

South Bay Cities Council of Governments

SBCCOG Board of Directors' Meeting Thursday, September 24, 2020 @ 6:00 pm Conducted Via Zoom

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, September 24, 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/tJld-uorDsghEYvjlRPN_G-rVEpc0Lrw

OR

To access the Zoom meeting, visit <https://zoom.us/join> or call (669) 900-6833 and use Meeting ID: 968 020 200; Passcode: 398836

AGENDA

- I. **CALL TO ORDER (6:00 PM)**
Olivia Valentine, Chair
- II. **VERIFY QUORUM**
- III. **CONFIRM POSTING OF THE AGENDA BY TORRANCE CITY CLERK**
- IV. **ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA**
- V. **COMMENTS FROM THE PUBLIC – 3 minutes max (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. **August 20 and August 27 Board Meeting Minutes (*attachments*) – Approve (Pages 3-11)**
 - B. **Contract with ICF for regional engagement, outreach, and implementation support for the Southern California Regional Energy Network (SoCalREN) Residential Sector - Scope of Work & Terms (*attachments*) – Approve (Pages 13-15)**
 - C. **Water Replenishment Contract Renewal (*attachment*) – Approve (Pages 17-18)**
 - D. **Hawthorne Green Business Assist Program Renewal (*attachment*) – Approve (Pages 19-20)**
 - E. **Salary Schedule Adjustments Required by State Law (*attachment*) – Approve (Page 21)**
 - F. **Status of Legislation of Interest to SBCCOG (*attachments*) – Approve (Pages 23-24)**
 - 1. Support HR 7197 & S 4012 Restaurant Act of 2020 (Pages 25-26)
 - 2. November 2020 Ballot Measures – take no positions (Pages 27-29)

- G. **PATH Contract for 3-month extension (*attachment*) – Receive and file (Page 31)**
- H. **Monthly Reports – Receive and File**
 - 1. **South Bay Environmental Services Center Report (*attachment*) (Pages 33-36)**
 - 2. **Transportation Report (*attachment*) (Pages 37-42)**
 - 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) **(Page 45)**
 - b. SCAG Regional Council (Drew Boyles, Mark Henderson, James Gazeley) **(Page 47)**
 - c. South Bay Association of Chambers of Commerce (Olivia Valentine) **(Pages 49-50)**
 - d. South Bay Aerospace Alliance (Olivia Valentine/Rodney Tanaka) **(Page 51)**
- VII. **PRESENTATIONS – (all prepared presentations will be posted @ www.southbaycities.org)**
 - A. **CSUDH: 60 Years of Growth; Burgeoning Moments of Inspiration (6:10 pm)**
 - 1. Dr. Thomas Parham, President, Cal State Dominguez Hills
- VIII. **TRANSPORTATION REPORTS (6:40 pm)**
 - A. Metro Report - Board member James Butts/Mike Bohlke/Steve Lantz
 - B. Transportation Committee report – Christian Horvath
- IX. **SBCCOG PROGRAM ACTION ITEMS, REPORTS AND UPDATES (6:50 pm)**
 - A. AQMD Vacancy – endorsement of Hermosa Beach Councilman Justin Massey (*attachment*) – **Approve (Page 43)**
 - B. South Bay Fiber Network
 - C. SCAG Regional Early Action Program funds to accelerate housing
 - D. Senior Services
 - E. Homeless Services
 - F. Tech Talk
 - G. Police Operations and Public Safety in the South Bay
 - H. Other
 - I. Pandemic Update – sharing/discussion
- X. **AGENCY REPORTS (7:15 pm)**

NOTE: Oral reports will only be made to clarify or amplify written attachments
No Attachments received

 - A. South Bay Workforce Investment Board (Chris Cagle)
 - B. Metro Service Council Report by Don Szerlip
 - C. SCAG Committees
 - 1. Energy and Environment (vacant)
 - 2. Transportation (James Gazeley)
 - 3. Community, Economic, & Human Development (Mark Henderson, Drew Boyles, Frank Zerunyan & Mark Waronek)
 - D. Air Quality Management District (Judy Mitchell, Joe Buscaino & Denny Shaw)
 - F. Santa Monica Bay Restoration Commission (Bill Brand/Kenneth Kao)
 - G. Stormwater Funding
 - 1. CCCA/LCC Stormwater Funding Options Committee (Hany Fangary)
 - H. KHRH (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, October 22, 2020



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

SBCCOG MEETINGS: ATTENDANCE 2020

City	Feb - 20	Apr - 20	May - 20	June - 20	July - 20	Aug - 20	Sep - 20
Carson	Hicks	Hicks	Hicks	Hicks	Hicks	Hicks	
El Segundo	Boyles	Boyles	Boyles	Boyles	Boyles		
Gardena	Medina Tanaka	Tanaka	Tanaka	Tanaka	Tanaka Francis	Tanaka	
Hawthorne	Valentine	Valentine	Valentine	Valentine	Valentine	Valentine	
Hermosa Beach	Massey	Armato	Armato	Armato	Armato	Armato	
Inglewood	Franklin	Franklin Butts	Franklin	Franklin Butts	Franklin Butts	Franklin Butts	
Lawndale	Suarez		Suarez			Suarez	
Lomita		Gazeley	Gazeley	Gazeley	Gazeley Waronek		
Los Angeles	X	X	Buscaino	Buscaino		Buscaino	
Manhattan Beach	Stern	Stern	Stern	Stern	Stern	Stern	
Palos Verdes Estates	Kao	Kao	Kao	Kao	Kao	Kao	
Rancho Palos Verdes	Cruikshank	Cruikshank	Cruikshank Alegria	Cruikshank	Cruikshank	Cruikshank	
Redondo Beach	Horvath	Horvath	Horvath	Horvath Emdee	Horvath	Horvath	
Rolling Hills	Dieringer	Dieringer	Dieringer	Dieringer	Dieringer	Dieringer	
Rolling Hills Estates	Huff	Huff	Huff	Huff	Huff	Huff	
Torrance	Rizzo	Chen Furey	Chen	Chen	Chen	Chen	
County of Los Angeles-2nd District		Johnson	Johnson				
County of Los Angeles- 4th District	LaMarque	LaMarque	LaMarque	LaMarque	LaMarque		

Number of Active Agencies	16	17	17	17	17	17	17
Quorum Required (50% +1)	9	9	9	9	9	9	9
Number of Agencies Attending	13	15	16	16	15	14	

**SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
THURSDAY, AUGUST 20, 2020
HELD VIRTUALLY VIA ZOOM**

I. CALL TO ORDER

Chair Valentine called the Special Meeting of the SBCCOG Board of Directors to order at 6:05pm.

II. ATTENDANCE**In attendance were the following voting elected officials:**

Cedric Hicks, Carson	Hildy Stern, Manhattan Beach
Chris Pimentel, El Segundo	Kenny Kao, Palos Verdes Estates
Rodney Tanaka, Gardena	Christian Horvath, Redondo Beach
Olivia Valentine, Hawthorne	George Chen, Torrance
James Butts, Inglewood	Jennifer LaMarque, SD-4
Jim Gazeley, Lomita	

The following non-voting elected officials were in attendance:

Mark Henderson, Gardena

Also, in attendance were the following persons:

Scott Mitnick, El Segundo	Kim Turner, Torrance
Bill Whalen, El Segundo	James Lee, Torrance
Erick Lee, Hawthorne	Sarah Patterson, SCAG
Michael Ishii, Hawthorne	Jacki Bacharach, SBCCOG
Michael Reyes, Lawndale	David Leger, SBCCOG
Jacob Haik, LA CD-15	Natalie Champion, SBCCOG
Aksel Palacios, LA CD-15	Grace Farwell, SBCCOG
Laura Guglielmo, Palos Verdes Estates	Laurie Jacobs, SBCCOG
Aram Chaparyan, Torrance	Kevin McCarthy, Public

III. CONFIRM POSTING OF THE AGENDA BY THE CITY OF TORRANCE

The agenda was properly posted in the City of Torrance.

Ms. Bacharach announced that there is a change to the agenda. Board Member Buscaino was called to another meeting and will not be participating in tonight's discussion.

IV. BOARD DISCUSSION WITH PRESENTER MAYOR JAMES T. BUTTS

Mayor Butts began his presentation by sharing a brief overview of his life experience so far and how he can understand many of the policing issues from both sides. He explained that he started his career in law enforcement in 1972 and went on to lead three different police departments as Police Chief. Mayor Butts also noted that Inglewood was a stronghold of the Ku Klux Klan until the 1930's with racial covenants until the 1960's. He joined the Inglewood Police Department around the time of "white flight". In his youth, he was pulled over and almost arrested for attempted murder because he was driving a car that looked similar to one the police were looking for. If it was not for his police cadet hat sitting on the passenger seat, he felt that he likely would have not been let go. All of these experiences have provided him a unique point of view that he hopes to share with the Board of Directors.

During his discussion, Mayor Butts touched on the following main topics:

- **Discretion:** Police officers and all legal entities have immense discretionary power that must be used more frequently. Mayor Butts explained that an officer's discretion to not write somebody a ticket or the way a report is written could have enormous ripple effects in an individual's life. Individuals living paycheck to paycheck often don't have the funds to pay for traffic tickets and by using their discretion, an officer could be relieving that person from making decisions on whether to put food on the table or pay the ticket. The way a report is written could dramatically impact future judicial actions. The same discretionary power also exists in the judicial system alongside the same implicit biases that police officers are trained about. Mayor Butts explained that discretion could improve police-community relations by re-building the "guardian" view

of police as opposed to furthering the “us vs. them” that exists in many areas, particularly minority communities.

- **Mentality.** Mayor Butts emphasized his view that police departments must do more to move their officers away from being in a “warrior” type of mindset and to shift to a “community guardian” mindset. He explained that police officers are trained to be ready for danger at every given moment which has led to many of the incidents that have caused recent civil unrest. Some are quick to assume a situation is dangerous and respond with deadly force. He explained that shifting this mentality will help repair relationships with communities. New officers are very “pliable” and easily pick up the values and culture of their department. If they join a department that prides itself on being values based and progressive, the officer picks up on those cues and brings them into the community with them.
- **Accountability and Asking Question.** One of the main points of Mayor Butts’ presentation was that city councils must hold their Police Chiefs accountable. Police Department culture is changed from inside and from the top. As Chief of Santa Monica Police Department, Mayor Butts led numerous changes to the department and worked to infuse the mission, vision, and values of the agency into every single officer. Crime dropped 64% during his tenure as Chief and the city went from \$3.5M in settlements/year to less than \$1,000 when he left.

Mayor Butts urged councilmembers to sit down to talk with their Police Chiefs and ask questions about things such as ticketing; excessive force complaints; who in the department can dispose of complaints. Mayor Butts noted that if a complaint is handled with a response such as “I’ll talk to the officer” and is never officially filed, that is a bad sign as that’s a sign of a department seeking to protect itself. An accountable Chief is also willing to upset the police officers’ union in Mayor Butts’ eyes. Often times, reform efforts are met with statements like “you’re going to piss off the guys” by police union representatives. Mayor Butts explained that the Chief must be willing to piss them off because at the end of the day, they are responsible for the department and are the person that gets called at 2am when an officer shoots somebody. He noted that he experienced this in Santa Monica and explained that as long as he was Chief, the officers would be doing things his way.

Questions should be posed about what training the department uses; does its mission encourage appreciation for human lives and values how individuals are treated?; What metrics are used in promotions?; and ask for information on incidents where the city paid money for misconduct as the Council is entitled to see and read those files. Mayor Butts noted that when these types of questions are asked, the Chief will understand that the Council cares and is watching what happens.

Mayor Butts also shared two videos of police interactions to highlight the dichotomous examples of police department cultures.

- **Phoenix, Arizona Video.** This video showed a recent police interaction with a Black family that made headlines for over-response by the Phoenix Police Department. Mayor Butts noted that this is one of many similar incidents and is a sign of bad police culture. The video is available here: <https://youtu.be/Rxwznb3U010>
- **Portland, Oregon Video.** The portions of this video shared by Mayor Butts highlighted the positive experiences of officers with the Portland Police Department in context of the recent riots. A Black officer shared that the Department and its officers have always been accepting and kind, noting that he has never experienced any racism within the Department. A female officer shared her experience working as part of a team to build relationships with neighbors, businesses, victims, and colleagues. The video is available here: https://youtu.be/wMe2hou_sgE

Questions from the Board of Directors

- Board Member Stern shared some recent police interactions in Manhattan Beach with Mayor Butts and asked for his opinions on the situations. The Mayor explained that each incident is unique and without seeing the reports and incident videos, it’s difficult to say exactly. However, he shared that she and the Council should not hesitate to ask questions of the Chief. He noted that he looked forward to meeting with his Councilmembers as Chief because it gave him an opportunity to show how well the police department was operating. Board Member Stern’s questions and Mayor Butts’ responses are available in the meeting video in their entirety.

- **What is your expectation of the police officers in use of force situations?** Mayor Butts answered that only enough force to overcome the resistance should be used. Officers are not there to punish individuals or teach them a lesson. He added that every department should know that ALL officers have the responsibility to say “enough” when a situation is over and to prevent fellow officers from getting carried away with the rush of adrenaline. The George Floyd incident is likely to start a change in this regard according to Mayor Butts.
- **For a department in transition, are there trainings available to help change officer attitudes?** Mayor Butts explained that no training program or educational course will ever be a panacea. He reiterated his point that a responsive Chief will be the biggest change for a department. He explained that as Chief of Santa Monica’s Police Department, he interviewed every single officer prior to them being hired.
- **What does “reimagining police, police reform, and defund the police” mean to you?** Mayor Butts did not hesitate to share his opposition to these concepts and his view that people using these terms are only showing they have no idea what they are talking about. “Reorganizing” or “retooling” is what you are looking to do.
- **Do you support augmenting police departments with social service workers?** Mayor Butts was strongly in favor of this concept and pointed to his deployment of a homeless liaison program in Santa Monica. However, he added that every officer should be trained to exhibit compassion and has the responsibility to take into account the individual’s situation/mental health issues and to never escalate a situation.
- **What can those cities that contract with LA County Sheriff’s Department do?** Mayor Butts noted that this is more difficult as the Sheriff’s Department is an independent agency, not controlled by a City Council. He noted that Sheriff Station Captains often have little sway over deputies compared to how a Chief oversees their Department’s deputies. For decades, LASD has been plagued with cliques/gangs of officers within stations and unfortunately there has been little done to really address the problem until after these gangs come to light.
- **What do you think is the root cause of the issues we’re seeing?** If we can’t identify and respond to the root cause, we simply continue addressing symptoms of that deep-seated issue. Mayor Butts responded by briefly highlighting the experiences of Black people in the United States. The foundation of the United States economy and its history was built off of slavery, genocide of Natives, and the idea that “might makes right”. For hundreds of years Black Americans picked the cotton on Southern plantations that fueled the textile industries of the North, enriching the white industry and landowners, all while Black people were considered 3/5 of a person by the US government. Upon the 13th Amendment and the freeing of enslaved Black Americans, police and sheriff departments popped up throughout the country to enforce the status quo. Successful Black communities such as Tulsa, Oklahoma were burnt down to the ground by angry white residents and were run out of town in the early 1900’s. This was followed by Black people not being allowed to vote, which was followed by lack of educational opportunities and the War on Drugs. Arbitrary enforcement of laws and the use of force on certain individuals is what we’ve been seeing most recently. Mayor Butts explained that the generations of inequality have broken the social contract between Black people and the government. The social contract is an implicit agreement among members of the society to cooperate for social benefits, particularly equality in the eyes of the law in the United States. Mayor Butts shared that in his view, until that history is addressed, passing laws to respond to the issue before us today will accomplish little.

For more detail, the full meeting has been uploaded and is available for viewing here: <https://youtu.be/Qxs2CDai7zY>

XI. COMMENTS FROM THE PUBLIC

No public comment was received.

XII. ADJOURNMENT

Chair Valentine adjourned the meeting at 7:58 pm to Thursday, August 27, 2020 at 6:00 pm. The meeting will be held virtually via Zoom until further notice.

David Leger
Assistant Board Secretary

**SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
THURSDAY, AUGUST 27, 2020
HELD VIRTUALLY VIA ZOOM**

I. CALL TO ORDER

Chair Valentine called the SBCCOG Board of Directors meeting to order at 6:01 pm.

II. VERIFY QUORUM**In attendance were the following voting elected officials:**

Cedric Hicks, Carson	Hildy Stern, Manhattan Beach
Rodney Tanaka, Gardena	Kenny Kao, Palos Verdes Estates
Olivia Valentine, Hawthorne	John Cruikshank, Rancho Palos Verdes
Stacey Armato, Hermosa Beach	Christian Horvath, Redondo Beach
Ralph Franklin, Inglewood	Bea Dieringer, Rolling Hills
Bernadette Suarez, Lawndale	Britt Huff, Rolling Hills Estates
Joe Buscaino, Los Angeles CD-15	George Chen, Torrance

The following non-voting elected officials were in attendance:

James Butts, Inglewood

Also, in attendance were the following persons:

Martha Hurtado, El Segundo	Wally Siembab, SBCCOG
Aksel Palacios, LA CD-15	Steve Lantz, SBCCOG
Jacob Haik, LA CD-15	David Leger, SBCCOG
Kim Turner, Torrance	Natalie Champion, SBCCOG
Greg Farr, Caltrans	Naomi Albert, SBCCOG
Jeff Kiernan, League of CA Cities	Laurie Jacobs, SBCCOG
Mark Dierking, Metro	Larry Kosmont, Kosmont Companies
Sarah Patterson, SCAG	Stephen Sawyer, Charter/Spectrum
Denny Shaw, AQMD	Jim Roos, Public
Jacki Bacharach, SBCCOG	Bill Sewell, Public
Kim Fuentes, SBCCOG	

III. CONFIRM POSTING OF THE AGENDA BY THE CITY OF TORRANCE

Jacki Bacharach confirmed that the agenda was properly posted in the City of Torrance.

IV. ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA

Ms. Bacharach reported the following clarifications/updates: Item IX-A is an action item; Three items were mailed out prior to the meeting which were an updated legislative matrix as of the morning, a copy of an SB 1120 opposition letter sent to SBCCOG representatives, and a copy of the new SBCCOG newsletter.

Lastly, Ms. Bacharach announced that Mr. Leger will be taking votes via Reverse Roll Call to expedite the voting process while maintaining compliance with the Brown Act.

V. PUBLIC COMMENT

No public comment was received.

VI. CONSENT CALENDAR

- A. July Board Meeting Minutes (*attachment*) – Approved
- B. Integrated Pest Control MOU with McGowan Consulting (*attachment*) – Approved
- C. Renewal of Scope of Work with Sanitation Districts of Los Angeles County (*attachment*) – Approved
- D. South Bay Chamber of Commerce Memberships (*attachment*) – Approved
- E. Status of Legislation of Interest to SBCCOG (*attachment*) – Received and Filed
 - 1. Information on the Restaurant Act Proposal mentioned last month by Mr. Kalb (*attachment*)
- F. Monthly Reports – Receive and Filed

1. **South Bay Environmental Services Center Report** (*attachment*)
2. **Transportation Report** (*attachment*)
3. **Reports from Outside Agencies**
 - a. League of California Cities & LA Division Legislative Committee (Bea Dieringer & Jeffrey Kiernan)
 - b. South Bay Workforce Investment Board (Chris Cagle)
 - c. SCAG Update Newsletter

Chair Valentine announced she would like to remove Item E from the Consent Calendar. Board Member Dieringer added she would like to pull Items B, C, and D as well.

MOTION by Board Member Horvath, seconded by Board Member Hicks, to **APPROVE** Consent Calendar Items A and F. No objection. So ordered.

Board Member Dieringer expressed her concerns about Item B and C. Regarding Item B, some of the language in the contract. Ms. Fuentes explained that the contract is to assist McGowan in their contract goals with local Watershed Management Groups by posting content to the SBESC website. Board Member Dieringer added that her other concern with both Items B and C is the appearance of a quid pro quo for providing information. The response is that the SBCCOG is posting public information for the Watershed Management Group and they are compensated us for that. As for Item D, Board Member Dieringer explained that she had questions about the Chamber memberships but had a conversation with Ms. Bacharach and was informed that these memberships are paid for via contracts/grants.

Chair Valentine had questions about the Restaurants Act proposal as there was little information available. Ms. Bacharach noted that staff will look into the bill number and specifics and will present that at the next Steering Committee meeting.

MOTION by Board Member Dieringer, seconded by Board Member Horvath to **APPROVE** Items B, C, and D of the Consent Calendar. No objection. So ordered.

VII. PRESENTATIONS

A. Achieving Economic Vitality in a Covid-19 Economy: What South Bay Cities Need to Know

Larry Kosmont, Chairman and CEO of Kosmont Companies presented on the challenges cities face because of COVID-19; a land use revolution; new rules and new tools; and a look into the future. Mr. Kosmont explained that as we leave the response and relief phases of the pandemic, focus must be made on the long-term economic recovery. Mr. Kosmont also touched on a land use revolution in areas such as hotel, retail, office, residential, and industrial sectors. Mr. Kosmont explained that as two of the biggest hit industries, hotels and retail, continue to suffer, cities will continue to feel economic pain as the median California city collects more than 1/3 of its tax revenue from sales tax and TOT. Those industries have been heavily impacted and also appear to be the longest anticipated recovery timelines as well. Mr. Kosmont went into further detail on many different land use sectors and the challenges and opportunities they face. He took some time to focus on the need to consider rezoning dying retail space with multi-use functionality, such as housing, retail, and entertainment. He also highlighted that the warehouse/logistics industry is able to take advantage of the pandemic as even more purchasing is done online. Amazon has started purchasing old JC Penney locations to serve as mini warehouses that will allow them to offer same-day delivery to most areas of the nation. Mr. Kosmont concluded by touching on post-pandemic economic development tools cities could use such as the reimagining of retail spaces; Development Opportunity Reserve; Sales Tax Assessment Revenue; Special Districts such as EIFD, CRIA, and CFD; and Asset Sales and Public Financing such as selling surplus land or leveraging low interest rates to reduce debt costs. More detail is available in Mr. Kosmont's full presentation online here:

https://www.southbaycities.org/sites/default/files/board_directors/meeting/PRESENTATION_SBCCOG%20-%20Resetting%20Econ%20Dev%20Table%20-%20August%20Board%20Meeting.pdf

Board Member Buscaino thanked Mr. Kosmont for his presentation and shared that the LA Tourism Bureau is urging residents to eat at three restaurants, visit three museums, and stay three nights at local hotels. If every employed Angeleno participated in this concept, over \$1.4B in economic activity would go back into the LA economy and create 20,000 jobs. He shared the video available at this link:

https://drive.google.com/file/d/1eeuqCSsm5J3zLJZwiu_H-NZHnMbdBfqJ/view. Mr. Kosmont added that one thing that all cities can do is help promote the sanitization practices at hotels. Consumer confidence is low

when it comes to going back to hotels, entertainment venues, etc. Efforts to increase that confidence will help industries recover faster.

Ms. Bacharach asked if there was any analysis done on goods movement and the impact on local travel. Mr. Kosmont explained that at this time, focus has been on the supply chain as it experienced severe disruptions during the pandemic. There is some activity coming back to the US as it's safer to be closer than far away like in China.

B. SBCCOG Collaboration with Cities on Adaptation Strategies

Naomi Albert, a CivicSpark Fellow working with the SBCCOG since last year, presented her work with SBCCOG cities on adaptation strategies. Ms. Albert explained that the adaptation strategies address each city's vulnerabilities to climate change by helping the community adjust, prepare for impacts, and build resilience to changing conditions. The document serves as a resource to help staff update policy documents such as the General Plan or Climate Action Plan. It also helps support city compliance with SB 379 which required climate adaptation planning. Ms. Albert then took some time to review the adaptation strategies and the level of participation of SBCCOG cities. She also touched on the main climate impacts that cities are focused on and popular adaptation strategies chosen by the cities. Ms. Albert concluded her presentation by reviewing some of the next steps which include continued engagement with community members to gather feedback on the documents; city adoption of the strategies through their respective processes; continued implementation of sub-regional strategies; and continued efforts to identify funding to continue adaptation planning and implementation. Ms. Albert's full presentation is available here:

https://www.southbaycities.org/sites/default/files/board_directors/meeting/PRESENTATION_City%20Adaptation%20for%20Board%20Meeting_08.27.pdf

Board Members thanked Ms. Albert for her presentation, her service to the SBCCOG, and wished her well on her future endeavors.

VIII. TRANSPORTATION REPORTS

A. Metro Report

Mr. Lantz reported the following items from the Metro Board meeting: the SBCCOG's Measure M MSP projects were approved; Metro is setting aside \$400k in their budget for public art installation on busses; Revenue Service Hours in the upcoming year will be about 5 million, down from approximately 7 million pre-pandemic. There was considerable discussion on the Crenshaw/LAX line and the challenges that line has faced recently as Metro tries to complete the project. Substandard craftsmanship and other errors have led to construction delays and delays in the significant amount of testing required prior to opening. Metro CEO Phil Washington announced that he was creating a task force to study the implementation of free fares across all of Metro's bus and rail services. Approximately 16% of revenue currently comes from fareboxes which would have to be replaced. This would also have impacts on municipal operators, Access Services, and MetroLink. The task force is expected to return in January with additional information.

Mayor Butts added that he did question how this initiative would be paid for without a direct answer from the CEO. The reality is that this is a significantly different business model that he hasn't quite figured out yet.

Ms. Bacharach added that at the last PAC meeting, there was discussion around the changing of Metro's Congestion Pricing Study to "Traffic Reduction Study" and what she felt was the disingenuousness of that name change. This is something the SBCCOG should continue monitoring.

B. Transportation Committee report

Mr. Lantz reported that there was no Transportation Committee meeting in August.

IX. SBCCOG PROGRAM ACTION ITEMS, REPORTS AND UPDATES

A. LA vs. Hate County Campaign – APPROVED

Ms. Bacharach reported that this is an initiative from LA County that was supported by the Steering Committee. The County is partnering with local artists commissioned to create graphics such as "LA vs. Hate" or "South Bay vs. Hate" that could then be used for multiple purposes. The campaign is about the importance of standing up to hate crimes and hate incidents. The campaign aims to publicize the 211 service to report hate crimes in an anonymous manner. It is not affiliated with law enforcement. From January through July 2020, there were over 250 calls that reported 31 hate crimes. The idea is that the SBCCOG would officially support the program and request a "South Bay vs. Hate" image be created.

Board Member Franklin asked if there was a cost associated with artwork. Ms. Bacharach explained that there is no cost to the SBCCOG.

MOTION by Board Member Franklin, seconded by Board Member Horvath, to **SUPPORT** the LA vs. Hate campaign. No objection. So ordered. (Manhattan Beach was not present during the vote.)

B. South Bay Fiber Network

Ms. Bacharach reported that the core ring is operational, and the full project should be completed by the end of December.

C. SCAG Regional Early Action Program funds to accelerate housing

Ms. Bacharach explained that SCAG will be working with the COGS to fund ideas to help promote housing. Ideas were solicited from the cities. One proposal being considered is the identification of commercial sites that could most likely location convert to multi-purpose with residential components. Further coordination with SCAG staff is needed. Mr. Siembab added that he has been on webinars recently that illustrated the State's sole focus on building housing and not looking at things like Larry Kosmont discussed earlier.

D. Senior Services

Board Member Huff announced that the next meeting is Tuesday September 22 from 9:30-11:30am via Zoom. There will be a discussion on the standalone Department of Aging being considered in LA County.

E. Homeless Services

1. MOU with Redondo Beach (attachments) – APPROVED

Ms. Bacharach reported that the MOU is between the SBCCOG and City of Redondo Beach for their Homeless Court program. This is part of the Innovation Funds received from LA County. The Board of Directors previously approved the use of these funds, this is the contract documentation that is required.

MOTION by Board Member Tanaka, seconded by Board Member Buscaino to **APPROVE** the MOU. No objection. So ordered. (Manhattan Beach was not present for the vote.)

Ms. Bacharach also shared the new logo for Homeshare South Bay, which is a pilot project being funded through the Innovation Funds that aims to prevent homelessness by housing somebody needing housing with somebody with extra space. The SBCCOG is looking for an intern to help work on this project.

F. Tech Talk

Ms. Bacharach gave an overview of the first Tech Talk but noted that it wasn't exactly what the cities were looking for based on survey results. The goal of these workshops will be to look into services that will build off the SBFN and bring more services to the cities.

G. Special Board Meeting on Policing and Public Safety in the South Bay

Chair Valentine shared that she thought it was a very informative meeting. Mayor Butts explained that he provided a brief "nuts and bolts" presentation on being a partner with your city's police chief, a rudimentary understanding of police culture, and how that creates the situations we're seeing today.

Ms. Bacharach added that survey results for this meeting were all very positive and expressed interest in continuing the dialogue.

Board Member Buscaino thanked the Board for leading this much needed discussion right now.

H. Other

No other items were discussed.

I. Pandemic Update - sharing/discussion

Board Member Buscaino shared that Mayor Garcetti signed a directive that works to create contactless government centers that aims to move as many public facing services online/contactless. This could be items such as permitting/plan checks.

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: <https://www.southbaycities.org/committees/board-directors/board-directors-meeting-64>

- A. Metro Service Council Report by Don Szerlip** – No report given.
- B. SCAG Committees** – No meetings in August
 - 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)
- C. Air Quality Management District** (Judy Mitchell, Joe Buscaino & Denny Shaw)
Board Member Buscaino provided a brief update including the upcoming Aliso Canyon settlement that will install monitoring systems at schools and other sites as well; incentives for mobile source conversions; and efforts to work with ships in the Ports of LA and Long Beach to implement more electric conversion efforts as ports are on course to be a huge source of pollution in coming years.
- D. Santa Monica Bay Restoration Commission** (Bill Brand/Kenneth Kao) – No report given.
- E. Stormwater Funding**
 - 1. CCCA/LCC Stormwater Funding Options Committee – No report given.
- F. South Bay Association of Chambers of Commerce** (Olivia Valentine) – No report given.
- G. South Bay Aerospace Alliance** – No report given.
- H. KHHR (Hawthorne Airport) Committee re: Community Impacts**
- I. California Association of Councils of Governments** – No report given.
Ms. Bacharach announced that CALCOG is going to be working with the League of CA Cities to consider Brown Act amendments that would allow for hybrid in-person/virtual meetings going forward.

XI. UPCOMING EVENTS & ANNOUNCEMENTS

No announcements were made.

XII. ADJOURNMENT

Chair Valentine adjourned the meeting at 8:18 pm to Thursday, September 24, 2020 at 6:00 pm. The meeting will be held virtually via Zoom until further notice.

David Leger
Assistant Board Secretary

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Scope of Work Overview

ICF seeks to engage South Bay Cities Council of Governments (SBCCOG) to provide regional engagement, outreach, and implementation support for the Southern California Regional Energy Network (SoCalREN) Residential Sector. ICF has requested assistance with general program support, program marketing, regional engagement support, education and training, and program motivation.

SBCCOG shall be guided in their work by program documents provided by ICF, as well as ongoing coordination with the designated ICF task leads. ICF will provide all necessary promotional materials, enrollment forms, online content, education and training curriculum, reports on participation levels and progress towards goals, and other documentation necessary to complete tasks. All tasks conducted by the SBCCOG will be within the SBCCOG service territory.

ICF Contract Manager: Paul Kylo

Date Range: August 27, 2020 – December 31, 2020

Total Approved Budget for Work Plan Scope: \$25,000

Work Plan

Task 1: General SoCalREN Program Support

ICF Lead: Paul Kylo, Courtney Owen and Lorelei Penera supporting

SBCCOG Lead: Kim Fuentes with support of Cierra Washington, Chandler Sheilds, and Martha Segovia

Activities:

- Monthly check-ins
- Overall regional partnership strategy collaboration
- Support with building and refining tasks and metrics to track
- Participation in limited ad hoc meetings

Deliverable:

- Monthly invoice (timing TBD based on agreement)

Task 2: Program Marketing

ICF Lead: Courtney Owen, Jessie Mancilla supporting

SBCCOG Lead: Chandler Sheilds, Cierra Washington

Activities:

- Develop and execute ongoing communications strategies to support promotion of the Residential Program
- Coordinate with ICF team to develop customized materials
 - Website updates
 - Email marketing campaigns/newsletter articles
 - Presentation development
 - Social media development and activities
 - Fact sheets and collateral for regional engagement
- Identify and attend regional conferences/events to promote SoCalREN and its programs and drive Residential Program engagement – various SBCCOG members of the team will be attending conferences and events based on topic. SBCCOG team members include Kim Fuentes, Martha Segovia, Chandler Shields, and Cierra Washington.

Deliverables:

- Add content about and links to SoCalREN Residential Programs to SBCCOG website
- As content is provided by ICF, post information about SoCalREN Residential Programs monthly on SBCCOG social media accounts

Task 3: Regional Engagement Support

ICF Lead: Courtney Owen and Lorelei Pendera

SBCCOG Lead: Kim Fuentes with support from Cierra Washington, Martha Segovia, and Chandler Shields

Activities:

- Support strategy development and conduct outreach to SBCCOG regional agencies for the purposes of lead generation for Residential projects or programs
- Attend virtually Residential customer or sector meetings as needed to support Residential sector pipelines
- Support regional outreach of Residential programs including customer recruitment activities

Deliverables:

- Kick-off discussion to discuss goals and identify goal metrics
- Monthly reporting of engagement activities

Task 4: Education and Outreach for Residential Programs

ICF Lead: Lorelei Pendera, Courtney Owen supporting

SBCCOG Lead: Cierra Washington with support from Martha Segovia and Chandler Shields

Activities:

- Attend virtual ICF program training to obtain knowledge of services and offerings

- Identify potential meetings and events where the Residential team can present in the region served by SBCCOG
- Identify community groups and provide introduction for ICF to give presentations for participation and recruitment

Deliverables:

- Provide weekly e-mail updates to ICF when activity occurs
- Participate in virtual kick-off meeting and monthly check-in call with ICF
- Track contact and outreach to local community organizations and report to ICF
- Track number of events held and attendance and report to ICF – events may be held virtually
- Distribute ICF provided program collateral to local community organizations
- Invite Residential Team staff to present at events in region served by SBCCOG including virtual format

Task 5: Kits for Kids Enrollment Support

ICF Lead: Courtney Owen, Lorelei Pennera supporting

SBCCOG Lead: Martha Segovia and Cierra Washington with support from Chandler Shields

Activities:

- Provide information about Kits for Kids to Elementary School (private and/or public) leadership within the SBCCOG service territory
- Enroll eligible Schools to participate in the Program

Deliverables:

- Develop list of eligible Elementary Schools within the area region served by SBCCOG and assist with enrollment
- Track contact and outreach to Schools and report to ICF
- Provide weekly e-mail updates to ICF as activity occurs
- Participate in virtual kick-off meeting and monthly check-in call with ICF

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**AMENDMENT NO. 3 TO CONTRACT NO. 939
AGREEMENT FOR PROFESSIONAL SERVICES
BETWEEN
WATER REPLENISHMENT DISTRICT OF SOUTHERN CALIFORNIA
AND
SOUTH BAY CITIES COUNCIL OF GOVERNMENTS**

This Amendment No.3 to Contract No. 939, is made and entered into this 3rd day of September 2020 (“Effective Date”), by and between the Water Replenishment District of Southern California (hereinafter “District”), and the South Bay Cities Council of Governments, (hereinafter “Consultant”). The District and Consultant are collectively referred to herein as the “Parties”.

**I.
RECITALS**

A. WHEREAS, On August 24, 2017, a certain agreement, hereinafter referred to as “Agreement”, was executed between the District and Consultant for a program partnership that focuses on advancing the District’s mission in the South Bay Cities Council of Governments (SBCCOG) service area using the SBCCOG’s outreach program; and

B. WHEREAS, on March 21, 2018, District and Consultant entered into Amendment No.1 in order to extend the term of the Agreement, increase the budgetary amount and revise the scope of work; and

C. WHEREAS, on June 6, 2019, the District and Consultant entered into Amendment No. 2 in order to extend the term of the Agreement and increase the budgetary amount for the continuation of services; and

D. WHEREAS, the District and Consultant now desire to enter into this Amendment No.3 in order to extend the term of the Agreement and to increase the budgetary amount for the continuation of outreach and advocacy support services delivered through the South Bay Environmental Services Center, as set forth below.

**II.
AMENDMENT**

NOW, THEREFORE, in consideration of the mutual covenants, promises and agreements set forth, it is agreed the aforesaid Agreement as amended to date, a copy of which is attached hereto as Exhibit “A”, and incorporated herein by reference, shall remain in full force and effect except as otherwise hereinafter provided.

1. Term of Agreement: The term of the Agreement shall be extended to December 31, 2020 (the “Expiration Date”).

2. Fee: The existing budgetary amount shall be increased by an amount not to exceed Fifteen Thousand Dollars (\$15,000.00).

3. Remaining Portion of the Agreement: Except as otherwise expressly set forth in this Amendment No.3, all other provision of the Agreement as amended to date shall remain in full force and effect between the Parties.

IN WITNESS WHEREOF, the parties have caused this Amendment No.3 to be executed as of the Effective Date.

SOUTH BAY CITIES COUNCIL OF GOVERNMENTS, ("CONSULTANT")

Signature

Print Name

Title

**WATER REPLENISHMENT DISTRICT OF
SOUTHERN CALIFORNIA**

Signature

Vera Robles DeWitt

Print Name

President, Board of Directors

Title

Signature

Print Name

Secretary, Board of Directors

Title

**Approved As To Form
LEAL, TREJO APC**

Attorneys for the Water Replenishment
District of Southern California

CITY OF HAWTHORNE



4455 West 126th Street • Hawthorne, California 90250-4482

August 25, 2020

Jacki Bacharach

Executive Director

2355 Crenshaw Blvd., Suite 125

Torrance, CA 90501

Dear Jacki Bacharach,

The City of Hawthorne has issued a second amendment to the consultant agreement with the South Bay Cities Council of Governments (SBCCOG) for implementation of the Green Business Network Certification Program.

The goal is to certify ten (10) additional businesses for the program and comply with the original agreement dated August 15, 2018. This extension of contract shall remain in effect August 2020 through March 2021. To complete this work, the City will pay the South Bay Cities Council of Governments the amount of \$19,193.77.

Best regards,

Akbar Farokhi
Public Works Manager
City of Hawthorne

**SECOND AMENDMENT TO THE
CONSULTANT AGREEMENT FOR IMPLEMENTATION OF A GREEN BUSINESS
CERTIFICATION PROGRAM BETWEEN THE CITY OF HAWTHORNE
AND THE SOUTH BAY CITIES COUNCIL OF GOVERNMENTS**

This Second Amendment to the Consultant Agreement for Implementation of a Green Business Certification Program ("Second Amendment") is made this 11th day of August 2020 by and between the City of Hawthorne, a California municipal corporation ("City") and the South Bay Cities Council of Governments ("SBCCOG").

RECITALS

WHEREAS the City and the SBCCOG are parties to a Consulting Agreement for Implementation of a Green Business Certification Program ("Agreement") dated August 15, 2018.

WHEREAS the Agreement was amended ("Amendment 1") April 24, 2019 to extend the scope of work to certify ten (10) additional businesses and add ten (10) additional participant businesses.

WHEREAS in August of 2020, The City received additional funding of \$19,193.77 from the California Green Business Network.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

Effective 08/11/2020, the City will amend the existing Agreement to extend the scope of work to certify ten (10) additional businesses.

IN WITNESS THEREOF, the City and the SBCCOG have executed this Second Amendment as of the day and year written above.

CITY OF HAWTHORNE,
CALIFORNIA, a municipal corporation

By: _____

Name: Alex Vargas

Title: MAYOR

Dated: _____

ATTEST:

CITY CLERK

Dated: 8-11-20

CONSULTANT

South Bay Cities Council of Governments

By: _____

Name: _____

Title: _____

Dated: _____

ATTEST:

Name: _____

Title: _____

Dated: _____

APPROVED AS TO FORM:

Russell Myerhues

CITY ATTORNEY

Dated: _____

South Bay Cities Council of Governments

September 24, 2020

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

SUBJECT: Salary Schedule Adjustments Required by State Law

Adherence to Strategic Plan

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

BACKGROUND

Passed in 2016, Senate Bill 3 enacted a change to the California minimum wage to be implemented with increases over several years from January 1, 2017 through December 31, 2023. The minimum wage, for employers with 25 or fewer employees, will increase from \$12 per hour to \$13 per hour for 2021 with another increase to \$14 per hour for 2022 and \$15 per hour for 2023. The salary minimum for exempt workers is tied to the California minimum wage. The state requires exempt employees to earn a minimum salary equivalent to twice the state minimum wage based on a 40-hour workweek. As of January 1, 2021, the minimum annual salary to qualify for an exempt employee will be \$54,080 double the state minimum wage of \$13.00/hour (\$26.00/hour x 40 hours/week x 52 weeks = \$54,080). These upcoming changes affect the salary range schedules for both South Bay Cities Council of Governments (SBCCOG) hourly and salary employees.

ANALYSIS

The SBCCOG salary range schedule is structured with three tier levels for each position to allow for increases without a large number of different positions since the organization is small. Over the next three years, several of the positions will need salary tier level increases to meet the state's minimum wage requirements. These adjustments have a cascading effect requiring increases across all salary tier schedules. Two of the positions require immediate action to bring them into state compliance – Accountant and Environmental Services Analyst (ESA) I. These positions require the starting tier level to be increased to \$54,080. The current minimum for Accountant is \$48,000 and the current minimum for Environmental Services Analyst I is \$47,500. To address other positions effected and related outcomes to cascading impacts, SBCCOG Staff will conduct an analysis to evaluate the tier structure and salary levels over the next several months. This review will also include a salary and benefit comparison of similar organizations. The results will be presented to the Steering Committee for possible Board action at a future meeting.

FINANCIAL IMPACT

The immediate required increases do not change our current budget; however, there will be a financial impact reflected in future budgets. Please note that salaries are primarily funded through grants and outside contracts; therefore, impacts will be offset by these revenue sources. In addition, since grant funding changes from year to year, there may be a future minimal impact on dues and other revenue sources.

RECOMMENDATION

That the SBCCOG Board approve setting the starting Annual Salary Tier Level for Accountant and Environmental Services Analyst I at \$54,080 to comply State law.

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South Bay Cities Council of Governments

September 24, 2020

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

RE: Bills to Monitor and for Action – updated as of September 14, 2020

Adherence to Strategic Plan:

Goal B: Regional Advocacy. Advocate for the interests of the South Bay

SENT TO THE GOVERNOR

AB 725 (Wicks)	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. COMMENCING JANUARY 1, 2022, 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 allows at least FOUR units 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%.	OPPOSE (7/23/20) (Ltr to Governor requesting veto 9/14/20)	9/1/20 ENROLLED
AB 1851 (Wicks)	AMENDED: 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. Would authorize a local agency to require up to one parking space per unit for a religious institution affiliated housing development project.	OPPOSE (7/23/20) (Ltr to Governor requesting veto 9/14/20)	8/31/20 ENROLLED
AB 2345 (Gonzalez)	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 Governor requesting veto 9/14/20)	8/31/20 ENROLLED

FEDERAL

HR 530 (Eshoo)	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.	SUPPORT & REQUEST CO- SPONSORS (2/11/19) Endorsed by NLC, NATOA, NAC	1/25/19 House Energy & Commerce Committee - Subcommittee on Communications & Technology
HR 763 (Deutsch)	Energy Innovation & 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.	SUPPORT (6/8/20) (Ltr to House Energy and Commerce 6/18/20)	1/25/19 House Ways & Means, Energy & Commerce, Foreign Affairs – referred to Subcommittee on Energy
HR 1507 (Blumenauer)	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.	MONITOR	3/5/19 House Ways and Means Committee
HR 7197 (Blumenauer) & S 4012 (Wicker)	Restaurants Act of 2020. Temporarily establishes and provides funding for the Restaurant Revitalization Fund, from which the Department of the Treasury shall make grants to eligible food and beverage purveyors to cover specified costs. For the grant program's initial period, Treasury must (1) prioritize awarding grants to marginalized and underrepresented communities, and (2) only award grants to eligible food and beverage purveyors with annual revenues of less than \$1.5 million.	RECOMMEND SUPPORT	6/29/20 House Financial Services & Ways and Means, Budget Committees

2020 Legislative Session Calendar

Sept. 30 Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 & in the Governor's possession on or after Sept. 1

Oct. 1 Bills enacted on or before this date take effect January 1, 2021.

Nov. 3 General Election.

Nov. 30 Adjournment sine die at midnight

Dec. 7 2021-22 Regular Session convenes for Organizational Session at 12 noon.

South Bay Cities Council of Governments

September 24, 2020

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

SUBJECT: H.R. 7197 & S. 4012 – RESTAURANTS Act of 2020

Adherence to Strategic Plan:

Goal B: Regional Advocacy. Advocate for the interests of the South Bay.

Background

At their July meeting, the SBCCOG Board of Directors heard a presentation from a local restaurant owner who conveyed the challenges his business and restaurants in general are facing during the economic downturn caused by the COVID-19 pandemic. During this presentation, it was mentioned that the federal government was considering legislation to aid the restaurant industry specifically. Staff prepared the information below accordingly.

The House of Representatives has started to review H.R.7197 (Blumenauer, D-OR) while the Senate considers the companion bill S.4012 (Wicker, R-MS). The Real Economic Support That Acknowledges Unique Restaurant Assistance Needed to Survive Act of 2020, or the RESTAURANTS Act of 2020, would temporarily establish and fund the Restaurant Revitalization Fund from which the Treasury Department shall make grants to eligible food and beverage purveyors to cover specified costs.

The bill would provide \$120B and would be available to food service/drinking establishments that are not publicly traded or part of a chain with 20+ locations doing business under the same name. It would provide grant values to cover the difference between revenues from 2019 and projected revenues through 2020, with a maximum grant of \$10M. It would not need to be paid back. Funding that entities may have received from the prior PPP or other CARES Act programs must be subtracted from the funds from this grant program. Eligible expenses include payroll, benefits, mortgage/rent, utilities, maintenance, food, debt obligations, and more. Indirect benefits will also likely be felt by those property owners that currently lease to restaurants.

This bill would reserve the first 14 days of the program for those restaurants with annual revenues of \$1.5M or less to target local small restaurants, particularly those that are owned/operated by women, veterans, and minorities. \$60M of the funding would be set aside for outreach to traditionally marginalized and underrepresented communities, such as those just listed.

There are approximately 500,000 independent restaurants in the country that account for about 76% of the total number of bars and restaurants. Independent restaurants directly employ 11 million workers and indirectly employ 5 million more up and down the food/hospitality supply chain. These small businesses play a critical role in the restaurant industry which totals \$760B in sales annually (approximately 3.5% of US GDP). It is projected that the Revitalization Fund would generate at least \$271B in economic return, more than double the amount of the proposed grants.

The House bill is cosponsored by 190 Representatives, including South Bay Congressmembers Lieu and Waters. The Senate version is cosponsored by 27 Senators, including both Senators Harris and Feinstein.

RECOMMENDATION

Staff recommends a SUPPORT position. This bill is straightforward and although it deals with the private sector, the vitality of restaurants is important to local economies and directly supports jobs.

Prepared by:
David Leger, SBCCOG staff

**Propositions that are on the
November 3, 2020 Statewide Ballot
Source – California Secretary of State**

RECOMMENDATION

That the SBCCOG take no position on the ballot measures

Proposition 14

1880. (19-0022A1)

AUTHORIZES BONDS TO CONTINUE FUNDING STEM CELL AND OTHER MEDICAL RESEARCH. INITIATIVE STATUTE.

Authorizes \$5.5 billion in state general obligation bonds to fund grants from the California Institute of Regenerative Medicine to educational, non-profit, and private entities for: (1) stem cell and other medical research, therapy development, and therapy delivery; (2) medical training; and (3) construction of research facilities. Dedicates \$1.5 billion to fund research and therapy for Alzheimer's, Parkinson's, stroke, epilepsy, and other brain and central nervous system diseases and conditions. Limits bond issuance to \$540 million annually. Appropriates money from General Fund to repay bond debt, but postpones repayment for first five years. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local governments: **State costs of \$7.8 billion to pay off principal (\$5.5 billion) and interest (\$2.3 billion) on the bonds. Associated average annual debt payments of about \$310 million for 25 years. The costs could be higher or lower than these estimates depending on factors such as the interest rate and the period of time over which the bonds are repaid. The state General Fund would pay most of the costs, with a relatively small amount of interest repaid by bond proceeds.** ([19-0022A1](#).)

Proposition 15

1870. (19-0008A1)

INCREASES FUNDING FOR PUBLIC SCHOOLS, COMMUNITY COLLEGES, AND LOCAL GOVERNMENT SERVICES BY CHANGING TAX ASSESSMENT OF COMMERCIAL AND INDUSTRIAL PROPERTY. INITIATIVE CONSTITUTIONAL AMENDMENT.

Increases funding for K-12 public schools, community colleges, and local governments by requiring that commercial and industrial real property be taxed based on current market value. Exempts from this change: residential properties; agricultural properties; and owners of commercial and industrial properties with combined value of \$3 million or less. Increased education funding will supplement existing school funding guarantees. Exempts small businesses from personal property tax; for other businesses, exempts \$500,000 worth of personal property. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local governments: **Net increase in annual property tax revenues of \$7.5 billion to \$12 billion in most years, depending on the strength of real estate markets. After backfilling state income tax losses related to the measure and paying for county administrative costs, the remaining \$6.5 billion to \$11.5 billion would be allocated to schools (40 percent) and other local governments (60 percent).** ([19-0008](#).)

Proposition 16

REPEAL PROPOSITION 209 AFFIRMATIVE ACTION AMENDMENT

Proposition 17

VOTING RIGHTS RESTORATION FOR PERSONS ON PAROLE

Proposition 18

PRIMARY VOTING FOR 17 YEAR OLDS

Proposition 19

PROPERTY TAX TRANSFERS, EXEMPTIONS AND REVENUE FOR WILDLIFE AGENCIES AND COUNTIES

Proposition 20

1840. (17-0044, Amdt.#1)

RESTRICTS PAROLE FOR NON-VIOLENT OFFENDERS. AUTHORIZES FELONY SENTENCES FOR CERTAIN OFFENSES CURRENTLY TREATED ONLY AS MISDEMEANORS. INITIATIVE STATUTE.

Imposes restrictions on parole program for non-violent offenders who have completed the full term for their primary offense. Expands list of offenses that disqualify an inmate from this parole program. Changes standards and requirements governing parole decisions under this program. Authorizes felony charges for specified theft crimes currently chargeable only as misdemeanors, including some theft crimes where the value is between \$250 and \$950. Requires persons convicted of specified misdemeanors to submit to collection of DNA samples for state database. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: **Increased state and local correctional costs likely in the tens of millions of dollars annually, primarily related to increases in penalties for certain theft-related crimes and the changes to the nonviolent offender release consideration process. Increased state and local court-related costs of around a few million dollars annually related to processing probation revocations and additional felony theft filings. Increased state and local law enforcement costs not likely to exceed a couple million dollars annually related to collecting and processing DNA samples from additional offenders.** ([17-0044.](#))

Proposition 21

1862. (19-0001)

EXPANDS LOCAL GOVERNMENTS' AUTHORITY TO ENACT RENT CONTROL ON RESIDENTIAL PROPERTY. INITIATIVE STATUTE.

Amends state law to allow local governments to establish rent control on residential properties over 15 years old. Allows rent increases on rent-controlled properties of up to 15 percent over three years from previous tenant's rent above any increase allowed by local ordinance. Exempts individuals who own no more than two homes from new rent-control policies. In accordance with California law, provides that rent-control policies may not violate landlords' right to a fair financial return on their property. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local governments: **Potential reduction in state and local revenues of tens of millions of dollars per year in the long term. Depending on actions by local communities, revenue losses could be less or more.** ([19-0001.](#))

Proposition 22

1883. (19-0026A1)

CHANGES EMPLOYMENT CLASSIFICATION RULES FOR APP-BASED TRANSPORTATION AND DELIVERY DRIVERS. INITIATIVE STATUTE.

Establishes different criteria for determining whether app-based transportation (rideshare) and delivery drivers are "employees" or "independent contractors." Independent contractors are not entitled to certain state-law protections afforded employees—including minimum wage, overtime, unemployment insurance, and workers' compensation. Instead, companies with independent-

contractor drivers will be required to provide specified alternative benefits, including: minimum compensation and healthcare subsidies based on engaged driving time, vehicle insurance, safety training, and sexual harassment policies. Restricts local regulation of app-based drivers; criminalizes impersonation of such drivers; requires background checks. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local governments: **Increase in state personal income tax revenue of an unknown amount.** ([19-0026A1](#))

Proposition 23

1882. (19-0025A1)

AUTHORIZES STATE REGULATION OF KIDNEY DIALYSIS CLINICS. ESTABLISHES MINIMUM STAFFING AND OTHER REQUIREMENTS. INITIATIVE STATUTE.

Requires at least one licensed physician on site during treatment at outpatient kidney dialysis clinics; authorizes Department of Public Health to exempt clinics from this requirement due to shortages of qualified licensed physicians if at least one nurse practitioner or physician assistant is on site. Requires clinics to report dialysis-related infection data to state and federal governments. Requires state approval for clinics to close or reduce services. Prohibits clinics from discriminating against patients based on the source of payment for care. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local governments: **Increased state and local health care costs, likely in the low tens of millions of dollars annually, resulting from increased dialysis treatment costs.** ([19-0025A1.](#))

Proposition 24

1879. (19-0021A1)

AMENDS CONSUMER PRIVACY LAWS. INITIATIVE STATUTE.

Permits consumers to: (1) prevent businesses from sharing personal information; (2) correct inaccurate personal information; and (3) limit businesses' use of "sensitive personal information"—such as precise geolocation; race; ethnicity; religion; genetic data; union membership; private communications; and certain sexual orientation, health, and biometric information. Changes criteria for which businesses must comply with these laws. Prohibits businesses' retention of personal information for longer than reasonably necessary. Triples maximum penalties for violations concerning consumers under age 16. Establishes California Privacy Protection Agency to enforce and implement consumer privacy laws, and impose administrative fines. Requires adoption of substantive regulations. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local governments: **Increased annual state costs of roughly \$10 million for a new state agency to monitor compliance and enforcement of consumer privacy laws. Increased state costs, potentially reaching the low millions of dollars annually, from increased workload to DOJ and the state courts, some or all of which would be offset by penalty revenues. Unknown impact on state and local tax revenues due to economic effects resulting from new requirements on businesses to protect consumer information.** ([19-0021A1.](#))

Proposition 25

1856. (18-0009)

REFERENDUM TO OVERTURN A 2018 LAW THAT REPLACED MONEY BAIL SYSTEM WITH A SYSTEM BASED ON PUBLIC SAFETY RISK.

If this petition is signed by the required number of registered voters and timely filed, a referendum will be placed on the next statewide ballot requiring a majority of voters to approve a 2018 state law before it can take effect. The 2018 law replaces the money bail system with a system for pretrial release from jail based on a determination of public safety or flight risk, and limits pretrial detention for most misdemeanors. ([18-0009](#))

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**AMENDMENT NO. 1 TO SUBCONTRACT AGREEMENT BETWEEN
PATH (PEOPLE ASSISTING THE HOMELESS) AND
SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
CONTRACT NO. 316-AO-19-632-643**

This Amendment No. 1 to the Subcontract Agreement (the “**Agreement**”), entered into as of July 1, 2020 (“**Effective Date**”), is an amendment to the PATH Standard Subcontract Agreement, effective July 1, 2019 (the “**Original Agreement**”) between PATH (a.k.a. People Assisting The Homeless), a 501(c)(3) organization incorporated under the laws of the State of California (“**PATH**” or “**Contractor**”), with its principal place of business located at 340 North Madison Avenue, Los Angeles, California 90004 and South Bay Cities Council of Governments, a Joint Powers Authority organization incorporated under the laws of the State of California (“**SBCCOG**” or “**Subcontractor**”), having its principal office at 20285 South Western Avenue, #100, Torrance, California 90501 (collectively the “**Parties**” or individually as “**Party**”).

RECITALS

WHEREAS, Contractor and Subcontractor entered into the Original Agreement for Subcontractor to perform certain services relating to the Contractor’s Prime Contract with the County of Los Angeles (“**County**”); and

WHEREAS, Contractor and Subcontractor now desire to amend the Original Agreement for the purposes of: (a) extending the agreement’s term, and (b) adding additional funding; and

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

TERMS AND CONDITIONS

1) **Section 2. Term:**

A. This section is deleted in its entirety and replaced with the following:

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

2) **Section 3. Compensation:**

B. This section is deleted in its entirety and replaced with the following:

“**3) COMPENSATION:** The Subcontractor will be paid for services in accordance with the compensation describe in Attachment C, Compensation and Budget, as follows:

3.1 A not-to-exceed amount of Twenty Five Thousand Dollars and Zero Cents (\$25,000.00) for the July 1, 2019 through June 30, 2020 term.

3.2 A not-to-exceed amount of Six Thousand Two Hundred and Fifty Dollars and Zero Cents (\$6,250.00) for the July 1, 2020 through September 30, 2020 term.

Unless otherwise specified herein, all of the remaining terms and conditions of the Original Agreement shall remain in full for and effect. Any and all references to the Original Agreement shall hereby incorporate and include Amendment No. 3.

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

PATH (PEOPLE ASSISTING THE HOMELESS)

SOUTH BAY CITIES COUNCIL OF GOVERNMENT

By: _____
Authorized Signatory

By: _____
Authorized Signatory

Name: Jennifer Hark-Dietz

Name: Jacki Bacharach

Title: Deputy CEO and Executive Director

Title: Executive Director

Date: _____

Date: _____

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South Bay Cities Council of Governments

September 24, 2020

TO: SBCCOG Board of Directors

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

SUBJECT: Environmental Activities Report – August 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 presented on the SBCCOG Climate Adaptation project to the Climate Adaptation Action Working Group Meeting on August 20th, as well as the Board of Directors meeting on August 27th. A total of 8 cities participated in the project and selected various strategies to work on in their specific cities, as well as others that could be done collaboratively. The Fellow concluded her fellowship at the end of August. The SBCCOG is looking into another CivicSpark Fellow to continue this work in Fall 2021.

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: 12 exhibit events, presentations, workshops, networking opportunities, etc. as of the month of August 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 (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 at this time

SBCCOG staff continues to work on possible program enhancements which include discussing a rain barrel distribution event combined with a rain barrel purchase opportunity for three agencies – West Basin, Torrance Water, and LADWP. SBCCOG staff continues to follow up with partners and will have another meeting on September 10th 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; however, a meeting to discuss start up is scheduled.

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 for the first round.

Number of calls: 26 in August

Number of surveys completed: 1 (temporarily on hold until additional device kits are available)

Number of customers assisted with rebate application: 15 in July

SBCCOG staff continues to work with West Basin to help customers estimate their rebates prior to purchase of new units. SBCCOG, West Basin, and Allegra, met with SoCalWaterSmart staff to discuss non-DAC areas within the cities of Carson and Gardena. Staff is working with residents of non-DAC areas of Gardena and Carson who have purchased qualifying washers to get approved for the \$500 rebate. West Basin and Allegra staff are working on revised promotional marketing to increase transparency surrounding eligibility requirements. SBCCOG will distribute the new promotional materials upon completion.

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 distributed information on Sanitation programs and virtual events via social media and e-blasts.

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 September 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.

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. City meetings are scheduled for Sept to discuss gas projects.

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 starting in Sept – three meetings are scheduled. These meetings with focus on identifying city priorities for energy efficiency projects and enrolling cities into the REN programs.

PACE

SBCCOG continues to promote PACE financing for homeowners.

YGRENE: Proceeds from Ygrene for 2020 Q2 = \$51.72. Total since the program start in 2015 = \$9,150.60. Payment for 2020 Q3 will be reported out in Nov 2020.

HERO: 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.

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

(Contract period: Torrance – June 30, 2021; Hawthorne - Ongoing)

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 August 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: 93 outreach events; 5 vanpool or rideshare meetings; 3 Survey Engagement

During August, 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 9 different online meetings. SBCCOG staff updated the telework page on the SBCCOG website and worked with Metro's Office of Extraordinary Innovation to update results of the "Telework" study and solicit participation of large South Bay employers for the next research phases of the study.

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 9 SBCCOG virtual outreach events and meetings.

II. MARKETING, OUTREACH, & IMPLEMENTATION

Outreach Events

In August: 1 Virtual Business Event and 4 Virtual Networking Meetings

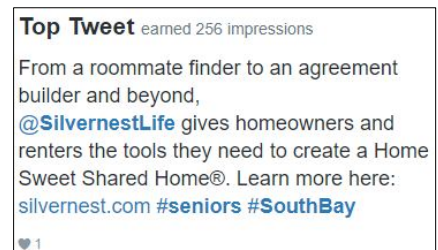
For the period July 1, 2020- August 31, 2020

- 0 Community Events
- 2 Business Events
- 11 Virtual Networking Meetings

Media

Social Media (*during the month of August*)

- SBCCOG -- Totals for Social Media (SBCCOG) (*top tweet – right*)
 - Twitter: 267 followers total, 2,700 impressions* 11 posts
 - Facebook: 135 likes total, 279 impressions 10 posts
 - SBESC -- Totals for Social Media (*top tweet – right*)
 - Twitter: 554 followers total, 4,600 impressions* 10 posts
 - Facebook: 750 likes total, 395 impressions 13 posts
 - LinkedIn: 139 followers total, 292 impressions 10 posts
- * Impressions: the number of times a post has been viewed during the specified month*



Earned Media/Articles/Network TV

- No earned media this month.

Volunteer Program

Status of Program: 10.00 hours for August 2020

Grand total as of 8/31/2020 - 20,298.67 (starting April 2008)

Volunteer participation remains low due to COVID 19.



South Bay Cities Council of Governments

September 24, 2020

TO: SBCCOG Board of Directors

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update Covering August 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

Americans Saved Nearly \$91 Billion By Mid-August Working From Home During Pandemic

Americans have saved nearly \$91 billion working from home during the coronavirus pandemic, according to a study by economist Adam Ozimek of Upwork. The analysis estimated that cutting daily commutes has saved Americans about \$758 million a day in time and expense since the pandemic began, including \$411 million per day in time savings, \$183 million a day in gas and repairs, and \$164 million saved due to fewer accidents and reduced pollution. Each commuter who has worked remotely since mid-March has saved an average of \$2,000 thus far.

Not On The Road (Or Transit) Again

Traffic volumes remained down by as much as half on some major turnpikes and toll authorities around the country, according to the International Bridge, Tunnel and Turnpike Association, which released new data from early August. The Eno Center for Transportation theorizes: "The numbers may stabilize in the 10-15% down range, as gasoline production already has."

By comparison, Metro transit ridership is approximately 50% of pre-COVID levels. So the lower traffic volumes could be masking the precipice of a looming traffic catastrophe if the economy slowly recovers and people go back to work but don't return to taking transit. Metro and other major transit operators around the nation have predicted it will take more than two years for transit to return to its former levels. (See Metro's free fare proposal below).

State Transportation Groups Seek \$37B In COVID Federal Funding Relief

A group of 15 transportation industry organizations in mid-August asked the White House for an "immediate infusion" of \$37 billion in federal funding for state departments of transportation in COVID-19 relief. The groups also asked the President to oppose measures to suspend or permanently repeal a dedicated federal user fee within the Highway Trust Fund (HTF) that generates revenue for surface transportation improvements.

The American Association of State Highway and Transportation Officials estimates state transportation revenue losses of \$37 billion over five years (through FY 2024), with an estimated loss of \$16 billion in FY 2020. According to the Federal Highway Administration (FHWA), the HTF

account will become insolvent sooner than anticipated. For example, revenue had fallen by 46 percent by the second half of April, when compared to April 2019.

Multi-Year Highway Bill In Limbo Amid Negotiations

As of the end of August, with a month before the country's current Surface Transportation policy law expires, Congressional leaders and the White House have not agreed on the text of the next Surface Transportation Reauthorization Bill, the multi-year federal legislation that establishes policy and funding parameters. Most expect a series of continuing resolutions will be adopted before the next administration and Congress come to agreement.

The U. S. Department of Transportation sent a proposal to the White House Office of Management and Budget months ago for the interagency "clearance" process and the administration referenced a draft 10-year plan in its FY 2021 budget proposal. But that process has not yet produced a final product, which puts the Trump Administration at risk of joining the first Obama Administration in the exclusive club – the only Presidents who never put forward their own multi-year surface transportation proposals.

Senate panels with jurisdiction over freight, transit and taxes have not contributed to an initial highway bill the Environment and Public Works committee approved last year. The U.S. House this summer passed along partisan lines an update of the 2015 highway law. Like the Senate, the House did not adopt a fix for the Highway Trust Fund's looming insolvency.

USDOT Unveils Accessibility Plan As Part Of ADA's 30th Anniversary

The Americans with Disabilities Act (ADA) turned 30 years old on July 26 – a civil rights law that has profoundly affected how highway and transit agencies across the nation approach mobility issues.

Celebrating the ADA's 30th anniversary, the U.S. Department of Transportation unveiled what it called a "first-of-its-kind" draft accessibility strategic plan to ensure a "unified vision" and "clear path forward" to continue removing barriers in transportation access for people with disabilities. The document, which is expected to be formally published at the end of 2020, will include specific goals that will guide USDOT's accessibility work for the next five years. The focus of the agency's plan is to provide a single, cohesive roadmap to ensure USDOT is prioritizing and working diligently to increase access to transportation for people with disabilities.

The creation of the new accessibility plan follows an effort launched by USDOT in 2019: a four-year, \$40 million accessibility program. As part of that program, USDOT created an Inclusive Design Challenge – a contest aimed at encouraging the development of autonomous vehicle solutions geared toward the need of persons with physical, sensory, and/or cognitive disabilities. The deadline for submissions for the Inclusive Design Challenge is October 30. More information on the challenge is available at: <https://www.transportation.gov/accessibility/inclusivedesign>

State

California Adopts Major Pollution Cuts For Autos, Diesel Trucks And Ships

On Aug. 17th, the California Air Resources Board (CARB) finalized its agreements with five major automakers aimed at upholding its stringent vehicle emissions standards against an effort by the Trump administration to roll the rules back. In doing so, the state delivered an unmistakable warning to the rest of the auto industry that California's rules are likely to remain in place.

The state carefully crafted its agreements with Ford, Honda, BMW of North America, Volkswagen Group of America and Volvo as a contract rather than a regulation to keep them free from interference by the federal Environmental Protection Agency or anyone else in the Trump administration.

In a second initiative, CARB on August 27th adopted their biggest pollution-cutting regulations in more than a decade, targeting diesel trucks and cargo ships that spew much of the state's health-damaging pollution.

The pair of rules establishes stringent new emissions standards for heavy-duty diesel trucks, and requires more ships docked at ports to plug into electric power or scrub their exhaust. Diesel trucks emit nearly one-third of smog-forming nitrogen oxides and more than one-quarter of diesel particulate matter in the state. Oceangoing ships are projected to surpass trucks to become Southern California's largest source of nitrogen oxides by 2023.

Tougher truck rules could, however, add to California's many legal battles with the Trump administration. Much like the fight over auto emissions, California's move to adopt its own stricter rules for heavy-duty trucks puts the state at odds with federal officials and manufacturers, who want a single, nationwide standard.

The new standards would reduce allowable emissions of nitrogen oxides from new trucks 90% by 2027. The rule, which has been in development for more than seven years, is the state's biggest cut in smog-forming pollutants since 2008 and is equivalent to taking 16 million cars off the road, according to the air board. That's nearly two-thirds of 26 million light-duty trucks.

The rules adopted Thursday would also overhaul emissions-testing procedures to better account for real-world driving, including when trucks are idling, traveling slowly or in stop-and-go traffic and are known to release much higher levels of pollution. Neither the truck nor ship rules will bring immediate air quality improvements because they do not start taking effect until 2023 or later and take years more to phase in.

Assembly Appropriations Committee Approves CEQA Streamlining

Two key CEQA streamlining proposals were approved by the Assembly Appropriations Committee on August 21st. Senate Bill 757 (Allen/Atkins), a Metro-sponsored measure, and Senate Bill 288 (Wiener) both passed and now move to the full Assembly Floor for consideration.

SB 757 (Atkins/Allen) is the first CEQA streamlining legislation of its kind for public transit, granting the AB 900 (2011) shortened CEQA litigation period to key transit projects, including the Green Line South, one of Metro's four Pillar Projects. AB 900 provisions were previously reserved only for environmental leadership projects related to the development of a residential, retail, commercial, sports, cultural, entertainment, or recreational use project, or a clean renewable energy or a clean energy manufacturing project. SB 757 will grant certainty in the legal process which will help to meet Metro's aggressive Twenty-Eight by 2028 schedule, prevent significant delays, and cost increases.

SB 288 (Wiener) includes provisions to expand statutory CEQA exemptions for key active transportation, bus rapid transit and other capital projects.

Uber, Lyft To Stay In California, For Now

Ride-hailing giants Uber and Lyft will keep operating in California at least through November after an appeals court stayed a decision that the companies must reclassify their drivers as employees, not keep them as independent contractors. A consortium of app-based companies are supporting a ballot initiative, Proposition 22, which the companies say would "protect the ability of app-based rideshare and delivery drivers to work as independent contractors" and preserve the "current on-demand system."

The ride-hailing companies had contemplated shutting down their services to bring voter attention to the proposition. Proposition 22, a ballot measure backed by Uber, Lyft, DoorDash and other gig economy companies, aims to exempt the companies from Assembly Bill 5, a state law that took effect this year and sets stricter standards for companies that seek to treat workers as contractors.

The companies have argued that AB 5 in its current form would raise their operating costs, because treating drivers as employees would mean providing benefits such as healthcare coverage, a minimum wage and workers' compensation. They also argue it would force them to completely restructure their businesses and limit their services by requiring drivers to work specific shifts and fixed schedules.

The impacts of withdrawing their service from California could have been tremendous, both on riders who have relied on ride-hailing during the pandemic with transit seeing severely curtailed service, and on the thousands of drivers who rely on Uber and Lyft for their income. The Orange County Register reported Uber estimated it would have put 158,000 drivers out of work. In an email, a spokesperson for the California Labor Federation said the threatened withdrawal is part of a broader play to not protect drivers.

Region

Metro Proposes 20% Bus Service Cut in FY 2021 Metro Budget

The L. A. Metro Board is holding public hearings before adopting its fiscal year 20-21 budget in September. If Metro passes the proposed budget, FY 21 bus service hours would be cut from the pre-pandemic levels of 7.4 million revenue hours to 5.2 million, a 20 percent service cut. And, while Metro's phased bus recovery plan shows an 8 percent cut in FY21-22, their data show a 14% increase in service hours between last quarter and this quarter, followed by quarterly increases of 0.7%, 0.1%, and 0.09% over the next three quarters.

Metro sales tax revenues, which provide most of Metro's operating subsidies, are down about 16 percent, leaving an estimated \$1.8 billion deficit by June 30, 2021 the end of FY 20-21. \$700+million of that loss is anticipated to be covered by the federal CARES Act COVID-19 stimulus.

Metro is trying to stem the ridership and revenue losses by accelerating its Next Gen Study recommended route and schedule changes and capital improvements. Metro expects to spend \$15 million in FY 21 and nearly a billion \$ in capital funds over the next five years to implement bus-only lanes, all-door boarding (potentially with free fares), transit signal prioritization, and bus stop improvements.

Metro Studies Making Bus, Rail Service Free For All Riders

L. A. Metro's CEO, Phillip Washington, announced during the August 27th Board meeting that staff is initiating a 3-month study to determine how Metro can make riding its buses and trains free starting sometime in 2021. The Fareless System Initiative (FSI) would make L.A. County's public transit system the largest in the world to be entirely fare less.

An internal staff task force hopes to provide a plan, complete with funding sources and implementation scenarios, to Washington and Metro's board within three months. Washington said he views fare elimination as a moral obligation to help L. A. County recover from the pandemic and the lack of housing affordability and he views it as an economic development tool similar to other public services such as policing and firefighting.

The task force is charged with looking at funding opportunities, such as local, state and federal grants, and looking at how Metro's funds — including revenue from advertisements and sponsorships — could be reprioritized to pay for the program. The task force will also look at how eliminating fares could reduce or eliminate allegations against Metro of targeting people of color for fare enforcement, and will discuss how eliminating fares could affect homelessness in the region. It will also weigh other considerations, such as equipment purchasing and upkeep, as well as staff and enforcement. Additionally, the task force will look at how free fares would affect other county transit agencies, and impact ridership, the rider experience and traffic.

In fiscal year 2019, which ended on June 30, 2019 (before the pandemic), Metro collected nearly \$300 million in fares but had \$1.9 billion in operating costs, a farebox recovery of less than 16%. That percentage has been in decline for the past 20 years, but has dropped close to zero during the pandemic. At the end of August, L.A. Metro was running about 78 percent of its pre-pandemic service for about 50 percent of its pre-pandemic ridership due to the need for distancing of riders and an intent to not eliminate any Metro operations positions.

L.A. Metro's Transit App Now Predicts Crowding Levels On Buses

Projected crowding levels on Metro buses are now available through the Transit app, the Los Angeles County Metropolitan Transportation Authority's (Metro) official app that was introduced last May. The new feature in the Transit app uses recent ridership numbers collected by automated passenger counters on each bus to predict the number of riders on any L.A. Metro bus at a particular time, location and direction of travel. The estimated number of riders is shown using three levels and is based on the size of the vehicle. In the app, riders will see these three designations:

- Usually many seats available means that 0-33 percent of seated capacity is being used.
- Usually seats available means that 34-85 percent of seated capacity is being used.
- Usually standing room only means that 85 percent or more of seated capacity is being used.

Nearly one in three LA-area app users told Transit in a June survey that having this type of crowding information would get them riding the bus more often.

Hermosa Beach Council Trades Car Lanes For Bike Lanes, Dining Decks On Hermosa Avenue

One lane in each direction of Hermosa Avenue will be closed for at least six months in downtown Hermosa Beach in order to provide more opportunities for outdoor commerce and to create more space for cyclists and pedestrians.

The temporary design will double the amount of space available for outdoor dining and retail options and create a dedicated north- and south-bound bike lane while reducing car lanes from two lanes in each direction to one. To accommodate those new features, all parking will be moved to the west side of the street, with capacity expanded by painting parking space lines at an angle, rather than parallel to the curb. The new parking spaces will be "reverse angle," meaning drivers will have to back in, rather than enter nose first. The design is being implemented between 14th Street and Eighth Street.

The new configuration doubles the space available for potential dining decks, going from seven feet from the curb to 14. A bike lane will border the decks, providing an additional barrier between patrons and motor vehicles.

LA County Approves 'Vision Zero' Plan To Eliminate Traffic Deaths By 2035

The Los Angeles County Board of Supervisors on August 4th approved a plan to reduce traffic-related injuries and deaths in unincorporated areas of the county, setting a goal of zero fatalities by 2035.

The plan will be co-led by the departments of Public Works and Public Health. The action plan — Vision Zero Los Angeles County: A Plan for Safer Roadways — identifies various safety improvements to be implemented over the next five years, including installing high-visibility crosswalks and pedestrian head-start signals. Pilot programs will be launched at three or more high-collision corridors.

The plan to enhance street safety comes as traffic deaths countywide have jumped by nearly 28% countywide from 2013-2017, with 3,400 lives lost. More than 10% of those people were killed on roadways in unincorporated communities.

TRENDS

Americans Becoming Leerier of Autonomous Technologies

A new report from an American Automobile Association (AAA) indicates that consumer trust in autonomous vehicles has quickly eroded over the past few years. Today, three-quarters (73 percent) of American drivers report they would be too afraid to ride in a fully self-driving vehicle, up from 63 percent in late 2017. Additionally, two-thirds (63 percent) of U.S. adults report they would actually feel less safe sharing the road with a self-driving vehicle while walking or riding a bicycle.

Surprisingly, AAA's latest survey found that Millennials — the group that has been the quickest to embrace automated vehicle technologies — were the most concerned by traffic incidents involving autonomous vehicles. The percentage of Millennial drivers too afraid to ride in a fully self-driving vehicle has jumped from 49 percent to 64 percent since late 2017, representing the largest increase of any generation surveyed.

The Insurance Institute for Highway Safety (IIHS) analyzed 5,000 U.S. crashes and concluded that only a third of all U.S. road crashes could be prevented by driverless cars, far lower than the 70% claimed by self-driving technology advocates. The IIHS reported that only those caused by driver perception errors and incapacitation are likely to be prevented by self-driving cars.

AAA researchers also urged caution in relying on the autonomous features appearing in new vehicles. They investigated partially automatic driving systems from five manufacturers in vehicles over a distance of 4,000 miles, and found problems occurring every eight miles.

The researchers found the most problems with systems that are meant to keep vehicles in their proper lanes and prevent collision with other cars and trucks. Their findings also showed that partially automated systems combined with controls on acceleration, braking and steering would often quit working without immediately prompting drivers, which could lead to dangerous accidents if drivers are not fully aware in an emergency.

Transit passengers elsewhere seem skeptical too. A recent study found that around half of transit riders in Michigan would be wary of driverless service. In addition, autonomous transit vehicles would need to be able to travel faster than their current 12 mph top speed and transit unions are understandably opposed.



PROFILE

My wife Jenn and I grew up in Southern California. We care about clean air for our family and yours.

As Mayor Pro Tem of Hermosa Beach, I support infrastructure and planning that lowers the city's operating costs, cleans its air, and makes it more resilient.

As an Environmental Lawyer, I help public agencies across the country make polluters, not taxpayers, pay to clean up contamination.

Air pollution causes premature death, respiratory and heart disease, cancer, school and work absences, diminished quality of life, and other negative impacts with billions of dollars in public health and economic costs.

I support AQMD's efforts to clean our air, achieve environmental justice, and improve public health & the economy.

EDUCATION

JD. Univ. Oregon (2003). Env'tl. Law.
AB. Brown University (1993). Amer. Lit.

CONTACT

PHONE:
(916) 601-7940

WEBSITE:
hermosabeach.gov/our-government/city-council

EMAIL:
jmassey@hermosabeach.gov

Justin Massey

for AQMD Governing Board

- ✓ Mayor Pro Tem, Hermosa Beach
- ✓ Director, South Bay Cities COG

SELECT ENDORSEMENT

Hon. Judy Mitchell (Incumbent)

- ✓ AQMD Governing Board, W Region, LA County (Incumbent)
- ✓ California Air Resources Board, AQMD Member
- ✓ Council Member, Rolling Hills Estates

EXPERIENCE

Partner, Miller & Axline

- ✓ Saved Taxpayers Over \$350 Million in Pollution Costs Since 2015
- ✓ Selected Clients: Orange County Water District (OCWD), Crescenta Valley Water District, State of NJ, State of Maryland
- ✓ Selected Cases: OCWD v. Alcoa (2017) 12 Cal.App.5th 252, OCWD v. Sabic (2017) 14 Cal.App.5th 343

Mayor Pro Tem/Councilmember/Mayor, Hermosa Beach (2015-Present)

- ✓ 100 KW Community Center Solar Project - Completed 2017
- ✓ PLAN Hermosa (General Plan/Local Coastal Plan) - Adopted 2017
- ✓ 35+ EV Charging Stations - Completed 2019
- ✓ Solar-Ready Fire Station - Completed 2020
- ✓ Hermosa Avenue Living Street - Completion Expected 2020
- ✓ Net Zero North School - Completion Expected 2021



Unveiling the Hermosa Beach Community Center Solar Project (2017)

L to R: Mayor Pro Tem Jeff Duclos, Mayor Justin Massey, Councilmember Stacey Armato, Councilmember Hany Fangary

Member, SCAG General Assembly (2015-2019)

- ✓ Accepted SCAG's Integrated Planning Award in 2018 for PLAN Hermosa (<https://vimeo.com/265666027>)

Director, South Bay Cities COG (2018-Present)

- ✓ Support South Bay Fiber Network, Energy, Transportation, and Environmental Advocacy

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TO: SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
FROM: JEFF KIERNAN, REGIONAL PUBLIC AFFAIRS MANAGER,
LEAGUE OF CALIFORNIA CITIES®
RE: UPDATE FOR SEPTEMBER 24 BOARD MEETING (*as prepared 9/17/2020*)

Legislation

The End of the Legislative Session wrapped up on August 31 and was fraught with complications as squabbling between the two houses. Add to that the positive COVID-19 test of a State Senator meant that all but one of the Senate Republicans were forced to cast votes remotely, causing further delays and animosity. These complications resulted in just about 400 bills – about 40% of the usual number – making it to the Governors' Desk requiring his action by September 30. As of the preparation of this document, none of the League's [Priority bills](#) had been signed or vetoed.

State and Local Officials Respond to Multiple Disasters

The League continues to work with State Officials to get information out to city officials about the multiple emergencies (COVID-19, wildfires, record heat, power outages & unhealthy air quality) facing Californians. State officials are back to holding briefing calls for local elected officials five days a week. Although the schedule and dial-in information for these calls rarely change, please let me know if you ever need those numbers or if there is other information you need that you cannot find on your own. It is especially important that local officials continue to use the Q&A portion of these calls to alert State officials about problems related to these disasters in your communities.

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

UPDATE: The full schedule of events is now available [HERE](#), including the [LA County Division event](#) on Wednesday, October 7th from 11:45 AM – 12:45 PM featuring Paul Mitchell, owner of Redistricting Partners & VP of Political Data. Paul is a well-known expert on election demographics and redistricting. Please note that you do not need to register for the Annual Conference to attend this Division event.

Please also keep in mind that action at a Council Meeting is required to assign your city's voting delegate that will vote on the annual conference resolutions. Details on the resolution and voting process can be found at www.CACities.org/resolutions.

CONFERENCE REGISTRATION IS REQUIRED TO ATTEND CONFERENCE ACTIVITIES INCLUDING THE GENERAL ASSEMBLY. EACH REGISTRATION IS FOR A SINGLE PERSON. VISIT WWW.CACITIES.ORG/AC FOR MORE INFORMATION.

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September SCAG Regional Council Report from Gardena Councilman Mark Henderson

We met 9/3/2020 to discuss and review the Connect SoCal presentation (see below). This program relates to the RHNA numbers and details the positive impacts of the regional transportation projects. There are some positive economic components in the plan that can spur workforce development. We received the Exec Director report (no reportable action/see below). We received public comment in support of the Connect SoCal plan (see below). I have been asked to be a member of the SCAG Racial Equity committee by President Rex Richardson - Councilmember Long Beach - (see attached). That committee begins in a week or so.

Executive Director's Report: <http://www.scag.ca.gov/about/Pages/ExecutiveDirectorReport.aspx>

Public

Comment: <http://scag.ca.gov/committees/CommitteeDocLibrary/PublicComments090320.pdf>

Connect SoCal Presentation: http://www.scag.ca.gov/committees/CommitteeDocLibrary/JPC-RC_090320_presentation.pdf

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Meeting of the South Bay Association of Chambers of Commerce

September 1, 2020

The South Bay Association of Chambers of Commerce (SBACC) had its monthly meeting on September 1, 2020. Here are the highlights of that meeting:

Key Initiatives.

- Thomas Jelenic, Director of Pacific Merchants Shipping Association, requested support for HR7515, the Maritime Transportation System Emergency Relief Act. This bill proposes to provide financial relief for the ports, which have been severely impacted by loss of revenue because of COVID-19. Port revenue has been impacted by significant operating losses, as commercial cargo has plummeted and cruises and passenger movements in the ports have virtually ceased. To date, no funding has been provided in any of the COVID-19 legislation to assist ports. The proposed funding will cover costs to revive ports around the country and to keep them in a state of readiness. The bill provides \$ 3 ½ B, and will be administered by the Department of Transportation through an application process. The SBACC voted to support this legislation.
- Jacki Bacharach presented a report on the work of the Quality and Productivity Commission of Los Angeles County and provided its Annual Report. The Commission advises the County on productivity and work measurement. Its mission is to provide advice, innovative ideas, assistance and support to the County's elected officials, managers and employees, to promote the effectiveness, efficiency, and quality of County public services. The Commission meets with all 35 departments (1/2 each year) and provides loans and grants to departments for their projects. The Commission holds two annual events, a leadership conference and a luncheon at the Music center where awards are given for the most innovative projects which have saved the County money.
- Kyle Griffith, Political Director of the Yes on Prop 22 campaign, presented a description of the proposition, which would, if passed, make app-based jobs an exception to AB 5, protecting the ability of app-based drivers to choose to work as independent contractors with control over where, when, how long, and for whom they work. Mr. Griffith said that many independent contractors prefer that style and don't want to be employees, as required by AB 5. Those who support Prop 22 believe that AB 5 could lead to the elimination of 80-90% of app-based jobs. The SBACC voted to support this legislation.

Government Affairs Report

- H.R. 7197, the Restaurants Act of 2020. This is a bi-partisan proposal which would, if passed, support hard-hit independent restaurants through a new \$120 B Revitalization Fund. It is expected to be a lifeline to restaurants hard-hit by COVID-19, by helping to secure the employment of 11 million workers across 500,000 small businesses, as well

as the five million more jobs up and down their supply chains. The SBACC voted to support this legislation.

- The SBACC is planning a Virtual Sacramento trip to discuss its priorities with its legislators, in place of the in-person trips that are traditionally made each year. The proposed Virtual Sacramento agenda requested input from the members, such as dates, organization and structure of the meetings, legislators who would be invited, the size of the meetings, and a request for questions and topics to present to the legislators.

Submitted by:

Olivia Valentine,

Chair, South Bay COG

Meeting of the South Bay Aerospace Alliance

The South Bay Aerospace Alliance (SBAA) had its bi-monthly meeting on September 15, 2020. Here are the highlights of that meeting:

- Col. Becky Beers, the new commander at the Los Angeles Air Force Base (LAAFB), was the guest speaker at the SBAA. She hopes to continue the close partnership the LAAFB has had with the surrounding community. Col. Beers stated that Friday September 18th is the birthday of the Air Force. There is a commemorative 24-hour torch relay planned. Usually this is a well-attended event. However, because of COVID-19, this year it will be held virtually, with streaming on the LAAFB's Facebook site.
- Fran Fulton, Economic Development Director of the City of Torrance, reported that Torrance has applied to be the headquarters of the new United States Space Command. If approved, the location would be the former Toyota Headquarters at 190th Street and Western Avenue. Ms. Fulton said the application is strong and has passed the initial screening. So far, Torrance has received wide support and encouragement, including from the Governor of California. Torrance's California competitors for the site are Lompoc, Vandenburg, and Palmdale. The selection will probably be made in January, 2021.

Submitted by:

Olivia Valentine, Chair,
South Bay COG

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