1,000.00	-786.95	21.31%
	6031 · Newsletter	2,812.20	4,800.00	-1,987.80	58.59%
	6032 · Website Expenses	1,200.00	2,400.00	-1,200.00	50.0%
	6033 · MTA SB Deputy Consultant	44,464.38	88,930.00	-44,465.62	50.0%
	6041 · General Assembly Expense	988.80	18,000.00	-17,011.20	5.49%
	6050 · COG Desk @SBESC	6,000.00	12,000.00	-6,000.00	50.0%
	6060 · Administrative Assistant	6,110.78	18,000.00	-11,889.22	33.95%
[2]	6075 · Unpaid Assessments - bad debt	<u>4,875.00</u>		<u>4,875.00</u>	
	<b>Total 6000 · General Operation Expenses</b>	<b>259,806.70</b>	<b>522,330.00</b>	<b>-262,523.30</b>	<b>49.74%</b>
<b>6100 · SPECIAL PROJECTS</b>					
	6120 · Economic Development Expense	542.36		542.36	
	6151 · Data & GIS Application Server	2,090.00	2,650.00	-560.00	78.87%
	6153 · Human Resources- Salary Survey	0.00	3,575.00	-3,575.00	0.0%
	6155 · Consulting - Transportation	6,267.00	13,000.00	-6,733.00	48.21%
	6160 · Climate Action Plan/GHG staff persc	22,387.46	62,625.00	-40,237.54	35.75%
[3]	<b>SBCCOG Strategic Planning</b>	<u>4,200.00</u>	<u>19,800.00</u>		
	<b>Total 6100 · SPECIAL PROJECTS</b>	<b>35,486.82</b>	<b>101,650.00</b>	<b>-66,163.18</b>	<b>34.91%</b>

**South Bay Cities Council of Governments**  
**Budget vs. Actual Expenses**  
July through December 2013

	<u>Jul - Dec.</u> <u>2013</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
<b>GRANT BUDGET EXPENSES</b>				
6a Grant Labor Expense + Benefits	427,814.37	1,062,000.00	-634,185.63	40.28%
6b Rent	58,718.08	109,000.00	-50,281.92	53.87%
6c Insurance	4,302.48	9,800.00	-5,497.52	43.9%
6d Consultants	348,925.00	930,883.00	-581,958.00	37.48%
6e Office supplies; ODCs	67,219.53	175,000.00	-107,780.47	38.41%
<b>Total - GRANT BUDGET EXPENSES</b>	<b>906,979.46</b>	<b>2,286,683.00</b>	<b>-1,379,703.54</b>	<b>39.66%</b>
<b>Total Expense</b>	<b>1,202,272.98</b>	<b>2,910,663.00</b>	<b>-1,708,390.02</b>	<b>41.31%</b>
<b>Net Ordinary Income</b>	<b>-3,113.59</b>	<b>-76,855.00</b>	<b>73,741.41</b>	<b>4.05%</b>
<b>Net Income</b>	<b>-3,113.59</b>	<b>-76,855.00</b>	<b>73,741.41</b>	<b>4.05%</b>

[1] 100% dues received for FY '12-'13. Accrual method for dues and assessments - income deferred to next qtrs.

[2] City of Rolling Hills (\$1,125) and City of Lawndale (\$3,750) have not paid CAP Assessments.

[3] Mid-year budget expense increase \$19,800 - SBCCOG Strategic Planning



# South Bay Cities Council of Governments

February 10, 2014

TO: SBCCOG Steering Committee

FROM: Jacki Bacharach, SBCCOG Executive Director

RE: Bills to Monitor and for Action

## ECONOMIC DEVELOPMENT

AB 1147 (Gomez, Muratsuchi)	Massage Therapy. Revises the qualifications for certification as a massage practitioner and massage therapist, and <i>would require an applicant for a certificate as a massage practitioner to pass a massage and bodywork competency assessment examination that meets generally recognized psychometric principles and standards, and that is approved by the council.</i>	SUPPORT (6/27/13)	1/27/14 Senate Rules Committee
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2 Year Bills that SBCCOG has been following that died or were changed in the Assembly on January 24, 2014 and have been removed from the matrix:

- AB 5 - Homeless
- AB 574 – Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund
- AB 690 – Was Jobs & Education Financing District Bill amended to deal with border issues
- AB 810 - Law Enforcement. Data Sharing
- AB 1214 – Southern California Regional Occupational Center funding

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**Strategic Plan Agenda Materials:**  
*Separate Attachment*

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# South Bay Cities Council of Governments

February 10, 2014

TO: Jacki Bacharach, SBCCOG Executive Director

FROM: Steve Lantz, SBCCOG Transportation Consultant

RE: SBCCOG Transportation Update – February 2014

## **Federal Update**

### **FY 2014 Federal Spending Bill Includes Funding for Two Metro Rail Extensions and Provisions Requiring FAA To Limit Helicopter Noise**

Congress passed and President Obama signed a \$1.1 trillion FY 2014 Omnibus Spending Bill on January 17<sup>th</sup> designed to avoid another government shutdown that includes \$600 million for new discretionary TIGER investments, \$2.13 billion for capital investment grants and provisions to limit helicopter noise through voluntary means or regulation.

The capital grants are expected to allow federal grants of \$65 million to be awarded each for the Wilshire Purple Line subway extension from Wilshire Boulevard and Western Avenue to Wilshire and La Cienega Boulevard, and the Downtown Connector tunnel to link the Gold Line from Pasadena and East L.A. to the Blue Line from Long Beach and to the Exposition Line from Santa Monica.

The bill was based on a budget compromise negotiated at the end of 2013 by Senate Budget Committee Chairwoman Patty Murray (D-WA) and House Budget Committee Chairman Paul Ryan (R-WI), which set an overall fiscal year 2014 funding level for discretionary spending.

The budget agreement limited nondefense discretionary spending to about \$492 billion in FY 2014, about \$22 billion more than the spending limit previously imposed by sequestration.

The 1,582-page omnibus spending measure would also require the Federal Aviation Administration to step up efforts to reduce helicopter noise over the Los Angeles area. The measure directs the FAA, within a year of passage, to begin writing rules to reduce helicopter noise in the Los Angeles area unless it can show that voluntary efforts are working. An FAA study last year recommended a voluntary approach rather than government regulation to reduce helicopter noise, citing the complexity of the region's airspace and its high number of aircraft. However, the bill authors have gotten impatient and the language directs the Secretary of Transportation to adjust helicopter routes if that would reduce noise over neighborhoods; promote "best practices for helicopter hovering and electronic news gathering, conduct outreach to helicopter pilots" to inform them of voluntary policies and increase their awareness of noise-sensitive areas and events; and work with local groups to develop a more comprehensive noise-complaint system.

### **President Obama includes transportation funding in State of the Union Speech**

Obama called in his State of the Union speech on January 28<sup>th</sup> for using revenue from closing tax loopholes to pay for new infrastructure projects. He called on Congress to approve a new surface transportation funding bill by "this summer." Some transportation advocates were disappointed

that Obama did not promote a new dedicated source of transportation to supplement or replace the 18.4 cents-per-gallon federal gas tax. Although the gas tax brings in approximately \$35 billion per year that is used to pay for road and transit projects, the current surface transportation measure, MAP-21, which is scheduled to expire in September, includes about \$54 billion in annual spending.

## **Sacramento Update**

### **Backers Delay Proposed California Car-tax Hike Initiative**

Proponents of an initiative ballot measure to more than double the vehicle-license fee to pay for road improvements decided on January 28<sup>th</sup> to drop efforts to put it on the November ballot. The "California Road Repairs Act of 2014" would have phased in a 1 percent hike in the license fee - the equivalent of property tax rate on a home -- to raise from \$3 billion to \$4 billion annually. The fee has been .65 percent of a vehicle's market value since the late 1990s, with a temporary increase to 1.15 percent from May 2009 through June 2011.

### **Governor Brown Proposes Cap-and-trade Money For High-speed Rail, Sustainability**

Governor Jerry Brown submitted an annual state budget on January 10<sup>th</sup> that proposed spending \$600 million in fees paid by carbon producers to help fund sustainability of the state's transportation system. The Governor's proposed budget includes \$100 million in Sustainable Communities, \$200 million in clean transportation including rebates and subsidies for the purchase of low and zero emissions cars, heavy-duty vehicles, and buses, \$250 million for high-speed rail, and \$50 million for intercity rail modernization.

Though the state has acquired \$3.4 billion in federal funding to start construction of the high speed rail project in the Central Valley, legal challenges have left state bond funding in question. Brown has made high-speed rail a priority of his administration, and he suggested two years ago that cap-and-trade revenue, which is designed to reduce greenhouse gas emissions, would be a future source of funding for the project. But the use of cap-and-trade money for high-speed rail could be problematic since the benefits would not be seen until after 2020, the year by which California is seeking to meet its greenhouse gas reduction goals.

### **Independent Review Critical Of Caltrans**

An independent review of the California Department of Transportation, released January 30<sup>th</sup>, called for sweeping reforms of the department to improve mobility in the face of environmental challenges and a decline in the number of miles driven by Californians.

The review found long-standing problems in Caltrans operations, including "a mission, vision and set of goals that are not well aligned" with current needs, such as legislation that mandates improved mobility while reducing traffic demand and greenhouse-gas emissions. Caltrans' management practices were described as "out of date," with no serious metrics to tie managers' performance to accomplishing the department's missions. The review also cited "a culture of fear" within Caltrans when it comes to deviating from standard policies.

Brian Kelly, Secretary of the California State Transportation Agency, which includes Caltrans, concurred that culture change would be key to getting better results from Caltrans, including a new emphasis on keeping highways in good repair. "It's not OK to have highways ranked 48th

nationally in terms of pavement condition” yet still prioritize new construction, he said and continued, “ ‘Fix it first’ makes sense,” given current resources.

Governor Jerry Brown ordered the review last May. The \$270,000 study was conducted by the State Smart Transportation Initiative at the University of Wisconsin, Madison.

## **Southern California Update**

### **Metro breaks ground on new \$2 billion Crenshaw/LAX Light Rail Line**

A groundbreaking ceremony was held on January 21<sup>st</sup> for the estimated \$2 billion, 8.5-mile Crenshaw/LAX light rail line. In addition to Metro Board members, guests also included U.S. Secretary of Transportation Anthony Foxx, U.S. Sen. Barbara Boxer and South Bay Congresswoman Maxine Waters.

The new line, slated for completion in 2019, will begin at the corner of Exposition and Crenshaw boulevards in the West Adams neighborhood of Los Angeles and proceed south along Crenshaw into Inglewood. From there, the trains will go southwest along Florence Avenue across the 405 Freeway. At that point the line turns south, where it connects to the Green Line at the Century/Aviation station. As part of the project, a northern branch of the Green Line will be constructed between the current Green Line at Imperial Boulevard and the Century / Aviation station. Metro and Los Angeles World Airports are also studying how to connect both the Crenshaw Line and the Green Line to LAX (See next story).

Although most of the project funding comes from Measure R, the federal government is funding about \$130 million of the project and offering a TIFIA loan for another \$550 million of construction costs.

### **Metro Bifurcates Study of LAX Rail Connector Alternatives; Airlines Express Concerns**

The Metro Board decided at its January 23<sup>rd</sup> meeting to initially undertake an environmental clearance process of four alternatives for connecting the LAX terminals and the Crenshaw-LAX light rail line. One approach would bring an LAX automated people mover (APM) out from the terminals nearly two miles to the east, to meet the Crenshaw-LAX line at the planned Aviation/Century station. Another calls for a ground-level or aerial station at Aviation Boulevard and 96th Street, paid for by the airport. The third option, proposed by L. A. City Mayor Eric Garcetti and Councilman Mike Bonin, would shift the Crenshaw line to the west, where it would link up near east of Sepulveda Boulevard near Parking Lot C with the APM at a new Intermodal Transportation Facility that would also incorporate a proposed shuttle bus and rental car hub. Under the final option, a light-rail station would be built near the eastern entrance to LAX at a proposed Consolidated Rental Car facility east of Aviation and north of Century to connect with the APM.

Metro staff had initially proposed to eliminate two alternatives that would construct a light rail subway directly through the terminal area due to concerns about construction risks of tunneling under runways and an estimated \$3-billion price tag. Other board members supported continued consideration of the tunnel alternatives until the combined cost and ridership estimates for the APM and light rail alternatives have been documented adequately to allow a decision to be made. After a heated and lengthy debate, the Metro board agreed to initiate the environmental documentation needed for the four options and to complete a more detailed review of cost and ridership estimates of building stations under the airport outside the formal environmental process for now.

A conversation at the January 13<sup>th</sup> LA City Los Angeles World Airports (LAWA) Commission was more blunt and reminiscent of the debate in the 1980's that prevented the Green Line from being built into the airport and extended up Lincoln Boulevard to Playa Vista. LAWA Executive Director Gina Marie Lindsey said the airlines (her tenants) have little interest in APM and ITC proposed by Garcetti and Bonin because they have higher priorities for improvements in the terminal areas, they do not expect increased customers due to ground improvements, and they'll have to pay for the improvements, either directly or indirectly.

But L.A. Councilman Mike Bonin, whose district includes the airport, said in a January 15<sup>th</sup> *Daily Breeze* article that, whether airlines want it or not, the city will build what it needs. "It's hardly a revelation that the airlines have little interest in growing transportation," Bonin said. "All they care about is that you are at the airport. They don't care if it took you three or four hours to get there. Our commitment as owners and operators of the airport requires us to be competitive for the customer experience. Traditionally, it's an area where LAX has fallen down. Ground transportation improvements at the airport are absolutely essential for the passengers, the airport and the airport neighbors," Bonin said. "We certainly understand it is not a top priority for the airlines but it is a top priority for everyone else and it absolutely needs to happen."

#### **"Rail to River" Greenbelt Concept Proposed for South L.A.**

L. A. Metro has launched a feasibility study for an 8.3-mile greenbelt that would transform the Harbor Sub-division rail right of way owned by Metro east of the Crenshaw LAX route into a path of greenery and trails to include walking and cycling paths, and the lighting and security features necessary to make it a safe place to be.

The new project is called the Rail to River project because it starts on its western end at Florence Avenue and West Boulevard near the future Crenshaw/LAX Metro rail line, moves north to Slauson and goes east to Santa Fe, where it turns north and heads toward the river. The corridor route would allow a bicyclist to connect easily to the bicycle path along the L.A. River.

Officials have yet to determine the design, how much the project would cost to construct and maintain, or how to fund the project. In addition, BNSF Railway would have to relinquish the operating easement it retained when it sold the rail right of way to Metro.

Metro might also have to reimburse the Proposition A rail account which was used for the purchase of the right of way if it was determined that the route would no longer be used for rail purposes. A similar project built by the City of Culver City in the early '90s on Culver Boulevard was designated an interim use with a 30-day cancellable lease between the city and Metro to avoid having to repay the Proposition A rail account.

#### **"Jamzilla" Closure Coming To The I-405 Northbound Lanes on Presidents Day Weekend**

Los Angeles Metro, Caltrans, Los Angeles Department of Transportation (LADOT), and a host of law enforcement and emergency response agencies throughout L.A. County on January 15<sup>th</sup> initiated a public awareness campaign to alert I-405 motorists of an unprecedented 80-hour northbound I-405 freeway lane closure operation in the Sepulveda Pass on Presidents' Day weekend, February 14 to 18, 2014. The campaign hopes to distinguish the upcoming closure from the previous 2011 and 2012 "Carmageddon" closures during which a bridge above the I-405 was removed in less time and with less traffic impact than anticipated.

The I-405 contractor will be paving a major segment of the future northbound I-405 High-Occupancy Vehicle (HOV) lane in the Sepulveda Pass. The work is considered key to meeting



the project's scheduled completion date of 2014 since it will eliminate the need for several consecutive 55-hour freeway closures from the project schedule. Although the closure is being timed to take advantage of the three-day weekend, congestion will be compounded by the fact that the Northern Trust Open will be held the same weekend at the Riviera Country Club on Sunset Boulevard west of the I-405.

Traffic conditions on local streets and freeways within the region of Los Angeles County and beyond could become severe, with significant, hours-long delays if motorists do not cooperate with authorities and limit northbound freeway trips. Motorists who must travel during this weekend are advised to prepare their itineraries in advance, monitor real-time traffic conditions prior to beginning their trips and follow alternate routes that are provided. Motorists will be continually informed of the closure in advance by Caltrans-operated freeway message signs.

The closure plan consists of a partial day-time lane reduction and a full night-time freeway closure on the northbound I-405 between Getty Center Drive and Ventura Boulevard. The closure area is approximately 5.6 miles long, or nearly two-thirds of the entire I-405 project area.

During daytime hours, two northbound lanes will remain open while the remaining three lanes will be closed. During night-time hours, all five northbound freeway lanes in this area will be closed. The southbound I-405 will remain fully open during the day, but some southbound lanes may be closed during night-time only paving operations.

Work is scheduled to begin Friday night, February 14 starting at 11 p.m. and will last until Tuesday, February 18 at 6 a.m. Ramps within the project area will begin to close as early as 7 p.m. Full northbound night-time freeway closure times are as follows:

- Friday night, February 14 – 1 a.m. to 6 a.m.
- Saturday night, February 15 - 2 a.m. to 7 a.m.
- Sunday night, February 16 – 12 a.m. to 5 a.m.
- Monday night, February 17 – 12 a.m. to 5 a.m.

The designated alternative route for night-time full closures will be for motorists to take the Wilshire northbound to westbound off-ramp to northbound Sepulveda Boulevard, returning to northbound I-405 at the Greenleaf northbound on-ramp. Sepulveda Boulevard also will be fully open with two lanes in each direction during the paving operation.

The I-10 connector ramps to the northbound I-405 also will be closed. Motorists detouring from the closed I-10 connectors should use freeway detour routes rather than local streets. The connector detour routes will be as follows:

- For eastbound I-10 to northbound I-405 – use northbound I-110, northbound US 101, to northbound I-405.
- For westbound I-10 to northbound I-405 – use northbound I-5, westbound SR 134, northbound US 101, to northbound I-405.

The paving is more complex, requires new construction and is more time-consuming than the bridge demolitions of 2011 and 2012. The contractor must pour 4 layers and allow time for each layer to dry. In order to complete as much paving work as possible, the contractor will use new

polyester pavement that cures and reaches specified strength within hours instead of days, and provides an extremely durable roadway surface. The contractor also must shift the freeway centerline 20 feet to the west for approximately 1,000 feet as the northbound I-405 winds its way down into the San Fernando Valley. There was no room for the freeway to be widened to the east due to the existence of a multi-residential building adjacent to the northbound I-405 in Sherman Oaks. Approximately 1,700 feet of freeway and shoulder lanes must be completely excavated and rebuilt in order to realign the freeway and new approaches to the connector ramps at the I-405 and I-101 will need to be constructed.

The paving progress will also depend on the weather. The polyester paving requires favorable temperatures in order to cure properly and gain strength. In the event of inclement weather during the 80-hour closure, the project will revert to the previously planned continuous 55-hour weekend closures of the northbound freeway starting the following weekend, February 21 for up to four weekends to complete work.

### **Metro Proposes New Fare Structure**

The Metro Board approved release of a fare restructuring proposal on January 23rd that would raise fares in three phases over the next eight years while also allowing riders to board an unlimited number of buses and trains for 90 minutes in any direction for a single fare. The proposal is a notable departure from the current fare system that requires passengers to pay a full fare for each individual ride on a Metro bus or train — which effectively punishes those who must transfer to reach their destinations (Metro customer surveys indicate more than half of its riders transfer to reach their destination).

A public hearing on the fare proposals is scheduled for 9:30 a.m. on March 29<sup>th</sup>, at Metro headquarters in downtown Los Angeles. No fare changes can take effect until the Metro Board votes to approve them, which is scheduled for consideration on May 22<sup>nd</sup>. If approved, the new fares could take effect on September 1<sup>st</sup>.

The proposal includes two options for restructuring fares. The first option would raise the base fare from the current \$1.50 to \$1.75 for the next four years and eventually to \$2.25. The second option would keep the base fare at \$1.50 during off-peak hours and raise it to \$2.25 during peak hours for the next four years and eventually to \$2 in off-peak hours and \$3.25 in peak hours. Under the proposal, the cost of daily, weekly and monthly prices would rise because pass holders tend to be the heaviest users of the system. Another significant change would be the eventual elimination of the current monthly pass in favor of the EZ pass that would allow for unlimited travel on Metro and other bus systems in Los Angeles County. The ability to transfer for free within 90 minutes would only be available to those with TAP cards since TAP cards track how long people are riding the system.

Metro last raised the price of the regular base fare and daily, weekly and monthly passes in July 2010. Fares for seniors, disabled and students were not raised at the time because they had been frozen by Measure R for five years.

# South Bay Cities Council of Governments

February 10, 2014

TO: Steering Committee

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

SUBJECT: Environmental Activities Report

## **I. PROGRAMS - TECHNOLOGY, PLANNING, & RESEARCH**

### **Climate Action Planning**

#### Energy Efficiency Climate Action Plans (EECAP)

Since Board approval of the contract award for Atkins to develop the EECAP, staff has been working to finalize the scope of work and the schedule. A kick-off meeting, is scheduled for February 6.

#### Strategic Growth Council

In December 2013, the Strategic Growth Council released the guidelines for its third and final phase of funding for sustainable communities planning grants. This last phase makes \$16 million available statewide for grants ranging from \$20,000 up to \$1 million. The SBCCOG, with Metro as a co-applicant, is developing a proposal to develop a comprehensive Sustainable South Bay mobility guidebook and the transportation chapters of the Climate Action Plans. Applications are due February 28, 2014. Staff is in the process of putting together the proposal package, which includes collecting letters of support.

#### Los Angeles Regional Collaborative for Climate Action and Sustainability (LARC)

The SBCCOG was invited to join the LARC Executive Committee to provide guidance and input on the direction of LARC. The SBCCOG has been active in the LARC for several years participating in subcommittees and providing recommendations on various issues and activities such as GHG inventories, reports, and reduction strategies. Most recently, SBCCOG staff attended LARC's Forum, which highlighted Regional Coastal Impacts and Local Opportunities. One of the panels focused on the recently awarded Local Coastal Program Sea Level Rise Planning Grant, of which five South Bay cities—El Segundo, Hermosa Beach, Manhattan Beach, Redondo Beach, Torrance—are participating jurisdictions.

## **Energy Efficiency**

### Direct Install

Several of our cities are participating in the SCE's Direct Install program for municipal facilities; this new program is being offered for a limited time. SCE funds lighting, insulation, weather stripping, etc. Not all cities qualify, based on the energy efficiency measures currently in place.

The following is the status for cities:

- Cities that have met with the program vendor – Carson, Hawthorne, Gardena, Hermosa Beach, Lawndale, Palos Verdes Estates, Redondo Beach, Rancho Palos Verdes, and Torrance. Work has started in Hermosa Beach.
- Cities that are participating but have not contacted vendor yet – Rolling Hills and Inglewood.
- El Segundo and Manhattan Beach do not have qualifying opportunities.
- Lomita and Rolling Hills Estates are deciding if they will participate.

### SCE Water Leak Detection Program

All of our participating cities (El Segundo, Inglewood, Lomita, and Manhattan Beach) are fully immersed in the data transfer process with technical consultants Willdan Engineering and Water Systems Optimization (WSO). Recently, field work was conducted at each city, which involved the collection of pressure data and the inspection of data system input meters. In addition, field surveys were conducted on their connections by a water leak detection specialist.

This program focuses on water leak detection and pressure analysis. Water losses caused by unrepaired leaks and operating at unnecessarily high-pressure results in wasted water and wasted energy. The Program is designed to deliver quantifiable savings of both water and energy.

### Energy Leader Partnership (ELP)

Final Tier Level reports for 4th quarter year ending 2013 were released by SCE indicating Inglewood and Lawndale both moved up to Gold Level. The new levels reflected for all our cities are:

- Platinum: Lomita
- Gold: El Segundo, Hawthorne, Inglewood, Lawndale, Manhattan Beach, Rancho Palos Verdes
- Silver: Carson, Hermosa Beach, Redondo Beach, Torrance
- Valued: Gardena, Palos Verdes Estates, Rolling Hills, Rolling Hills Estates

### Beacon Award Champion

SBCCOG Staff has started discussions with ILG Beacon program representatives regarding a special recognition event for our city Beacon Award participants. It is envisioned that the event would be in conjunction with the Institute for Local Government and would be held in the spring or summer of 2014.

### City Staff Training Programs

SBCCOG hosted the fourth Building Operator Certification (BOC) training, an 8 session certification course, (cities represented Hermosa Beach, Manhattan Beach and Torrance, also in attendance Palos Verdes Peninsula Unified School District and one SBESC volunteer) and a 2½ day Certified Energy Manager (CEM) course (cities represented EL Segundo, Inglewood, Carson, and Manhattan Beach as well as LA County). SBCCOG will be hosting 2 more BOC trainings in February and plans are underway for the next Energy Enterprise Management Information System (EEMIS) training on March 6th. All of these course are provided free of charge for our member cities' staff through our utility partnership.

### HERO

Final arrangements are complete for the HERO program ambassador to have an office space at the SBESC. February 5 is the first program information meetings for cities and our staff.

### School District Funding Prop. 39

SBCCOG staff has reached out to the school districts to offer assistance with energy efficiency planning and the services of our energy engineer. In addition, reminders were sent out with important filing deadlines in January.

## **Water Conservation/West Basin Municipal Water District Programs**

### Water Reliability 2020

Contract goals: 1,000 WR 2020 support cards to be collected by August 31, 2014. Status of goals: 489 cards collected as of January 31, 2013

Contract goals: up to 40 WR 2020 presentations to be scheduled. Status of goals: 17 presentation has been scheduled. (Note: this goal is dependent upon West Basin's availability)

Presentations for this contract cycle were focused on city commissions. As a result of extensive outreach by SBCCOG staff and the interest and cooperation of our city commissions, almost half of our goal has been met within just the first four months of the contract cycle. Of the meetings schedule, 2 presentations were given in January. SBCCOG staff will be attending along with West Basin MWD to present information on our programs. Presentations are scheduled throughout February, March, and April.

Contract goals: Up to 24 tabletop WR2020 business briefings to be scheduled. Status of goals: 6 scheduled as of January 31, 2014.

Water Reliability 2020 Table Top Business Briefings for January were successful in yielding a meeting with ARJAY Telecom, who has agreed to sign a letter of support and to provide free electronic signage for a water message at the corner of Hawthorne Blvd. and Lomita Blvd.

### Cash for Kitchens

Contract goals: 40 kitchen audits to be completed by Aug 31, 2014. Status of goals: 4 audits completed as of January 30, 2014.

Contract goals: 50 follow-up visits at 50 previously audited sites. Status of goals: 9 follow visits as of January 30, 2013

Staff has reached out to The Restaurant Depot, a food service wholesaler that offers one-stop shopping for food, equipment, and supplies. Staff is in the process of setting up an appointment with the general manager to coordinate promoting the CFK program with flyers, as well as staffing a table at The Restaurant Depot to reach out to their customer's on-site and scheduled appointments.

SBESC Staff also met with Ladislao Figueroa, Director of Child Nutrition Services, Lennox School District and as a result of that meeting scheduled 7 audits. SCG will accompany SBCCOG to these cafeterias to conduct natural gas audits as well.

To help promote this program and secure more audits, a special Cash for Kitchens press release was developed and issued in January. SBCCOG staff is also working with West Basin MWD to advertise in the special restaurant section of the Daily Breeze.

SBESC staff also received new materials from West Basin MWD (placemats and poster), which were developed to help entice businesses to participate in follow-up visits. The placemats are designed as a children's activity and provide information on water conservation.

### Car Wash

SBCCOG staff completed a list of targeted car washes in the South Bay to promote water conservation by using carwashes, as opposed to washing cars at home. The West Basin MWD program works with local carwash companies to provide discount coupons. In January, Staff visited 4 carwash business to promote this program.

### Weather-Based Irrigation Controller Exchange

President Joseph Velasco and Director Robert Noonan of the Orchard Dale Water District , which serves the Whittier area, stopped by the Weather-Based Irrigation Controller Exchange event in January to learn about the program. They were very interested to learn about the role of the SBCCOG in assisting West Basin MWD with conducting this event and asked to be added to the SBCCOG's e-mail list.

### California Friendly Landscape Training

During the month of January, staff contacted the City of Hawthorne to set up Cable TV coverage of the CFLT for January training. The event was successfully covered by Hawthorne Cable TV

as well as Univision. Both Martha Segovia, SBCCOG Staff, and Gus Meza, West Basin MWD Staff, were interviewed about the program.

### **Sanitation District**

Sanitation District Presentations: contract goal: schedule 5 outreach presentations by December 31, 2013. Status of goals: goal met.

To support responsible disposal of household hazardous waste and e-waste, staff has continued to identify and promote local collection events. An e-blast was sent out to the entire SBCCOG database in advance of the “Household Hazardous Waste & Electronic Waste Collection Event held in the City of Hermosa Beach on Saturday January 25.

### **Transportation**

#### MEL (Metro ExpressLanes)

Contract goals: 54 presentations (6 Metro specific presentations and 36 with MEL van present) and 120 FasTrak accounts opened. Complete: 45 presentations (8 Metro specific presentations and 37 with MEL van present with 101 FasTrak accounts opened.

The MEL van was in attendance at the Dr. Martin Luther King Jr Parade and Festival in Gardena. Staff is working to setup FasTrack informational events at Gardena Sam’s Club, Manhattan Village shopping center, and the Downtown Torrance Marketplace (event happens every Thursday from 3-8pm). It is anticipated that the Metro MEL van would be present.

#### Vanpool Program

A vanpool formation meeting was conducted at Harbor UCLA. Valerie Rader, Metro, was in attendance as well as Enterprise representatives (Kevin Chau and Brande Cain-McMurray)

## **II. MARKETING, OUTREACH, & IMPLEMENTATION**

### **Workshops & Trainings**

The following chart lists information regarding all workshops held in January 2014:

Event Date	Event Name	No. Attended/ No. of RSVPs	Marketing Info. (how did they hear about the workshop):	Staff Lead
1/9/14	California Friendly Landscape Training: Palos Verdes High School	Students ONLY	Students ONLY	MS
1/16/14	Building Operator Certification 1003: Efficient Lighting Fundamentals	30/35	E-mail: 35	GFG
1/21/14 - 1/23/14	Certified Energy Manager Course (4 took test on the final day)	7 RSVPs	E-mail: 7	GFG
11/9/13	California Friendly Landscape Training: Hawthorne	45/40	E-mail: 31 Friend: 1 Flyer: 12 Facebook: 1	GFG
	Sustainable Residential Workshop Series: Reducing Your Carbon Footprint Through Your Transportation Choices		E-mail: 9	

11/14/13		9/10		GFG
11/16/13	Sustainable Residential Workshop Series: Reducing Your Carbon Footprint Through Your Transportation Choices	7/11	E-mail: 7	MS

Residential “sustainable” workshops

We have now completed the series (5 workshops in total), with the last 2 workshops (Reducing Your Carbon Footprint through Your Transportation Choices) held on 1/25/14 and 1/29/14. Valerie Rader from Metro was one of the guest speakers, and one of the SBCCOG/SBESC volunteers, Amanda Maki, researched and developed the “non-motorized transportation” portion of the workshop. She presented at the 1/29/14 workshop. Two individuals attended all 5 workshops and will receive a “Sustainable Workshop” certificate of completion. Over the next month, staff will be evaluating the success of the workshops and determining the next steps.

**Outreach Events**

SBCCOG/SBESC had a presence at 5 community events and 1 employee event in January; SBCCOG/SBESC gave 2 Energy/Water Efficiency presentations to community clubs (Torrance Kiwanis and Del Amo Rotary).

Earned Media Received in January

Due to communications sent to our media list and Patch on-line news, our January workshops were picked up in the Palos Verdes Peninsula News, Daily Breeze Out and About Section and Palos Verdes Patch, Redondo Beach Patch, Hermosa Patch and Manhattan Beach Patch.

**Volunteer Program**

During the month of January, a press release was developed and issued to the local media publicizing our Community Outreach Volunteer Opportunities. Recruitment efforts are focused on outreach volunteers to help with our April events. A volunteer orientation is scheduled for March.

Volunteer hours for the month of January are as follows:

- January 2014 = 188 hours
- Grand total as of 1/30/14 = 10,694.68 (Starting April 2008)

**III. SPECIAL INITIATIVES**

Holiday Light Exchange 2014 Sponsorship Initiative

During January, staff developed a sponsorship letter and a list of prospective donors to assist with offsetting the costs of the 2014 light purchase. The letter will be mailed out to corporations and businesses throughout the South Bay and staff will followed up with telephone calls and in person visits where needed over the next several months.