REGULAR MEETING OF THE
WESTSIDE CITIES COUNCIL OF GOVERNMENTS

THURSDAY, APRIL 16, 2020
12:00 PM Meeting
1:15 PM Adjourn

MEETING INFORMATION AND ACCOMMODATION

To combat the spread of Coronavirus (COVID-19), the member cities of the Westside Cities Council of Governments (WSCCOG) have issued a “Safer at Home” emergency order in March 2020, ordering all residents to stay inside their residences and to immediately limit all movement outside of their homes beyond what is absolutely necessary to take care of essential needs. The Los Angeles County Department of Public Health issued a Revised Order on March 21, 2020 which prohibits all public and private group events and gatherings and requires all persons to remain in their homes (except as otherwise provided in the Order for essential activities). The Governor of California issued Executive Orders N-25-20 and N-29-20, which waived certain Brown Act meeting requirements, including any requirements to make a physical meeting location available to the public; and, most recently, the March 19, 2020 Executive Order N-33-22, which ordered all residents to stay at home.

As such, the WSCCOG will provide the Members of the Public to view and participate in the meeting remotely using YouTube Live and Zoom Webinar. The weblink to the YouTube Live and Zoom Webinar will be made available on the WSCCOG website www.westsidecities.org at 11:00 a.m. on Thursday, April 16, 2020.

PUBLIC PARTICIPATION BY PROVIDING E-COMMENT

Members of the Public who wish to comment on matters before the Board are strongly encouraged to submit an email with their written comments limited to 1,000 characters to riley@estolanoadvisors.com by no later than 12:00 p.m. on the day of the meeting. *Note: E-Comments received after 12:00 p.m. will be forwarded to the Board and posted on the COG’s website www.westsidecities.org/meeting as part of the official meeting record. The email address will remain open during the meeting for providing public comment during the meeting. Emails received during the meeting will be read out loud at the appropriate time during the meeting provided they are received before the Board takes action on an item (or can be read during general public comment).

For any questions regarding the virtual meeting, please contact Winnie Fong at winnie@estolanoadvisors.com or (323) 306-9856 and Riley O’Brien at riley@estolanoadvisors.com.
AGENDA

1. CALL TO ORDER

2. WELCOME, INTRODUCTIONS, AND IDENTIFICATION OF VOTING MEMBERS (2 min)

3. ACTION ITEMS (3 min)
   A. Approval of February 13, 2020 Draft Meeting Notes
      Recommended Action: Approve the February 13, 2020 draft meeting notes
   B. SCAG Transportation Committee Representative Appointment
      Recommended Action: Appoint Honorable Thomas Small of City of Culver City as the WSCCOG Representative to the SCAG Transportation Committee
   C. SCAG Community, Economic and Human Development (CEHD) Representative Appointment
      Recommended Action: Appoint Honorable Lauren Meister of City of West Hollywood as the WSCCOG Representative to the SCAG CEHD Committee
   D. Metro Westside/Central Service Council Representative Nomination
      Recommended Action: Nominate David Feinberg of Santa Monica Big Blue Bus as the WSCCOG Representative to the Metro Westside/Central Service Council
   E. Regional Priority Infrastructure Investments
      Potential Action: Discussion and potential action for the WSCCOG to collaborate with other Subregional COGs to advocate for certain priority infrastructure investments

4. TRANSPORTATION STRATEGIC INTIATIVE (27 min)
   A. Measure R Amendment Opportunity – Craig Hoshijima, Metro (7 minute)
   B. WSCCOG Mobility Study Presentation – Chelsea Richer and John Muggridge, Fehr & Peers (20 min)

5. HOUSING/HOMELESSNESS STRATEGIC INTIATIVE (3 min)
   A. County of Los Angeles COVID-19 Updates Related to Homelessness
   B. County Homeless Initiative Innovation Grant

6. COVID-19 DISCUSSION (35 min)
   A. Member cities to report on their response actions, discuss opportunities for regional collaboration, and identify needs from State and Federal assistance programs related to COVID-19
7. RECEIVE AND FILE
   A. WSCCOG FY18-19 Audit Letter

8. ANNOUNCEMENTS (2 min)
   A. Form 700 Deadline Extension – June 1, 2020

9. FUTURE MEETING LOCATIONS AND AGENDA ITEMS
   A. Future Meeting Location
      i. Thursday, June 11, 2020 at City of Santa Monica
   B. Future Agenda Items
      i. WSCCOG Boardmember Requests for Future Agenda Items

10. E-PUBLIC COMMENTS (3 min)

11. ADJOURN
1. CALL TO ORDER
Mayor Meghan Sahli-Wells (WSCCOG Chair) called the meeting to order at 12:08 pm.

2. WELCOME, INTRODUCTIONS, AND IDENTIFICATION OF VOTING MEMBERS

3. ACTION ITEMS

A. Approval of December 12, 2019 Draft Meeting Notes
A motion was made by Councilmember John Heilman (WSCCOG Secretary) and seconded by Mayor Kevin McKeown (WSCCOG Vice Chair) to approve the December 12, 2019 meeting notes. The motion passed unanimously.
4. EXECUTIVE DIRECTOR’S ORAL REPORT
Cecilia V. Estolano (WSCCOG Executive Director) announced Fernando Morales as the new alternate to Supervisor Sheila Kuehl (Supervisorial District 3). Ms. Estolano gave a reminder to the boardmembers to submit their Form 700s to the WSCCOG staff in time to avoid late fines. Ms. Estolano also announced the call for nominations for the WSCCOG representative to the Metro Westside/Central Service Council in which Vice Chair McKeown declared his nomination for David Feinberg of Santa Monica Big Blue Bus.

5. TRANSPORTATION STRATEGIC INITIATIVE
   
   A. WSCCOG Mobility Study
   Ms. Estolano provided a brief update on the WSCCOG Mobility Study and announced an upcoming in-person focus group meeting on February 27, 2020 in West Los Angeles.

6. HOUSING/HOMELESSNESS STRATEGIC INITIATIVE
   
   A. WSCCOG Regional Homelessness Strategic Action Plan Presentation
   Winnie Fong, WSCCOG Project Director, presented a high-level overview of the proposed recommendations for the Strategic Plan. Secretary Heilman requested that the plan include timeline and dates to the proposed actions, as well as advocated for a change in state law to treat homeless individuals who refuse treatment and are gravely disabled. In reference to the recommendation to explore the Housing Trust Fund, Secretary Heilman inquired what that means for cities that already have such program and whether we are recommending additional resources for existing Housing Trust Funds. Vice Chair McKeown expressed the importance to workforce training, particularly to those with lived experience who can be trained and work in the field. Chair Sahli-Wells stated the need to look at strategies for the hidden homeless population and inquired about how this plan will be implemented. Cecilia responded that the plan is already organized by recommendations with timeline, identified potential funding sources, and the responsible entities, including key actions that would taken by individual cities and strategies spearheaded by the WSCCOG Homelessness Working Group. Ms. Estolano added that to keep WSCCOG accountable to the action plan, we will provide ongoing process reports on the activities and actions related to the plan at the WSCCOG regular board meetings. The Boardmembers requested that the WSCCOG Regional Homelessness Strategic Plan Ad Hoc Committee continue to convene, as needed. Sarah Patterson (SCAG) announced that SCAG has AB 101 funding set aside for cities that are interested in establishing a housing trust fund. Secretary Heilman asked the staff to look into types of facilities that can be jointly produced to serve the homeless population with special needs, substance abuse with additional beds and transitional housing. Chair Sahli-Wells added the need to focus on a robust network of landlords to accept Section 8 vouchers in order for our community members to remain in the neighborhood.

7. PRESENTATIONS AND DISCUSSION
   
   A. NextGen Bus Plan Presentation
   Stephen Tu (Metro) presented information of the NextGen Bus Plan and provided a tutorial on the Next Gen Bus Plan’s interactive map online https://www.metro.net/projects/nextgen/. The board members and staff engaged
in a discussion with Metro regarding identifying hot spots for bus only lanes, installing more bus shelters, and addressing public safety on transit.

8. LEGISLATION

B. State Legislation Update

C. Alquist-Priolo Earthquake Fault Zoning Act – Raj Patel, City of Beverly Hills Building Official
   i. This item has been postponed to the next board meeting.

9. RECEIVE AND FILE

10. ANNOUNCEMENTS

A. Chair Sahli-Wells announced a bus real-time app launched by the City of Culver City, as well as informed the board members that the State had recently released the Zero Traffic Fatalities Task Force report from CalSTA.

11. FUTURE MEETING LOCATIONS AND AGENDA ITEMS

12. PUBLIC PARTICIPATION

13. ADJOURN
   The WSCCOG Board adjourned at 1:15 p.m.
DATE:        April 16, 2020
TO:          Westside Cities Council of Governments Board
FROM:        Westside Cities Council of Governments Staff
SUBJECT:     SCAG Transportation Committee Representative Appointment

**Recommended Action**
Appoint the Honorable Thomas Small of City of Culver City as the WSCCOG representative to the SCAG Transportation Committee.

**Background**
The role of the SCAG Transportation Committee is to study and provide policy recommendations to the Regional Council relative to challenges and opportunities, programs and other matters, which pertain to the regional issues of mobility and accessibility, including, but not limited to all modes of surface transportation, transportation system preservation and system management, regional aviation, regional goods movement, transportation finance as well as transportation control measures. The SCAG Transportation Committee meets on the first Thursday of every month from 10:00am to 12:00pm at the SCAG Headquarters located in Downtown Los Angeles.

The current representative for the WSCCOG is Councilmember Thomas Small City of Culver City whose term expires in April 2020. WSCCOG is seeking to appoint a new representative to serve on the SCAG Transportation Committee for a two-year term beginning May 1, 2020. WSCCOG posted the candidacy notice on March 12, 2020 and received one letter of interest Councilmember Small to continue serving another two-year term.

**Attachments**
- A. Letter of Interest – Councilmember Thomas Small (City of Culver City)
April 2, 2020

Ms. Cecilia Estolano  
Executive Director  
Westside Cities Council of Governments  
448 S. Hill Street, Suite 1105  
Los Angeles, CA  90013

Subject: WSCCOG Reappointment to the Southern California Association of Governments’ Transportation Committee

Dear Ms. Estolano:

Please accept this letter of interest to continue to serve as the WSCCOG Representative to the SCAG Transportation Committee. I have participated in virtually all SCAG Transportation Committee meetings and major SCAG Conferences over the past several years.

The role of the SCAG Transportation Committee is to study problems, programs and other matters which pertain to the regional issues of mobility, air quality, transportation control measures and communications, and make recommendations on such matters to the SCAG Regional Council. The Committee has been discussing and advising the Go Human campaign’s effort to promote safety and active transportation in the region; increasing the efficiency of the regional goods movement; and reviewing opportunities to advance the deployment of zero emission vehicles. I believe I am qualified to continue to serve as a Committee Member representing the WSCCOG and addressing mobility challenges remain a top priority for us.

My other roles in the region contribute to my experience on the SCAG Transportation Committee. I’m currently serving my third year as Chair of the Sustainability Council for LA Metro, one of the advisory councils to the Metro Board and am serving on the City Council’s Mobility, Traffic, and Parking Subcommittee. Recently, I led the City’s Transit Oriented Development’s District Visioning Project and attended many conferences on Transportation, including those hosted by the National Association of City Transportation Officials (NACTO).

I’ve also made presentations and spoke on panels about mobility issues at several conferences, which have included officials from Los Angeles Department of Transportation and LA Metro. I have also presented with John Rossant, President of Commotion LA Conference in its Culver City Speaker series.
The WSCCOG needs to continue to have a strong presence on the SCAG Transportation Committee to identify and promote a variety of transit and mobility options, greenhouse gas reduction, infrastructure improvements, and first and last mile mobility and local circulation objectives, which may be unique to our region. I look forward to continuing to work with the WSCCOG to promote our shared goals. My schedule allows me to continue to attend the SCAG Transportation Committee meetings regularly and update the WSCCOG Executive Director on all issues. I appreciate the Board’s consideration of my appointment.

Sincerely,

Thomas Aujero Small
Council Member

cc: The Honorable WSCCOG Board Members
    The Honorable Mayor and Members of the City Council
    John M. Nachbar, City Manager
DATE:        April 16, 2020
TO:          Westside Cities Council of Governments Board
FROM:        Westside Cities Council of Governments Staff
SUBJECT:     SCAG Community, Economic and Human Development (CEHD) Committee Representative Appointment

**Recommended Action**

Appoint the Honorable Lauren Meister of City of West Hollywood as the WSCCOG representative to the SCAG Community, Economic and Human Development (CEHD) Committee.

**Background**

The role of the SCAG CEHD Committee is to study problems, programs and other matters which pertain to the regional issues of community, economic and human development and growth. This committee reviews projects, plans and programs of regional significance for consistency and conformity with applicable regional plans. The CEHD Committee has oversight of the Growth Visioning and Growth Forecasting processes, as well as the Regional Housing Needs Assessment, the Intergovernmental Review effort and the monitoring and analysis of the Regional Economy.

The current representative for the WSCCOG is Councilmember Lauren Meister of City of West Hollywood whose term expires in May 2020. WSCCOG is seeking to appoint a new representative to serve on the SCAG Transportation Committee for a two-year term beginning June 1, 2020. WSCCOG posted the candidacy notice on March 12, 2020 and received one letter of interest Councilmember Meister to continue serving another two-year term.

**Attachments**

A. Letter of Interest – Councilmember Lauren Meister (City of West Hollywood)
March 31, 2020

Cecilia Estolano, Executive Director
Westside Cities Council of Governments
c/o Estolano Lesar Advisors, LLP
448 South Hill Street, #618
Los Angeles, CA 90013

Re: Letter of Interest: Reappointment as the Westside Cities Council of Governments (WSCCOG) to the Southern California Association of Governments’ (SCAG) Community, Economic and Human Development Committee (2020-2022)

Dear Ms. Estolano:

I am writing to you to express my interest in continuing to serve as the WSCCOG’s representative to SCAG’s Community, Economic and Human Development Committee (CEHD). Over the last two years, I have served on SCAG’s CEHD and actively participated in the discussions, which involved discussions and considerations of critical planning efforts for Southern California. One of those important projects is Connect SoCal, which is a long-range vision that balances future mobility and housing needs with economic, environmental and public health goals. Connect SoCal will help guide the region’s growth and includes transportation improvements and land use ideas to shape the future of Southern California.

In 2019, SCAG, as a Metropolitan Planning Organization (MPO) initiated the process to update the Regional Housing Needs Assessment (RHNA). During this process, the CEHD played an important advisory role, reviewing the recommendations from SCAG’s RHNA subcommittee, and then formulated its own recommendations to SCAG’s Regional Council.

Our state’s ongoing challenges with lack of affordable housing for instance, will now become more onerous considering the irruption of COVID-19 and the ensuing economic hardship we will all face and endure. This new reality requires an in-depth understanding of complex issues and policies. As a policymaker for the City of West Hollywood, I am committed to finding solutions that best meet the community’s diverse needs.

The WSCCOG is comprised of vibrant Westside cities, each with its own character, and should have a representative who is cognizant of and sensitive to our cities’ differences, our cities’ similarities, and our cities’ common goals. Participating in this committee will also prepare me for the SCAG’s Regional Council District #41 position when that seat becomes available.
For all these reasons, I respectfully submit my letter of interest for the WSCCOG’s Board consideration for reappointment to SCAG’s Community, Economic and Human Development Committee.

Thank you in advance for your time and consideration. Should you have any questions or need additional information, please contact me at 323-848-6460.

Sincerely,

[Signature]

Lauren Meister,  
Councilmember

LM:hgm
DATE: April 16, 2020
TO: Westside Cities Council of Governments Board
FROM: Westside Cities Council of Governments Staff
SUBJECT: Metro Westside/Central Service Council Representative Nomination

**Recommended Action**
Nominate David Feinberg of Santa Monica Big Blue as the WSCCOG’s representative of the Metro Westside/Central Service Council.

**Background**
The representatives of the Westside/Central Service Council are in charge of making recommendations on bus routes and schedules for metro bus lines operating within the subregion. The Council is comprised of (4) members nominated for appointment by the Mayor of Los Angeles, (1) each by Los Angeles County Supervisors Mark Ridley Thomas (2nd District) and Sheila Kuehl (3rd District), and (3) members nominated by the WSCCOG.

Our current WSCCOG representative, David Feinberg (Santa Monica Big Blue Bus), has a term that will expire on June 30, 2020. Metro is requesting the WSCCOG to submit a letter nominating the incumbent or a replacement appointee to complete the July 1, 2020 – June 30, 2023 term by April 24, 2020 in order to ensure that a fully appointed Service Council is maintained.

WSCCOG posted the candidacy notice on February 13, 2020 and received one letter of interest from Mr. Feinberg has expressed interest to serve another 3-year term on the Service Council.

**Attachment**
A. Letter of Interest – David Feinberg (Santa Monica Big Blue Bus)
January 14, 2020

Ms. Winnie Fong
Estolano Advisors
448 S. Hill Street, Suite 1105
Los Angeles, CA 90013

Dear Ms. Fong:

I am writing to ask the Westside Cities Council of Governments to continue to allow me to serve on the Los Angeles County Metropolitan Transportation Authority’s Westside/Central Service Sector Service Council.

Since being appointed to the Service Council I have worked to represent the voice of the Westside transit customer on Metro’s bus and rail system. Specifically, I have pushed for improvement in the areas of on-time performance, rider safety and bus stop cleanliness. I will continue to press agency staff for better coordination of service between Metro and the Municipal Operators in the Westside Cities Council of Governments service area.

If you have any questions about my qualifications, please feel free to contact me at (310) 458-1975 ext. 5848.

Sincerely,

David Feinberg
Transit Government Relations Officer
DATE: April 16, 2020

TO: Westside Cities Council of Governments Board

FROM: Westside Cities Council of Governments Staff

SUBJECT: Regional Priority Infrastructure Investments

Discussion and Potential Action:
Discussion and potential action for the WSCCOG to collaborate with other Subregional Council of Governments (COGs) to advocate for certain priority infrastructure investments.

Background
The COVID-19 pandemic and subsequent Safer at Home emergency orders have dealt an economic blow across the U.S. To date, the federal response has primarily focused on immediate financial relief for households, businesses, governments, and the healthcare industry. With an imminent recession looming, federal and state lawmakers are proposing additional stimulus bills focused on infrastructure development to get people back to work and jump-start the economy. This overview provides background on proposed federal and state infrastructure bills and presents key areas of investment for the WSCCOG to consider in their advocacy.

Proposed Stimulus Package
On Tuesday March 29, the U.S. President called for a $2 trillion infrastructure plan. This would be the fourth federal COVID stimulus package as the country recovers from the pandemic’s economic impact. House Democrats have also pushed for an infrastructure bill to infuse the economy. Speaker Pelosi and other House committee chairs revealed initial components of the potential bill, which include expanding rural broadband and 5G capacity, building community health centers, and repairing water infrastructure. During the legislative recess, Democratic legislators are expected to continue to draft the infrastructure package. House Democrats included infrastructure investments in earlier COVID stimulus packages that were eventually cut. This included funds to “strengthen the nation’s electric grid and transit systems and enhance protections for workers on front lines of the pandemic.” Congress is not expected to return to session until April 20. This is a timely opportunity for the COGs to develop a unified infrastructure investment plan to propose to member of Congress.

Regional Broadband
California’s Safer at Home emergency orders have made broadband access and quality more important than ever before. From online schooling to working from home, broadband access and internet speed are vital for households, businesses, and local governments alike to stay informed and connected to available resources. Even before COVID, researchers determined broadband to be an essential infrastructure “that impact health and life outcomes” of communities. In addition to increasing social equity, broadband infrastructure is a considerable economic development tool that municipalities across the world invest in to attract and retain companies in the digital sector. Most recently, the South Bay Workforce Investment Board and South Bay Cities Council of Governments completed a Broadband Fiber-Optic Master Plan for
the South Bay region “to support job creation, business retention and layoff aversion.” In October 2019, they retained a Master Services Agreement with American Dark Fiber to provide a “ring passing all of the South Bay City Halls as well as laterals connecting each site to the ring.” A significant portion of costs will be covered from Metro’s Measure M Subregional funds. The fiber-optic network is expected to cost the same or lower than what cities are already paying for service.

At the State level, California Senator Lena Gonzalez introduced Senate Bill 1130, which would allow the State “to actively promote the transition of the state’s legacy communications infrastructure into multi-gigabit fiber network that is competitive, affordable, and available to all residents lacking high-speed access.”

**Accelerate Metro NextGen Bus Plan**
Under the Coronavirus Aid, Relief, and Economic Security (CARES) act, the Federal government will provide $25 billion to transit agencies nationwide to help prevent, prepare for and respond to the COVID-19 pandemic. Metro seeks to secure this funding to assist in matters directly related to the COVID-19 pandemic. Metro would also need to seek funding sources to cover the financial hit to the agency due to the loss of sales tax revenue, particularly in its efforts to accelerate infrastructure improvements to implement the Metro NextGen Bus Plan as part of the County’s COVID-19 recovery plan.

**Expand Electric Vehicle Infrastructure**
California’s ambitious carbon-neutrality goals have accelerated the demand for electric vehicles (EVs). Electric vehicles, trucks, and other transportation equipment are clean alternatives and directly address the State’s largest source of carbon pollution: transportation. A major barrier to the proliferation of EVs is EV infrastructure. Research reveals that the vast majority of metropolitan areas “do not have enough EV charging infrastructure to support the expected three million EVs that will be on the road by 2025.” The California Public Utility Commission and electric utility partners are already piloting programs in the state to deliver the electric infrastructure necessary for the expected demand in EV charging stations.
February 27, 2020

Dear Metro Stakeholders:

Metro is considering changes to the Measure R sales tax ordinance, which may impact currently planned projects, and is seeking input from key stakeholders to help inform this process. The potential changes involve a transfer of funds designated for highways to transit uses, or vice versa, and the creation of new projects or adding funds to existing projects.

Metro asks that you contact us if you have any input or would like additional information regarding the potential ordinance amendment. Metro is available to discuss this matter in person, including to stakeholder groups. Please contact us by March 31, 2020 at MeasureR@metro.net. Metro’s points of contact are Laurie Lombardi, Senior Executive Officer, Financial Planning, Programming and Grants, and Craig Hoshijima, Deputy Executive Officer, Strategic Financial Planning.

The Measure R Sales Tax

The Measure R sales tax became effective in January 2009 and identifies the allowable uses for a 0.5% countywide sales tax in Los Angeles County that funds transportation improvement projects and transit operations. The sales tax ordinance created both transit and highway capital “subfunds” that receive a percentage of the Measure R sales tax revenue and fund the capital projects listed in an “Expenditure Plan.”

The Metro Board may amend the Measure R ordinance not more than once every ten years, beginning in 2020, to transfer sales tax revenue between the transit and highway capital subfunds.

Why Make Transfers?

Metro and the communities that it serves may want to transfer Measure R capital funds for the following reasons:

- Add transit or highway funding for a new project. Metro, a subregion, or other local agency in the county may want to cancel one or more Measure R project or use “surplus” funding from a project, and apply the funds to a new project. An example is the potential suspension of the $906 million South Bay highway program, transfer of remaining funds to transit, and creation of new transit projects in the Expenditure Plan.
• **Add transit or highway funding to an existing project.** This would apply freed-up and or surplus funding to a project that is already in the Expenditure Plan. An example is the addition of South Bay highway program funding for the Green Line to Torrance light rail project.

• **Transfer funds to pay interest on debt.** Metro may be compelled to transfer highway capital project contingency funds to transit capital project contingency to pay interest on transit debt. Such a transfer would be needed to ensure transit funds pay for transit costs, including the interest to finance transit projects. Metro expects that any such transfer can be postponed until the next ten-year transfer window.

**Why Amend the Ordinance?**

The ordinance would be amended to allow for an inter-fund transfer, change the funding amount of a project, or if a new project is added. However, if a project can be funded from the surplus of a project already in the Expenditure Plan, there is no need for a transfer, as the ordinance allows the Board to fund new projects of the same transit or highway category in a subregion without an amendment. So, in the South Bay highway program example above, the ordinance would not need to be amended if the Board determined the South Bay highway program is completed and the surplus is used for one or more other highway capital projects in the same subregion.

**Why Amend the Ordinance Now?**

There are two factors driving the timing of the potential transfer amendment – 2020 is the first opportunity for a transfer and subregions may want to start new projects as soon as possible. Metro expects that a proposed amendment could be considered by the Metro Board as early as June 2020 and formally adopted by two-thirds Board approval in mid-2021 (there is a one-year advance notice requirement if funding for a project is reduced).

**What Are the Options?**

At this time, there are four subregions that have either expressed an intent to cancel a project, or anticipate having Measure R surplus funds after the completion of a project. These are summarized below.
## Potential Surplus Measure R for Transfer

<table>
<thead>
<tr>
<th>Project(s)</th>
<th>Measure R Subfund</th>
<th>Estimated Surplus (millions)</th>
<th>Availability of Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subregion: North County</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)</td>
<td>Highway</td>
<td>Pending completion</td>
<td>Project completion</td>
</tr>
<tr>
<td><strong>Subregion: South Bay</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-405, I-110, I-105, and SR-91 Ramp and Interchange Improvements</td>
<td>Highway</td>
<td>Pending deduction of cost of prior highway commitments</td>
<td>Determined by amendment</td>
</tr>
<tr>
<td><strong>Subregion: San Fernando Valley</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Fernando Valley North-South Rapidways (Canoga Corridor)</td>
<td>Transit</td>
<td>$182.0</td>
<td>After FY 2029</td>
</tr>
<tr>
<td>Interstate 5 Capacity Enhancement from SR-134 to SR-170</td>
<td>Highway</td>
<td>$30.0</td>
<td>After FY 2029</td>
</tr>
<tr>
<td><strong>Subregion: Gateway</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate 5 from I-605 to Orange County Line</td>
<td>Highway</td>
<td>To West Santa Ana Branch</td>
<td>After FY 2029</td>
</tr>
<tr>
<td>Interstate 5 Carmenita Road Interchange Improvement</td>
<td>Highway</td>
<td>$92.9</td>
<td>After FY 2029</td>
</tr>
</tbody>
</table>

Not included in this table are two projects that had surplus funds remaining after completion. The I-5/SR-14 project was deemed completed by Metro and the surplus was used on new projects in the North County subregion. The projected surplus on Expo II will be used on the Purple Line Extension Section 2 project.

### Unknowns

Two key unknowns are the amount of surplus funding, given several of the projects that may have a surplus are not yet completed, and the deferred availability of the surplus funds.

- The estimated surplus may be needed to complete projects that are in progress, if the remaining cost to complete the projects is higher than anticipated or if other sources of funding are not available. Understanding that the amount of any surplus available for transfer is unknown until the Board determines the project to be complete, the ordinance amendment may include placeholders – for example, a new project could be funded upon the completion of the prior project, identification of actual surplus, and subsequent transfer of funds.

- Much of the projected surplus is not immediately available and has been deferred to the third decade of Measure R, after FY 2029. Although the estimated surplus has been
known since 2008, as several projects in the Measure R Expenditure Plan were funded from other sources prior to the passage of the sales tax, the worldwide recession reduced the total amount of Measure R funds available and required that the surplus funding be pushed-out.

- It should be noted that the estimated amount of Measure R surplus was initially much higher, until January 2016 when Metro swapped Measure R funds with Prop C sales tax revenues. Currently, surplus Prop C funds remain available to the respective subregion but are not available for transfer to the Measure R transit subfund.

For those subregions that want to use surplus highway funds on a highway project or projects, or vice versa for transit, no transfer amendment to the ordinance is needed. But if a transfer is requested, the subregions should identify the existing Measure R source and the newly created use of funds.

*Subregions Without Surplus Funding*

Other subregions, local agencies, or other stakeholders may have ideas or proposals regarding amendments to the ordinance that can be considered. Metro and/or the subregional councils will undertake public outreach to determine if such interest exists.

*Amendment Language*

Attached for discussion purposes is draft amendment language that would provide for transfers between the Measure R highway and transit subfunds, use of transferred surplus revenues within a subregion, reduce funding for the South Bay highway program, and add South Bay transit projects. Also attached is a mark-up of the ordinance Expenditure Plan under these amendment assumptions.

We appreciate your consideration of this information and look forward to discussing this matter in detail with you.
Section 18.0 TRANSFERRING NET REVENUES BETWEEN SUBFUNDS

a. Net Revenues not to exceed $[A] shall be transferred from the Highway Capital Subfund to the Transit Capital Subfund no later than January 2030 for use on eligible Transit Capital Projects within the South Bay subregion. The amount of Net Revenues for the "Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)" project on line 33 in Attachment A is reduced from $906,000,000 to $[B]. The "[South Bay Transit Investments]" project is added to the Transit Capital Projects as shown in Amended Attachment A.

b. Any surplus Net Revenues under Section 7(d)(4) may be transferred from the Transit Capital Subfund to the Highway Capital Subfund no later than January 2030 for one or more Highway Projects within the same subregion as the completed Transit Project.

c. Any surplus Net Revenues under Section 7(e)(4) may be transferred from the Highway Capital Subfund to the Transit Capital Subfund no later than January 2030 for one or more Transit Projects within the same subregion as the completed Highway Project.
## Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan

### ATTACHMENT A

#### 30 Years, Fiscal Year (FY) 2010 - 2039

As Adopted by the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008 and Amended _____, 2021

($ in millions)

### New Sales Tax (Assembly Bill 2321) vs. Other Funds

<table>
<thead>
<tr>
<th>Subfund</th>
<th>Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)</th>
<th>Cost Estimate</th>
<th>Minimum</th>
<th>Additional</th>
<th>Total</th>
<th>Federal Funding</th>
<th>State Funding</th>
<th>Local Funding (Rail is 3% except as noted)</th>
<th>Funds Available Beginning</th>
<th>Expected Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>Transit Projects: New Rail and/or Bus Rapid Transit Capital Projects. Could include rail improvements or exclusive bus rapid transit improvements in designated corridors.</strong></td>
<td>Escalated $</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>2</td>
<td>Eastside Light Rail Access (Gold Line)</td>
<td>$ 30</td>
<td>$ 30</td>
<td>-</td>
<td>$ 30</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>FY 2010</td>
<td>FY 2013</td>
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<tr>
<td>3</td>
<td>Exposition Boulevard Light Rail Transit</td>
<td>$ 1,632</td>
<td>$ 925</td>
<td>-</td>
<td>$ 925</td>
<td>-</td>
<td>$ 353</td>
<td>$ 354</td>
<td>FY 2010-12</td>
<td>FY 2013-15</td>
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<td>4</td>
<td>Metro and Municipal Regional Clean Fuel Bus Capital Facilities and Rolling Stock (Metro's share to be used</td>
<td>$ 150</td>
<td>$ 150</td>
<td>-</td>
<td>$ 150</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>FY 2010</td>
<td>FY 2039</td>
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<tr>
<td>5</td>
<td>Regional Connector (links local rail lines)</td>
<td>$ 1,320</td>
<td>$ 160</td>
<td>-</td>
<td>$ 160</td>
<td>$ 708</td>
<td>$ 186</td>
<td>$ 266 b</td>
<td>FY 2014-16</td>
<td>FY 2023-25</td>
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<tr>
<td>6</td>
<td>Crenshaw Transit Corridor - project acceleration</td>
<td>$ 1,470</td>
<td>$ 235.5</td>
<td>$ 971.5</td>
<td>$ 1,207</td>
<td></td>
<td></td>
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<td>FY 2010-12</td>
<td>FY 2016-18</td>
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<td>7</td>
<td>Gold Line Eastside Extension</td>
<td>$ 1,310</td>
<td>$ -</td>
<td>$ 1,271</td>
<td>$ 1,271</td>
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<td></td>
<td></td>
<td>FY 2022-24</td>
<td>FY 2033-35</td>
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<td>8</td>
<td>Gold Line Foothill Light Rail Transit Extension</td>
<td>$ 758</td>
<td>$ 735</td>
<td>-</td>
<td>$ 735</td>
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<td></td>
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<td>FY 2010-12</td>
<td>FY 2015-17</td>
</tr>
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<td>9</td>
<td>Green Line Extension to Los Angeles International Airport</td>
<td>$ 200</td>
<td>$ -</td>
<td>$ 200</td>
<td>$ 200</td>
<td></td>
<td></td>
<td></td>
<td>FY 2010-12</td>
<td>FY 2015-28 d</td>
</tr>
<tr>
<td>10</td>
<td>Green Line Extension: Redondo Beach Station to South Bay Corridor</td>
<td>$ 280</td>
<td>$ -</td>
<td>$ 272</td>
<td>$ 272</td>
<td></td>
<td></td>
<td></td>
<td>FY 2028-30</td>
<td>FY 2033-35</td>
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<tr>
<td>11</td>
<td>San Fernando Valley I-405 Corridor Connection (match to total project cost)</td>
<td>TBD</td>
<td>$ -</td>
<td>$ 1,000</td>
<td>$ 1,000</td>
<td></td>
<td></td>
<td></td>
<td>FY 2030-32</td>
<td>FY 2038-39</td>
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<tr>
<td>12</td>
<td>San Fernando Valley North-South Rapidways (Canoga Corridor) - project acceleration</td>
<td>$ 188</td>
<td>$ 32 e</td>
<td>$ 150</td>
<td>$ 182</td>
<td></td>
<td></td>
<td></td>
<td>FY 2010-12</td>
<td>FY 2014-16</td>
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<tr>
<td>13</td>
<td>San Fernando Valley East North-South Rapidways - project acceleration</td>
<td>$ 70</td>
<td>$ 68.5 e</td>
<td>-</td>
<td>$ 68.5</td>
<td></td>
<td></td>
<td></td>
<td>FY 2013-15</td>
<td>FY 2016-18</td>
</tr>
<tr>
<td>14</td>
<td>West Santa Ana Branch Corridor (match to total project cost)</td>
<td>TBD</td>
<td>$ -</td>
<td>$ 240</td>
<td>$ 240</td>
<td></td>
<td></td>
<td></td>
<td>FY 2015-17*</td>
<td>FY 2025-27*</td>
</tr>
<tr>
<td>15</td>
<td>Westside Subway Extension - to be opened in segments</td>
<td>$ 4,200</td>
<td>$ 900</td>
<td>$ 3,174</td>
<td>$ 4,074</td>
<td></td>
<td></td>
<td></td>
<td>FY 2013-15</td>
<td>FY 2034-36</td>
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<tr>
<td>16</td>
<td>South Bay Transit Investments</td>
<td>$ 500</td>
<td>-</td>
<td>-</td>
<td>$ 500</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>As funds become available</td>
<td></td>
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<tr>
<td>17</td>
<td>Capital Project Contingency (Transit)-Escalation Allowance for lines 8-17 to be based on year of construction</td>
<td>$ 7,331</td>
<td>$ 173</td>
<td>$ 3,103</td>
<td>$ 3,276</td>
<td>$ 2,200</td>
<td>$ 1,015</td>
<td>$ 840 g</td>
<td>FY 2010</td>
<td>FY 2039</td>
</tr>
<tr>
<td>18</td>
<td><strong>Total New Rail and/or Bus Rapid Transit Capital Projects</strong></td>
<td><strong>$ 18,939 h</strong></td>
<td>$ 3,408.5</td>
<td>$ 10,381.5</td>
<td><strong>$ 13,790</strong></td>
<td>$ 2,908</td>
<td>$ 1,554</td>
<td>$ 1,965</td>
<td>FY 2010</td>
<td>FY 2039</td>
</tr>
</tbody>
</table>

*Escalated $: $1,943 of $18,939.*

*Total New Rail and/or Bus Rapid Transit Capital Projects: $19,439.*

Prepared by Programming & Policy Analysis

Page 2 of 4

S:Sales Tax New/Expend Plan amendment 1 2-27-20.xls
## Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan

30 Years, Fiscal Year (FY) 2010 - 2039

As Adopted by the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008 and Amended _____, 2021

($ in millions)

### Subfund

<table>
<thead>
<tr>
<th>Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)</th>
<th>Minimum</th>
<th>Additional</th>
<th>Total</th>
<th>Federal Funding</th>
<th>State Funding</th>
<th>Local Funding (Rail is 3% except as noted)</th>
<th>Funds Available Beginning</th>
<th>Expected Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Highway Projects: Capital Projects - Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Alameda Corridor East Grade Separations Phase II</td>
<td>$200</td>
<td>$200</td>
<td>$400</td>
<td>$200</td>
<td>$336</td>
<td>$187</td>
<td>As funds become available</td>
<td></td>
</tr>
<tr>
<td>BNSF Grade Separations in Gateway Cities</td>
<td>$35</td>
<td>$35</td>
<td>$35</td>
<td>$35</td>
<td>$35</td>
<td>$35</td>
<td>As funds become available</td>
<td></td>
</tr>
<tr>
<td>Countywide Soundwall Construction (Metro regional list and Monterey Park/SR-60)</td>
<td>$250</td>
<td>$250</td>
<td>$250</td>
<td>$250</td>
<td>$250</td>
<td>$250</td>
<td>FY 2010 FY 2039</td>
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<tr>
<td>High Desert Corridor (environmental)</td>
<td>$33</td>
<td>$33</td>
<td>$33</td>
<td>$33</td>
<td>$33</td>
<td>$33</td>
<td>As funds become available</td>
<td></td>
</tr>
<tr>
<td>Interstate 5 / St. Route 14 Capacity Enhancement</td>
<td>$90.8</td>
<td>$90.8</td>
<td>$15</td>
<td>$41</td>
<td>$14</td>
<td>FY 2010 FY 2013-15</td>
<td></td>
<td></td>
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<tr>
<td>Interstate 5 Capacity Enhancement from I-605 to Orange County Line</td>
<td>$264.8</td>
<td>$264.8</td>
<td>$78</td>
<td>$834</td>
<td>$63</td>
<td>FY 2010 FY 2016-17</td>
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<tr>
<td>I-5 Capacity Enhancement from SR-134 to SR-170</td>
<td>$271.5</td>
<td>$271.5</td>
<td>$50</td>
<td>$264</td>
<td>$24</td>
<td>FY 2010 FY 2013</td>
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<tr>
<td>I-5 Carmenita Road Interchange Improvement</td>
<td>$138</td>
<td>$138</td>
<td>$97</td>
<td>$154</td>
<td>$14</td>
<td>FY 2010 FY 2015</td>
<td></td>
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</tr>
<tr>
<td>Highway Operational Improvements in Arroyo Verdugo subregion</td>
<td>$170</td>
<td>$170</td>
<td>$170</td>
<td>$170</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Highway Operational Improvements in Las Virgenes/Malibu subregion</td>
<td>$175</td>
<td>$175</td>
<td>$175</td>
<td>$175</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)</td>
<td>$906</td>
<td>$906</td>
<td></td>
<td>$906</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)</td>
<td>$410</td>
<td>$410</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Interstate 605 Corridor “Hot Spot” Interchanges</td>
<td>$590</td>
<td>$590</td>
<td></td>
<td>$590</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate 710 North Gap Closure (tunnel)</td>
<td>$780</td>
<td>$780</td>
<td></td>
<td>$780</td>
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<tr>
<td>Interstate 710 South and/or Early Action Projects</td>
<td>$590</td>
<td>$590</td>
<td></td>
<td>$590</td>
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<tr>
<td>State Route 138 Capacity Improvements</td>
<td>$200</td>
<td>$200</td>
<td></td>
<td>$200</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital Project Contingency (Highway)-Escalation Allowance for lines 31-38 to be based on year of construction</td>
<td>$2,575</td>
<td>$2,575</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Capital Projects Highway: Carpool Lanes, Highways, Goods Movements, Grade Separations, and Soundwalls</strong></td>
<td>$22,337</td>
<td>$1,215.1</td>
<td>$6,664.9</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
Measure R Ordinance
10-Year Review Amendment

WSCCOG
April 16, 2020
Summary

• Metro staff has started a process to amend the Measure R Ordinance
• The process involves outreach to the public and key stakeholders to determine transfer amounts and any new projects
• Board will consider the amendment language in June 2020
Schedule

- Metro distributes information
- Metro initiates coordination with stakeholders

Feb

Mar

Subregions complete internal discussions

Apr

May

Metro Board meeting to consider amendment language

Jun

Metro completes meetings with stakeholders to finalize amendments
- Draft Board report

Jul

Aug

Metro Board meeting to approve amendment (if approval by voters is not needed)

Sep

Respond to Metro

- Public meeting
- Measure R Oversight Committee
- Notify legislature

2020

2021
Potential Transfers

- Cancelled projects
- Projects with Measure R funding surplus
  - Previously funded projects (prior to Measure R)
  - Any surplus is eligible for use within subregion; may be needed for final cost of project
- Debt service
What Requires an Amendment?

- **Amendment**
  - Highway/HOV Capital
  - Transit Capital (Rail and Bus)

- **No Amendment (within subregion)**
  - Highway/HOV Capital
  - Transit Capital (Rail and Bus)
Summary

• Metro is seeking input on potential new or cancelled projects
• Any project surplus is eligible for use by subregion; depends on project completion and ultimate cost
• Metro is available to discuss
Westside Cities Council of Governments Mobility Study
Introduction

The Westside Cities Council of Governments (WSCCOG), a joint powers authority created by the cities of Beverly Hills, Culver City, Santa Monica, West Hollywood, the City of Los Angeles and the County of Los Angeles, is embarking on an update to the 2003 Westside Mobility Study.

The update to the 2003 study will identify new inter-jurisdictional projects and investments that address issues for all transportation modes, improve access to the Westside for disadvantaged communities, reduce greenhouse gas (GHG) emissions, and promote social equity.
The completed study will support the development of the Metro Multi-Year Subregional Program (MSP) 5-Year Plan for its Active Transportation/1st and Last Mile Connections Program under the Measure M expenditure plan.
Timeline

December
- Kick-off to the Mobility Study Update

January
- Stakeholder Survey released

February
- First Stakeholder Meeting to discuss transportation priorities and existing conditions

May
- Second Round of Stakeholder Engagement to present transportation investment scenarios

June
- Mobility Study Complete

Summer
- Third Stakeholder Meeting to discuss Metro Multi-Year Subregional Program 5-Year Project List

Fall
- Fourth Stakeholder Meeting to present final Multi-Year Subregional Program 5-Year Project List

December
- Multi-Year Subregional Program 5-Year Project List completed and submitted to Metro

June
- Update Multi-Year Subregional Program Project List for FY 2021-2022

June
- Update Multi-Year Subregional Program Project List for FY 2022-2023
Where have we been?

Source: Ralph Melching
Source: Hollywood Historical Photos
Source: Lomis Dean/LIFE
Source: Hollywood Historical Photos
Source: Marina del Rey Historical Society
Source: Westside Pavilion
Source: Eric Draper/Associated Press
Source: Sean W.
Source: Time Out
2003 WSCCOG Mobility Study

Arterial Intersection LOS – AM Peak

Arterial Intersection LOS – PM Peak

Freeway Hotspot Locations
2003 WSCCOG Mobility Study

Locations Where Congestion Degrades Transit Service

Proposed Grand Boulevards

Priority Corridors for Improvements
Where are we now?


Overview of Current Planning Efforts

**Culver City**
- TOD Visioning Study & Recommendations
- Complete Streets Policy
- Bicycle and Pedestrian Action Plan (Draft)
- Local Road Safety Plan (Draft)

**Beverly Hills**
- Complete Streets Plan and Action Plan (Draft)
- Wilshire/Rodeo First and Last Mile Plan (In Progress)
- Wilshire/La Cienega Streetscape Plan (In Progress)

**West Hollywood**
- Pedestrian and Bicycle Mobility Plan
- Smart Cities Plan
- Design District Streetscape Master Plan
- General Plan 2035 Mobility Element

**Santa Monica**
- Land Use and Circulation Element
- Downtown Community Plan
- Bergamot Area Plan
- Bicycle Action Plan
- Big Blue Expo Integration Study (with Metro)
- Michigan Avenue Neighborhood Greenway Final Concept Plan
- Vision Zero Plan

**Los Angeles**
- Mobility Plan 2035
- Complete Streets Design Guide
- Safe Routes to School Strategic Plan
- Vision Zero Action Plan
- West Los Angeles and Coastal Transportation Corridor
- Transportation Improvement and Mitigation Specific Plan
- Mobility Hubs’ Readers Guide (with Metro)
- Urban Mobility in a Digital Age

**Los Angeles County**
- Vision Zero Los Angeles County: A Plan for Safer Roadways 2020-2025 (Draft)
- Transit-Oriented District (TOD) Design (Draft)
- Greater Los Angeles Veteran’ Affairs Campus Draft Master Plan (Draft)
Current Demographics & Socio-Economic Conditions
Current Mobility & Access Conditions
Current Mobility & Access Conditions

Westside Mobility Study
Means of Transportation to Work

Westside Mobility Study
Means of Transportation to Work

Westside Mobility Study
Means of Transportation to Work

Westside Mobility Study
Means of Transportation to Work

Westside Mobility Study
Means of Transportation to Work

Westside Mobility Study
Means of Transportation to Work

Westside Mobility Study
Means of Transportation to Work

Westside Mobility Study
Means of Transportation to Work
New Types of Transportation Modes

Lyft Trips per Capita
What We Heard

Source: 2020 WSCCOG Mobility Study Stakeholder Meeting
What We Heard

• Desire for better transit service: safer, more efficient, more frequent, better N/S service, and offering a wider variety of options (such as microtransit on demand).

• Desire for better bicycle and pedestrian facilities: creating a network along corridors and across major arterials.

• Desire for better access to LAX, to the San Fernando Valley, and to other major destinations.

Source: 2020 WSCCOG Mobility Study Stakeholder Meeting
Stakeholder Sentiments

Source: 2020 WSCCG Mobility Study Stakeholder Survey
Priority Considerations

Geographic Priority for Future Investments

Mode Priority for Future Investments

Outcome Priority for Future Investments

Survey Sample
Destinations & Bike Facility Corridors

Destinations by Mode

Source: 2020 WSCCOG Mobility Study
Stakeholder Meeting

Desired Bicycle Lanes

Source: 2020 WSCCOG Mobility Study
Stakeholder Meeting

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# 2020 Priority Bike Corridor List

<table>
<thead>
<tr>
<th>Facility Status</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>New facility</td>
<td>18</td>
</tr>
<tr>
<td>Partially new, partially upgraded facility</td>
<td>31</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>49</strong></td>
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</table>

![Map of 2020 Priority Bicycle Corridors](image-url)
## Mobility Needs Analysis

<table>
<thead>
<tr>
<th>Factor</th>
<th>Details</th>
<th>Relationship</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population density</td>
<td>People per acre</td>
<td>High density = high priority</td>
</tr>
<tr>
<td>Employment density</td>
<td>Jobs per acre</td>
<td>High density = high priority</td>
</tr>
<tr>
<td>Low income households</td>
<td>Share of households annual income less than $45,000</td>
<td>High proportion of LIHH = high priority</td>
</tr>
<tr>
<td>Zero vehicle households</td>
<td>Share of households with no vehicles</td>
<td>High proportion of ZVHH = high priority</td>
</tr>
<tr>
<td>Major trip generators</td>
<td>Includes major malls, downtowns, universities, and hospitals</td>
<td>Presence = high priority</td>
</tr>
<tr>
<td>Schools</td>
<td>Elementary, middle, and high schools</td>
<td>Presence = high priority</td>
</tr>
<tr>
<td>Collisions</td>
<td>2014-2018 collisions</td>
<td>High collision count = high priority</td>
</tr>
<tr>
<td>Transit ridership</td>
<td>Weekday boardings + alightings (includes Purple Line ridership estimates)</td>
<td>High transit ridership = high priority</td>
</tr>
</tbody>
</table>

Source: 2020 WSCOG Mobility Study
Next Steps

- Development of transportation investment scenarios
- Preliminary evaluation of transportation investment scenarios
- Feedback from stakeholders on proposed investment scenarios via Digital Platform (open 5/1-5/15)
- Finalize Mobility Study by end of June, 2020
- Initiate development of Multi-year Subregional Program (MSP) Project List for Metro Measure M funding
April 3, 2020

To: Council of Governments Executive Directors

From: Phil Ansell, Director
County of Los Angeles Homeless Initiative

ASSISTANCE TO COUNCIL OF GOVERNMENTS AND CITIES TO MEET THE HYGIENE NEEDS OF PEOPLE EXPERIENCING HOMELESSNESS DURING THE COVID-19 PANDEMIC

I am writing to notify you that on March 31, 2020, the Board of Supervisors authorized the Chief Executive Office (CEO) to amend existing agreements between the County and the Councils of Government (COGs) to enable cities to increase the availability of hygiene facilities for people experiencing homelessness.

In order to mitigate the spread of COVID-19 among people experiencing homelessness (PEH) and all residents of Los Angeles County, the County has allocated a portion of the emergency funds received from the State to assist cities to meet the hygiene needs of PEH. Funds will be allocated to the COGs in proportion to their share of the 2019 Point-In-Time (PIT) homeless count, similar to the methodology used for the COG/Cities’ Innovation Funds to Combat Homelessness. The cities of Los Angeles and Long Beach will not receive funding through this allocation because they are receiving funding directly from the State; therefore, funds will be calculated based on the total PIT count excluding those two cities and the unincorporated areas.
Funding Plan

The attached State Emergency Fund Allocation Plan (Attachment I) provides details regarding the amount of funding that COGs can access for this effort. The COG contracts will be amended to incorporate these funds and their intended use; however, please do not wait for these amendments to be executed to begin using the funds for this purpose.

Next Steps

Funding for these efforts will be made available immediately and will be for a three-month period. Invoices may be submitted to: hiadmin@ceo.lacounty.gov. Invoices should be submitted by COGs; however, COGs may simply transmit an invoice from an individual city submitted to the COG. Payment by the County will be sent to the COG.

If you have any questions or concerns regarding, please let me know or contact Rowena Magaña at rmagana@ceo.lacounty.gov. Thank you again for your partnership and assistance with this matter.

SAH:JJ:PA
JR:RM:tv

Attachment
State Emergency Funding Allocation Plan

Funds to Assist Councils of Governments and cities to meet the hygiene needs of people experiencing homelessness (PEH) during the COVID-19 pandemic

Available Funding:

A total of $400,000 in State Emergency Funding is available to Council of Governments (COGs). COGs may utilize the funds for one or more of the following components:

1) Portable handwashing stations,
2) Deployment of portable toilets,
3) Utilization of existing city facilities to provide access to hygiene opportunities for PEH, and
4) Provision of incentives to private businesses within cities to allow PEH to utilize hygiene facilities.

Methodology for Allocation of Funding for Hygiene Needs for PEH:

- Funds will be allocated based on share of PIT Count. (See Tables 1 and 2 below)
- The County will amend existing COG contracts to incorporate this additional funding.
- COGs will establish a process to allocate their funds to member cities based on need within those cities.

Table 1. COGs’ Share of 2019 PIT Count
(Excluding Unincorporated Areas and Cities of Los Angeles and Long Beach)

<table>
<thead>
<tr>
<th>COG</th>
<th>PIT Count</th>
<th>Share of PIT Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antelope Valley</td>
<td>1,228</td>
<td>9.5%</td>
</tr>
<tr>
<td>Gateway Cities</td>
<td>4,164</td>
<td>32.2%</td>
</tr>
<tr>
<td>Las Virgenes-Malibu</td>
<td>165</td>
<td>1.3%</td>
</tr>
<tr>
<td>San Fernando Valley</td>
<td>824</td>
<td>6.4%</td>
</tr>
<tr>
<td>San Gabriel Valley</td>
<td>3,663</td>
<td>28.3%</td>
</tr>
<tr>
<td>South Bay Cities</td>
<td>1,497</td>
<td>11.6%</td>
</tr>
<tr>
<td>Westside Cities</td>
<td>1,388</td>
<td>10.7%</td>
</tr>
<tr>
<td>Total</td>
<td>12,928</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Table 2. Allocation of Funds for Hygiene Needs

<table>
<thead>
<tr>
<th>COG</th>
<th>Share of $400,000 Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antelope Valley</td>
<td>$37,995</td>
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<tr>
<td>Gateway Cities</td>
<td>$128,821</td>
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<tr>
<td>Las Virgenes-Malibu</td>
<td>$5,105</td>
</tr>
<tr>
<td>San Fernando Valley</td>
<td>$25,495</td>
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<tr>
<td>San Gabriel Valley</td>
<td>$113,320</td>
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<tr>
<td>South Bay Cities</td>
<td>$46,318</td>
</tr>
<tr>
<td>Westside Cities</td>
<td>$42,946</td>
</tr>
<tr>
<td>Total</td>
<td>$400,000</td>
</tr>
</tbody>
</table>
Additional Information on Portable Handwashing Stations, showers, and hygiene stations:

- During the week of March 23, 2020, the County, in partnership with the Los Angeles Homeless Services Authority, deployed 100 new portable handwashing stations in each of the eight Service Planning Areas (SPAs) within the County that were identified by outreach workers as “hot spots” with densely populated homeless encampments.

- For a comprehensive list of the handwashing stations, showers, and hygiene centers throughout the County, as well as an interactive map, please see the following resources.
  - For the list, please visit: [https://www.lahsa.org/documents?id=4340-hygiene-services-locations.pdf](https://www.lahsa.org/documents?id=4340-hygiene-services-locations.pdf)
  - For the map, please visit: [https://lahsa.maps.arcgis.com/apps/View/index.html?appid=20da4ef768994b469bf0cc073047a014](https://lahsa.maps.arcgis.com/apps/View/index.html?appid=20da4ef768994b469bf0cc073047a014)

Eligible Uses of Funding for Hygiene Opportunities for PEH:

1) COGs should coordinate with their member cities to determine where to deploy additional portable handwashing stations.

2) Deployment of portable toilets with appropriate security and/or monitoring protocols in place. The County recommends that cities work with their local police departments or other city staff to ensure proper oversight of any portable toilets that are placed in the city.

3) Utilization of existing city facilities to provide access to hygiene opportunities for PEH. This could include re-opening recreation centers/swimming pools, extending hours of park bathrooms, or the use of other city facilities, as long as it does not conflict with current public health orders regarding COVID-19. Any use of public facilities must allow for appropriate social distancing practices.

4) Provision of incentives to private businesses within cities to allow PEH to utilize hygiene facilities, as long as it does not conflict with current public health orders regarding COVID-19. Any use of private businesses must allow for appropriate social distancing practices.
October 28, 2019

To: Supervisor Janice Hahn, Chair
    Supervisor Hilda Solis
    Supervisor Mark Ridley-Thomas
    Supervisor Sheila Kuehl
    Supervisor Kathryn Barger

From: Sachi A. Hamai
    Chief Executive Officer

INNOVATION FUND FOR LOCAL CITIES COMBATTING HOMELESSNESS
(ITEM NO. 19, AGENDA OF SEPTEMBER 10, 2019)

On September 10, 2019, the Board of Supervisors directed the Chief Executive Office-
Homeless Initiative (CEO-HI), to report to the Board in 45 days with a framework to
provide $6.0 million in available Measure H carryover funds from FY 2018-19 to Councils
of Government (COGs) to support activities that: 1) align with the Board-approved,
Homeless Initiative Action Plan to Prevent and Combat Homelessness; and 2) are
consistent with Priority Areas 1 and 2 outlined in the recent Request For Proposals (RFP)
to support implementation of city homelessness plans.

Background

The CEO-HI, COGs, and cities have been working together on homelessness solutions
since the inception of the Homeless Initiative in August 2015. The COGs receive a total
of $500,000 annually to facilitate regional coordination of actions to prevent and
combat homelessness among their member cities. The CEO-HI and COGs met on
September 23, 2019, to discuss the framework for the Innovation Fund for local
cities. Each of the COGs were represented at this meeting and provided insightful
feedback on funding, governance/structure, and parameters on the allowable uses of the
funding. This memo incorporates the feedback from this meeting.
Framework

The funds allocated to the COGs will further support the two Priority Areas set forth in the cities’ Homelessness Implementation Plan RFP, which was released in September 2018:

- Priority Area 1, focusing on increasing the supply of permanent and interim housing for people experiencing homelessness, and
- Priority Area 2, focusing on enhancing County service systems for those experiencing and/or at-risk of homelessness.

The CEO-HI recommends that the Innovation Fund framework include the following elements:

1. Funding allocation for each COG shall be proportionate to the total 2019 Homeless Count of all cities within each respective COG, excluding the City of Los Angeles and the three cities which have their own Continuums of Care (Glendale, Long Beach, and Pasadena). The Antelope Valley, which includes the cities of Palmdale and Lancaster, does not currently have a COG structure in place, so the CEO-HI will work with the two cities to determine the funding process, activities, and deliverables. Attachment I provides the recommended funding allocation for each of the COGs and Attachment II lists the cities within each of the COGs.

2. Each COG shall conduct its own process to determine how to utilize this funding, provided that the funding shall be used only for activities which fall within Priority Area 1 or 2, described above. Each COG will have the flexibility to determine how the funding will be distributed to their member cities and/or if any of the funding will be administered directly by the COG for regional programs.

3. To expedite the availability of this funding, CEO-HI will include this funding in COG contracts for regional homeless coordination to include the following deliverables:
   a. Within three months of augmenting a contract with the CEO-HI, each COG shall provide the CEO-HI with its plan for the utilization of its share of the funding, including allocation methodology, key activities, performance metrics, timeline, and target outcomes.
   b. Each COG shall submit an interim implementation and outcomes report to the CEO within six months of submitting its plan and a final report 60 days after the conclusion of services/activities under the contract.

4. Services provided through the Innovation Fund will conclude by June 30, 2021, or 14 months after execution of the contract amendment with each COG, whichever is later.
Funding

The CEO-HI has identified $6.0 million in available Measure H carryover funds from FY 2018-19 to support these activities.

Cities and COGs have an important role and a unique perspective on the solutions to prevent and combat homelessness in their region. The Innovation Fund reflects the County’s commitment to partner with cities and COGs to pursue regional solutions to homelessness. Subject to Board approval of the recommended framework and associated funding, the CEO-HI will work with the COGs to expeditiously amend their contracts to incorporate the Innovation Fund.

Future updates will be provided in the Homeless Initiative’s Quarterly Reports. If you have any questions, please contact Phil Ansell, Director, Homeless Initiative, at (213) 974-1752 or by email at pansell@ceo.lacounty.gov.

SAH:FAD:PA
JR:RM:tv

Attachments

c: Executive Office, Board of Supervisors
   County Counsel
## Innovation Funding
### Proposed Funding Allocation Based on 2019 Homeless Count

<table>
<thead>
<tr>
<th>Council of Governments</th>
<th>% Allocation Based on 2019 Homeless Count</th>
<th>Funding Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antelope Valley</td>
<td>10.11%</td>
<td>$606,769</td>
</tr>
<tr>
<td>Gateway Cities</td>
<td>34.29%</td>
<td>$2,057,235</td>
</tr>
<tr>
<td>Las Virgenes-Malibu</td>
<td>1.36%</td>
<td>$81,528</td>
</tr>
<tr>
<td>San Fernando Valley</td>
<td>4.78%</td>
<td>$287,079</td>
</tr>
<tr>
<td>San Gabriel Valley</td>
<td>25.70%</td>
<td>$1,541,876</td>
</tr>
<tr>
<td>Southbay Cities</td>
<td>12.33%</td>
<td>$739,685</td>
</tr>
<tr>
<td>Westside Cities</td>
<td>11.43%</td>
<td>$685,827</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100.00%</strong></td>
<td><strong>$6,000,000</strong></td>
</tr>
</tbody>
</table>
List of Cities within the Councils of Governments

ANTELOPE VALLEY
Palmdale
Lancaster

GATEWAY CITIES
Artesia
Avalon
Bell
Bellflower
Bell Gardens
Cerritos
Commerce
Compton
Cudahy
Downey
Hawaiian Gardens
Huntington Park
Industry
La Mirada
Lakewood
Long Beach
Lynwood
Maywood
Montebello
Norwalk
Paramount
Pico Rivera
Santa Fe Springs
Signal Hill
South Gate
Vernon
Whittier

LAS VIRGENES - MALIBU
Agoura Hills
Calabasas
Hidden Hills
Malibu
Westlake Village

SAN GABRIEL VALLEY
Alhambra
Arcadia
Azusa
Baldwin Park
Bradbury
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Industry
Irwindale
La Cañada Flintridge
La Puente
La Verne
Monrovia
Montebello
Monterey Park
Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina

SAN FERNANDO VALLEY
Burbank
Glendale
San Fernando
Santa Clarita

SOUTH BAY CITIES
Carson
El Segundo
Gardena
Hawthorne
Hermosa Beach
Inglewood
Lawndale
Lomita
Manhattan Beach
Palos Verdes Estates
Rancho Palos Verdes
Redondo Beach
Rolling Hills
Rolling Hills Estates
Torrance

WESTSIDE CITIES
Beverly Hills
Culver City
Santa Monica
West Hollywood
DATE: April 16, 2020
TO: Westside Cities Council of Governments Board
FROM: Westside Cities Council of Governments Staff
SUBJECT: COVID-19 Discussion (Revised and Updated)

Discussion
Member cities to report on their response actions, discuss opportunities for regional collaboration, and identify needs from State and Federal assistance programs related to COVID-19

Summary of COVID-19 Pandemic Response Actions
Please note that this is a brief highlight of local efforts implemented in the Westside. Additional and updated information may be provided as a supplement to the agenda packet before the meeting and posted on the website.

Residents/Business Protection

1. Residential tenant and/or commercial rent freeze?
   a. City of Beverly Hills - Rent has been frozen for those residential buildings build prior to Costa Hawkins Act.
   b. City of Culver City - On August 12, 2019, residential interim rent control measures went into effect in Culver City for a 12-month period. For more information, visit: https://www.culvercity.org/live/home-property/housing-services/interim-rent-control-measures
   c. City of Los Angeles – The City has a rent freeze for both residential and commercial tenants. Both will have to pay their rents following the lifting of the emergency order. Residential tenants will have one (1) year to pay for the missed rents. The City’s eviction protection applies to commercial tenants who are unable to pay rent as a result of circumstances related to the COVID-19 pandemic. Commercial tenants in the City of Los Angeles cannot be evicted and will have three months following the expiration of the local emergency period to repay any back due rent.
   d. City of West Hollywood – The City is currently considering rent freeze. In the meantime, the City is offering emergency rental assistance to its residential tenants.
   e. County of Los Angeles - On March 31, the Los Angeles County Board of Supervisors issued an executive order placing a temporary rent freeze on rent stabilized units in the unincorporated areas of Los Angeles County in response to the COVID-19 health emergency. The temporary rent freeze means that owners of multi-family housing properties built before February 1995 in unincorporated Los Angeles County may not increase the rental cost for their tenants until May 31, 2020, unless extended.
2. Rent forgiveness program
   a. **City of Culver City** - For Residential Eviction Moratorium: Tenants will have a period of six months following the expiration of the Public Order to repay any back rent due. Commercial Eviction Moratorium: Tenants will have up to six months following the expiration of the local emergency period to repay any back due rent.

3. Eviction moratorium for residential and commercial tenants
   a. **City of Beverly Hills** – Yes, for both residential and commercial
   b. **City of Culver City** – Yes, for both residential and commercial
   c. **City of Los Angeles** – Yes, for both residential and commercial
   d. **City of Santa Monica** – Yes, for both residential and commercial
   e. **City of West Hollywood** – Yes, residential. On April 6, 2020, the City Council of the City of West Hollywood created a temporary eviction moratorium for commercial tenants.
   f. **County of Los Angeles** – Yes, for both residential and commercial

4. Fee and license extension or waivers for businesses?
   a. **City of Beverly Hills** - The City Council authorized the 90-day deferral of remittance of transient occupancy tax (TOT) and is considering other options
   b. **City of Culver City** - The City has authorized a deferment for the submission of Culver City business taxes until June 1, 2020; relaxation of applicable Municipal Code restrictions related to outdoor business signage to communicate pick-up for food; parking waiver for all meter spaces for the first 15 minutes and waiver for outdoor dining and valet parking license fees for the duration of the current supplemental order. The City reduced the monthly parking fee for businesses with reserved parking in the City’s parking structures by 50% over the next three months.
   c. **City of Santa Monica** - Late fees have been suspended for City water and/or sewer bills, parking citations, refuse and recycling collection bills, Certified Unified Program Agency (CUPA) charges, Fire Prevention inspection charges, Transient Occupancy Taxes, Utility Users Taxes, and Parking Facility Taxes.
   d. **City of West Hollywood** – The City is providing relief to businesses at this time including waiving late fees for the Business Improvement District Assessments, business tax certifications, deferring business taxes and TOT; relaxing parking standards and traffic plans for restaurants; providing credit for Outdoor Dining and Valet Meter encroachment fees that have already been paid.

**Homelessness**

1. Contracts agreements with motel/hotels to house people experiencing homelessness and at-risk populations to COVID-19 who cannot self-isolate
   a. **City of Los Angeles** – The City has already begun the contract agreements and implementation process with local motels and hotels.
   b. **City of Santa Monica** – The City is currently exploring local hotels and motels to lease, but currently have no contract agreements in place yet.
   c. **City of West Hollywood** - The City contracts with several nonprofit agencies that provide temporary and interim shelter as well as agencies that provide treatment beds and sober living options. West Hollywood is also following the lead of Los Angeles County and the Los Angeles Homeless Services Authority. These agencies, through state and federal support, are increasing the availability of emergency resources, which includes expanded sheltering options, both in congregate settings and individual accommodations through hotels and motels.
d. **County of Los Angeles** - The County will use state and federal funding with the goal of securing 15,000 hotel and motel rooms that will operate as temporary shelters as a prevention measure for highly vulnerable seniors and those suffering from chronic illness. This includes people experiencing homelessness who are over 65 years old, or who have an underlying health condition, and who do not currently have symptoms but are at high-risk for hospitalization if they contract the virus. On a parallel track, Los Angeles County is standing up medical sheltering for individuals in need of a safe place to quarantine and isolate if they have been exposed to COVID-19 or who those health authorities have determined are positive or symptomatic for the virus and need to be isolated and quarantined. Medical sheltering serves multiple populations, including people experiencing homelessness.

2. **Public hygiene needs**
   a. **City of Beverly Hills** - Public restrooms remain open. City has added a number of hand washing stations in the parks.
   b. **City of Culver City** - Hand sanitizing stations have been provided to two food distribution areas at churches that are providing to-go meals to food insecure individuals. Hand washing stations have been provided for homeless individuals living in an encampment underneath the 405 Freeway on Venice Boulevard. Staff has also provided bottles of hand sanitizer to these homeless individuals. Staff plans to provide cloth face masks and single-use thermometers and will continue to supply hand sanitizers.
   c. **City of Los Angeles** – The City has Hand sanitizing stations, showers and portable bathrooms at homeless encampments, City park bathrooms open to the outside also remain open.
   d. **City of Santa Monica** – Hand sanitizing stations are provided throughout the City.
   e. **City of West Hollywood** – The City is in the process of determining whether portable sanitizing stations are available for rent.
COVID-19 Hygiene Response Hand Washing Stations Map
Public Services

1. Changes to transit services
   a. **City of Culver City** - Culver CityBus (CCB) has adjusted its service in response to the lower demands due to the Stay-at-Home Order and the closure of UCLA and other schools. CCB continues to provide an important mobility service to riders who need to make essential trips or are providers of essential services, healthcare professionals, and emergency personnel. In addition, CCB also implemented free fare and rear-door boarding (except for wheelchair and other passengers who need to access via the front door) during COVID-19. CCB also provides PPEs to all operators and hand-sanitizers onboard for operators and passengers. CCB is closely monitoring its passenger loads on buses to ensure there is space for riders to practice social distancing.
   b. **City of Los Angeles** – LADOT has temporarily reduced its transit services until further notice. The service modifications affect Commuter Express, DASH Downtown, Community DASH, and LAnow. LAnow service was suspended.
   c. **City of Santa Monica** – Service Adjustments: Fares not enforced. Rear-door boarding only (except for wheelchair and strollers).
   d. **City of West Hollywood** – The City has reduced the number of Cityline vehicles running during the evening service from 5 vehicles to 4 due to low ridership. The City has also seen a decrease in demand for our Senior/Disabled Dial-A-Ride/TLC program. We normally have 6 vehicles in service Monday-Friday. We've decreased the number of vehicles used to 2. The other vehicles are assisting the food/nutrition agency partners with meal and grocery deliveries to West Hollywood senior/disabled residents.
   e. **County of Los Angeles** - At this time, there are no plans to cease Metro operations. Metro is a mobility safety net for many people in the County. That includes many who work in hospitals, nursing homes, groceries and other places that are too important to fail right now. Metro has adjusted service levels to meet demand on the street, find more information on that at [http://metro.net/covid19](http://metro.net/covid19).

2. Public facilities
   a. **City of Beverly Hills** - All public facilities are closed to the public; however, our parks and park restrooms remain open.
   b. **City of Culver City** - All public facilities are closed to the public; however, our parks and park restrooms remain open-with the exception of Sunday, April 12. Additionally, park playground and par course equipment have been closed for several weeks. The Culver City Parks, Recreation and Community Services Department has created a [Virtual Recreation Center](http://virtualrecreationcenter.com). The site offers online resources, including links to promote education and learning; access to e-Library materials; and tips for residents of all ages to stay active, be creative, and get cooking. The Culver City Farmers Market safely reopened on March 31, with new safety measures including controlled entry/exit points; handwashing stations; and removal of public seating areas. The Culver City Senior Center is closed, but the Senior Nutrition Program is operating to provide meals twice a week to seniors through a drive-up service located in the Senior Center Parking Lot. Currently, 200 seniors participate in this program.
   c. **City of Los Angeles** - All City active recreation is closed; City theaters are closed.
   d. **City of Santa Monica** - City will temporarily close all parks effective Sunday, April 12 from midnight through 11:59 p.m. The closure of all Saturday and Sunday Farmers Markets is temporary.
   e. **City of West Hollywood** - The City has closed all of its public facilities to the public, including parks.
County of Los Angeles - By order of the Health Officer, all beaches, beach facilities, and beach accessways will be closed through April 19, when the order expires. Department of Beaches and Harbors (DBH) crews began closing the beaches and amenities, including restrooms, Friday morning (March 27, 2020). The bike path that runs along the beach was also closed and will remain off limits to cyclists. Beach parking lots were closed earlier in the week and volleyball nets were removed to discourage gatherings on the beach.

Safer-at-Home Order
1. Enforcing safer-at-Home social emergency order and social distancing
   a. City of Beverly Hills – The City is asking people to comply and providing informational flyers on the Safer-at-Home Order
   b. City of Culver City - Culver City Police and Fire Department personnel are using the “light touch” approach to educate people first. More stringent action by the City has only been taken in a few cases.
   c. City of Los Angeles – The City is working on achieving voluntary compliance. Here is how it works:
      i. Someone calls 311, the Mayor's Help Desk, and/or a Council Office to report a violation is occurring. They are referred to the online complaint intake form: https://Coronavirus.LACity.org/ReportBusinessViolation
      ii. The information is sent to the City Attorney's Neighborhood Prosecutors for vetting.
      iii. If the Neighborhood Prosecutors, in consultation with the Mayor's Office, deems it a true violation, a volunteer business ambassador visits the location to ask for voluntary compliance.
      iv. If the violation continues, Los Angeles Police Department (LAPD) visits the business and issues a citation.
      v. If the violation continues after 2 visits, they are referred to the Mayor's Office of Public Safety and Department Water and Power (DWP) to shut off the water and power.
   d. City of West Hollywood – The City's Code Compliance officers are enforcing the order with assistance from the County Sheriff as needed.

2. Other City COVID-19 Information
   a. City of Beverly Hills – The City’s Community Services Department is assisting the community in various ways and have centralized the information on the website. http://beverlyhills.org/citymanager/newsroom/novelcoronaviruscovid19/?NFR=1
   b. City of Culver City – Latest updates on the City’s orders and resources are found on the website: https://www.culvercity.org/live/public-safety/emergency-preparedness/current-disaster-information. The City sends out a daily email to all subscribers and has a hotline and dedicated email address for the public, to clarify the City’s orders, assist people and facilitate volunteer connections. The City provides a voluntary phone call check-in program for members of the public who want this service. The Culver City Fire Department is checking daily on each retirement home, assisted living facility, nursing home and mobile home park in the City. Department personnel are touching base with all 33 managers to ensure they each have the latest information and are inquiring about the status of their
residents. Staff are calling Culver City members of the Senior Center to check on their well-being on a regular basis.

c. **City of Los Angeles** – The City’s official website related to the latest updates and resources related to COVID-19 can be round here: [https://corona-virus.la/](https://corona-virus.la/)

d. **City of Santa Monica** – The City announced a new fund to provide local relief in response COVID-19, We Are Santa Monica Innovation Fund (Santa Monica COVID-19 Relief Fund), which will provide critically needed funds to organizations and the City to help in the following areas: obtain necessary sanitation and medical supplies; provide food to those experiencing food insecurity; provide shelter to those in need; and support volunteer relief efforts. Latest updates on the City’s orders and information are found on the website: [https://www.santamonica.gov/coronavirus](https://www.santamonica.gov/coronavirus)

e. **City of West Hollywood** – The City’s official website related to the latest updates and resources related to COVID-19 can be round here: [https://www.weho.org/city-government/emergency-information](https://www.weho.org/city-government/emergency-information)

f. **County of Los Angeles** - The County’s official website related to the latest updates and resources related to COVID-19 can be round here: [https://covid19.lacounty.gov/](https://covid19.lacounty.gov/)
COVID-19/Coronavirus Resources for Cities: The League has been communicating with the Newsom Administration, CalOES and the California Department of Public Health on a daily basis to get the latest information on the COVID-19 outbreak. City Council Members & City Managers have been receiving near daily updates from me and regular updates are being added to www.cacities.org/coronavirus.

The League continues to urge the Newsom Administration to set up a system to provide some of the nearly $8 billion in CARES Act funding that wasn’t pre-allocated to local governments with a population of 500k or above. At the same time, the League is also advocating for Congress to move forward with a 4th round of emergency funding directly to cities under 500k.

Legislative Uncertainty: The State Legislature continues to be in recess due to the threat of COVID-19 and has already extended their recess until May 4th. That date may also prove to be too early for the legislature’s return to Sacramento and legislative leaders are already focusing on the Constitutionally prescribed deadlines that cannot be waived, like the June 15th deadline to pass a State Budget.

The Assembly Budget Committee has indicated that the June 15th budget would be a baseline budget that won’t consider budget proposals from January and will instead focus on COVID-19 related costs, wildfire prevention & homelessness funding. Due also to the delay and deferral of tax receipts to July 15, the legislature is not likely to have a full picture of revenues until mid-August, which means the usual “May Revise” to the Budget will likely take place in August or later.

Housing Proposal: It is still unknown if the Legislature will try to take action on a comprehensive housing proposal this year, but the League’s Board has approved a proposal to Legislative leaders. The League’s housing proposal can be found on our website at www.CACities.org/Housing.

Census 2020: Please continue to encourage your residents to complete the 2020 Census by visiting www.2020census.gov. Response rates in LA County and California generally are lingering behind the national average. You can find the response rate in your community HERE.

Upcoming Meetings (Details and Registration can be found on the Events Tab at www.LACities.org):
- April 16th Legislative Briefing Webinar – POSTPONED
- April 22nd Legislative Action Day – CANCELLED
- April 30th CitiPAC Fundraising Dinner – CANCELLED
To the Board of Directors
Westside Cities Council of Governments
Los Angeles, California

We are engaged to audit the financial statements of the governmental activities and major fund of the Westside Cities Council of Governments (the Authority) for the year ending June 30, 2019. Professional standards require that we provide you with the following information related to our audit. We would also appreciate the opportunity to meet with you to discuss this information further since a two-way dialogue can provide valuable information for the audit process.

Our Responsibilities under U.S. Generally Accepted Auditing Standards and Government Auditing Standards

As stated in our engagement letter dated February 20, 2020, our responsibility, as described by professional standards, is to express opinions about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles. Our audit of the financial statements does not relieve you or management of your responsibilities.

As part of our audit, we will consider the internal control of the Authority. Such considerations are solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will also perform tests of the Authority’s compliance with certain provisions of laws, regulations, contracts, and grants. However, providing an opinion on compliance with those provisions is not an objective of our audit.

We are responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures specifically to identify such matters.

Generally accepted accounting principles provide for certain required supplementary information (RSI) to supplement the basic financial statements. Our responsibility with respect to the management’s discussion and analysis and the budgetary comparison schedule - general fund, which supplement the basic financial statements, is to apply certain limited procedures in accordance with generally accepted auditing standards. However, the RSI will not be audited and, because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance, we will not express an opinion or provide any assurance on the RSI.
Planned Scope and Timing of the Audit

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested.

Our audit will include obtaining an understanding of the Authority and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing and extent of further audit procedures. Material misstatements may result from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the Authority or to acts by management or employees acting on behalf of the Authority. We will generally communicate our significant findings at the conclusion of the audit. However, some matters could be communicated sooner, particularly if significant difficulties are encountered during the audit where assistance is needed to overcome the difficulties or if the difficulties may lead to a modified opinion. We will also communicate any internal control related matters that are required to be communicated under professional standards. If a member of the Board of Directors is aware of matters that have a material bearing on the financial statements taken as a whole (such as those described above in items 1-4), please contact Kassie Radermacher at (714) 978-1300 or by email at kradermacher@wndecpa.com by April 15, 2020.

We expect to begin our audit in April 2020 and issue our report in May 2020. Kassie Radermacher, CPA, is the engagement partner and is responsible for supervising the engagement and signing the report or authorizing another individual to sign it.

This information is intended solely for the use of the Board of Directors and management of the Authority and is not intended to be and should not be used by anyone other than these specified parties.

Irvine, California
March 25, 2020