

South Bay Watch

Fall 2006

A quarterly bulletin to inform local leaders of subregional progress and alert them to emerging issues

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SOUTH BAY CITIES COUNCIL OF GOVERNMENTS WOULD LIKE TO EXTEND A VERY SPECIAL THANK YOU TO ASSEMBLYMAN TED LIEU

For his dedication and commitment in sponsoring the legislative effort to gain the South Bay and Westside cities of Los Angeles County representation on the South Coast Air Quality Management District Board.

As author of AB 2015, Assemblyman Lieu demonstrated his leadership by promoting this good government measure and showed the best in representative democracy. Although we weren't successful in getting our legislation passed this year, we look forward to working with him and his staff in the next legislative session to accomplish this goal.

This legislation was supported by a coalition made up of the:

- California Contract Cities Association
- Independent Cities Association
- LA County Division of the League of California Cities
- Las Virgenes-Malibu COG
- Gateway Cities COG
- South Bay Cities Council of Governments
- Lomita Chamber of Commerce
- Redondo Beach Chamber of Commerce
- South Bay Association of Chambers of Commerce
- Westside Cities COG

Unfortunately, the selection process for the South Coast Air Quality Management District (SCAQMD) which is defined in the current law does not allow the cities in the Western Sector of Los Angeles County – all of the South Bay cities and others, representing over 1 million people - to choose who will represent them on the SCAQMD Board. AB 2015 would

have modified the law to provide more equitable representation for L.A. County cities.

We were very fortunate to have a great team of advocates working for the passage of this bill. Consultants to the SBCCOG Claudette Moody worked on local consensus while Tony Rice was our Sacramento eyes and ears. Assemblyman Ted Lieu and his staff made this their top priority. AB 2015 was approved by the Assembly and the policy committee in the Senate, but it did not complete its path through the Senate in the last minute rush of legislation.

The SCAQMD is the agency that among other things, works to protect public health from air pollution, taking into account the impacts of its actions on the community and businesses. It is wrong that the entire South Bay cannot elect its own representative to this Board and is currently represented through the City of Los Angeles while all other areas of Los Angeles, San Bernardino, Riverside and Orange counties can determine their SCAQMD Board representation.

The SBCCOG will be working with Assemblyman Ted Lieu and our coalition partners to re-introduce this legislation in the next session starting in December. If you would like to help or want more information, please contact Jacki Bacharach at jacki@southbaycities.org

GOODS MOVEMENT IN THE SOUTH BAY

Most people would agree that South Bay freeways are becoming increasingly congested due in part to population growth and higher per capita vehicle miles traveled. While these phenomena are to some degree well understood, the impacts of truck movements associated with the continuing growth of Los Angeles International Airport and the Ports of Long Beach and Los Angeles, as well as local logistics and warehousing industries, is less clear.

The common perception is that the movement of goods is having an increasingly negative impact not only on freeways, but also on communities in terms of localized congestion and air pollution; however, neither the magnitude nor the distribution (current and future) of those impacts is known.

At the same time, the economic vitality of the South Bay is vitally dependent on an efficient and reliable goods movement system. The South Bay is home to significant logistics and distribution activities that are inherently part of that system. In addition, “end-users” of that system include manufacturers and employers as well as retail and wholesale outlets. All of these rely to a greater or lesser extent on the timely and reliable movement of goods to and from their facilities.

Elsewhere in Los Angeles County and the region, substantial efforts are underway to ascertain what improvements to the

transportation system should be made to accommodate future growth in goods movement through the Ports of Los Angeles and Long Beach as well as the region’s airports, especially LAX and Ontario International Airport. In the Gateway Cities subregion, two examples are the I-710 Major Corridor Study and the SR91/I-605 Needs Assessment. Metro is also leading a multi-county goods movement strategy development effort, and the State Business, Transportation & Housing Agency has been leading a statewide goods movement planning process for more than a year. The two ports, as well as the Alameda Corridor Transportation Authority, have also been actively exploring alternatives for handling increased volumes of freight.

Goods Movement Investment and Mitigation Strategy

To assist the SBCCOG and its cities to make informed choices on strategies for mitigating current impacts and avoid future ones while supporting the South Bay’s economic interest in the goods movement system, the SBCCOG has undertaken a two-phase study. With funding from Southern California Association of Governments’ Overall Work Program and Metro, the SBCCOG will identify investments and mitigations as well as assess the implications for the South Bay of planning efforts being conducted by others.

Phase I of this study will be completed

in June 2007 providing a “portfolio” of investment and mitigation strategies that can be presented to regional, State and Federal funding agencies.

Phase II will be more in-depth including more detailed assessment of impacts and mitigations, and analysis of projects and strategies being developed by others.

A few of the questions the SBCCOG hopes to answer with this study are as follows:

- *What is the effect/impact of the proposed I-710 improvements on truck volumes in the South Bay, particularly the I-110, I-405 and S.B. arterials?*
- *What is the impact of growth in truck traffic on arterials that parallel or relieve the freeways?*
- *Are there significant rail-arterial conflicts in the South Bay that would merit investment (e.g., improved signage, re-signalization, reconfiguration, grade-separation)?*

Look for updates at www.southbaycities.org.



SBCCOG FORMS PARTNERSHIP WITH WEST BASIN MUNICIPAL WATER DISTRICT

The South Bay Cities Council of Governments (SBCCOG) is pleased to announce a new partnership with the West Basin Municipal Water District (WBMWD) for the coming year. The alliance, which is consistent with the goals of West Basin's Conservation Master Plan, will enable the District to further expand its conservation programs throughout the South Bay community utilizing the successful education and outreach programs offered through the SBCCOG's South Bay Energy Savings Center (SBESC).

Since roughly 19% of all electricity and 32% of the natural gas use in California is related to the delivery of water, a natural synergy exists between the conservation of all three resources. Through this partnership, West Basin can leverage the SBESC's energy efficiency outreach activities to local governments, businesses and residents throughout the South Bay. The SBESC initially will assist the District in marketing its new commercial Complete Restroom Retrofit and Laundromat Retrofit programs as well as coordinate workshops throughout the community that focus on water-efficient residential gardening.

"When we look to expand our conservation programs, we also look at the needs of the communities we serve," West Basin General Manager Richard Nagel said. "By partnering with organizations that

have a pulse on our community, we can implement the necessary conservation programs and have an even larger impact than we would have acting alone."

Forming a partnership with the SBCCOG/SBESC is one of the first steps West Basin has taken since adopting its Conservation Master Plan, which identified the conservation needs of its communities and established an action plan that will phase in new residential outdoor, commercial and industrial programs during the next several years. The Conservation Master Plan, one of the only plans in the state that is based on a comprehensive survey of water use data, supports an aggressive conservation target established by West Basin for 2030 that will reduce consumer demand for potable water by more than 15%.

"We are very excited about the way this partnership will benefit the cities we represent," SBCCOG Executive Director Jacki Bacharach said. "Water conservation is vitally important to our community and West Basin has been a leader in that area for decades. By combining the strengths of our agencies, I am confident we can bring information and resources to the South Bay community to help them be good stewards of our environment in a manner which saves dollars too."

SBCCOG TAKES POSITIONS ON NOVEMBER BALLOT MEASURES

Achieving increased state funding for infrastructure has been a goal of the South Bay Cities. This November a package of measures is on the ballot which will provide funding opportunities for cities to address their infrastructure needs.

The SBCCOG **supports** the following measures on the November ballot:

- *Proposition 1A – Because of a loophole in existing law, the legislature can use gas tax revenue for other purposes. This proposition would close this loophole, thereby ensuring voters that the gas tax revenue is only spent for transportation improvement projects as was intended.*
- *Proposition 1B - \$20 billion for transportation projects of which \$1 billion will be for local streets and roads.*
- *Proposition 1C - \$2.85 billion for housing projects including loan assistance, urban infill projects, park development and other such issues.*

- *Proposition 1D - \$10 billion for school building seismic and other repairs and innovative learning facilities.*
- *Proposition 1E - \$4 billion for river levee repair and construction as well as flood control projects.*
- *Proposition 84 - \$5.4 billion for flood control, safe drinking water, improving water quality, management and planning.*

The SBCCOG **opposes**:

Proposition 90 which states that its purpose is to bar state and local governments from condemning or damaging private property to promote other private projects/uses. However it actually limits government's authority and hinders efforts to improve the infrastructure, impedes urban infill and threatens efforts to protect the state's important natural resources. Its passage will increase both the cost and liability to the public.

The SBCCOG has no position on the remainder of the ballot measures.

SBCCOG STUDIES NEW WAYS TO REDUCE CONGESTION AND GASOLINE CONSUMPTION

The SBCCOG has recently completed the second year of a three year study of how to reduce congestion and gasoline consumption in the South Bay, particularly as new development increases density. The research was funded by the Southern California Association of Governments as part of its *smart growth* initiative, referred to as the *2% Strategy*. If implemented, the 2% Strategy will increase the density along major corridors and in established mixed-use centers throughout the region including in the South Bay.

So far the South Bay research has studied four mixed-use centers (Inglewood downtown, Old Torrance, Riviera Village, and El Segundo downtown) and two corridors (Hawthorne between El Segundo and Rosecrans, and the area surrounding the intersection of Pacific Coast Highway and Hawthorne Blvd.). In each case a rich array of data has been collected from the County Assessor, city planning studies, ESRI Info USA data base, and surveys of residents, employees and visitors to each study area.

The research has identified the key characteristics of each study area such as density, land use patterns, mix of businesses, resident demographics and so forth. It has also measured the transportation performance of each study area in order to determine the degree of automobile use. Transportation performance is being measured in terms of vehicles per household, distance to work, capture rate by each study area of the trips taken by local residents, and the mode of travel used by residents to visit the study area.

The purpose of the research is to understand how the performance of a center or corridor is affected by its key characteristics. For example, one assumption of the 2% Strategy is that high density mixed-use centers reduce the need for travel by car because the proximity of residents and commerce makes alternatives to auto travel more attractive. This research will determine the extent to which that and other assumptions about transportation performance hold true in the South Bay.

The third year of research will include the study of two additional corridors and a number of analyses involving the full array of data collected on all corridors and centers. At the completion of the three year research program, a 'guidelines' document for cities and transit agencies will be produced to be used in the development of centers and corridors.

Preliminary Findings

Although it is too early to speculate on the findings, one pattern has become clear. While living near a relatively dense commercial

center does appear to result in a greater number of walking trips, the reduction of automobile trips is not as significant as expected. For example, $\frac{1}{4}$ to $\frac{1}{3}$ of the residents who live within .25 miles of a compact mixed-use center still drive when traveling to that center. And $\frac{1}{2}$ to $\frac{2}{3}$ of those who live .5 mile from the center drive when traveling to that center. Travel behavior beyond .5 mile was measured only in El Segundo downtown. There the percentage of those who drive to the center from beyond .5 miles was almost 90%.

These percentages of driving trips over relatively short distances suggest the possibility of converting some of those trips not only to pedestrian trips but also to new types of personal, on-demand, door-to-door vehicles similar to autos but fueled by electricity or some other alternative. Such vehicles are called neighborhood vehicles or neighborhood electric vehicles and their characteristics include small size, slow speed, short distance, gas-free, and non-polluting. The Segway personal transporter and the line of vehicles produced by the Global Electric Motors division of Chrysler-Daimler Corporation are but two examples. Street legal golf carts would also qualify.

The SBCCOG is currently working with IntraGo, a new firm that produces neighborhood transportation solutions, to design a neighborhood vehicle demonstration project to focus on short distance trips. The design may also include a car sharing program that would give neighborhood vehicle users access to full sized cars when their transportation needs require travel outside of the neighborhood. Funding is currently being sought with the hope that once secured, the demonstration will begin some time in 2007.

The centers and corridors research approach was designed by Walter Siembab of Siembab Planning Associates, a subcontractor to the SBCCOG's Executive Director, Jacki Bacharach & Associates. The mixed use center project is being conducted by the Solimar Research Group. Solimar's CEO is William Fulton, author of the [Reluctant Metropolis](#) and co-author with Peter Calthrope of [The Regional City](#). The lead subcontractor is Marlon Boarnet, Chair of the Planning Department at UC Irvine and co-author of the seminal book [Travel By Design](#).

The first and second year reports are currently available at www.southbaycities.org.

City Showcase

MANHATTAN BEACH OPENS NEW POLICE AND FIRE FACILITY

The City of Manhattan Beach's new Police and Fire Facility is a welcome addition to the community of Manhattan Beach. After many years of planning, designing and construction, the facility was opened on July 1, 2006 to rave reviews from police officers, fire fighters and residents alike. The new facility replaces the old police station that was built in 1958 and a fire station built in 1960. Though both had been remodeled a number of times, they no longer met the needs of the growing community.

The new Police and Fire Facility occupies approximately 58,000 square feet and is not only functional but a beautiful cornerstone for the City's new Civic Plaza. The new facility is home to the entire Police Department; including administration, support staff, officers, records, evidence, a newly designed animal control area and a jail that is highly automated to provide more security, efficiency, flexibility and safety for all staff.

The new fire section of the facility is equipped with an Emergency Alert System which gives emergency responders an electronic "pre-alert" of an emergency response before the actual dispatch. This can cut up to 15 – 20 seconds off their response times. The main building design allows for more speedy access to emergency units, again with the potential for cutting response

time. In any emergency situation every second counts and these new innovations could result in saving a life or preventing major property damage or loss.

The Police and Fire Departments share a common entrance and reception area, providing visitors with a one "stop shop" for all their safety needs. Just off the main entrance to the lobby the City has incorporated a community, communication/training center that will serve multiple uses for police and fire personnel, City staff and the community. Most importantly the community communication/training center has been equipped to act as the Emergency Command Center (EOC) for the City of Manhattan Beach in the event of natural disasters, terrorist events, hazardous spills or fire. The new EOC features a state-of-the-art radio communications system which is securely housed behind locked doors,

as well as an extensive computer network with technologically advanced audio-visual aids. A backup generator supplies power to all aspects of the building to keep each unit operational regardless of what type of major catastrophe may strike. This will significantly enhance the City's ability to manage major emergency incidents.

The Police and Fire Facility is equipped with the optimum in high tech training devices ranging from an underground firing range, a "back yard" with a training tower, training roof, drill area, and pump/draft pit, training classrooms and simulators which provide realistic emergency scenarios that can be simulated repeatedly to give officers near-to-real-life experiences. All of these new innovations contribute to the city's police and firefighters being better trained when they arrive on scene.

The facility has free community parking on site and additional metered parking in the structure below. This is another plus for the City and its residents. This lovely, well landscaped Civic Plaza will serve the community for well over another 50 years providing a common area to relax, feel safe, train and problem solve. For more information on this new facility, please contact the City of Manhattan Beach at (310) 802-5000.



Manhattan Beach opened its new Police/Fire Facility in the Summer of 2006.

Food *for* Thought

CLIMATE CHANGE: WHAT CALIFORNIA IS DOING TO REDUCE ITS IMPACTS

The following article was adapted from the Climate Action Team Report to Governor Schwarzenegger Executive Summary, dated March 2006. For more information or a complete copy of the report, visit www.climatechange.ca.gov

Climate change is becoming widely recognized by scientists throughout the world to be one of the most daunting challenges of our time. The chemical composition of the atmosphere is becoming altered through the rapid buildup of climate change emissions, such as carbon dioxide, methane, nitrous oxide and hydrofluorocarbons. Concentrations of these gases in the ambient atmosphere are increasing at a rate not experienced for millions of years, according to results gathered from ice core samples and other scientific studies.

The changes go beyond a global mean rise in temperature and include changes in regional temperature extremes, precipitation, soil moisture and sea level. All of these changes could have significant adverse effects on water resources, ecological systems, human health and the economy. The State of California has developed a Climate Action Team to address these issues, and after an extensive public process, the Climate Action team has conducted several scenario analyses and has developed a list of recommendations for California to lead the way in reducing emissions over the next twenty years.

Each of the strategies set forth below are in various stages of development, and will result in both environmental and non-environmental benefits to California. The preliminary economic assessment indicates that implementation of these strategies will result in the creation of 83,000 new jobs and an increase of personal income by \$4 billion by 2020. In addition, implementation of these strategies will reduce the likelihood of some of the more drastic impacts that may result from climate change. Some of the Teams' recommendations are as follows:

- The Climate Action Team should develop

a multi-sector, market-based program which considers trading emissions credits, auction, and offsets. The Governor's 2020 climate change emission reduction target should be the basis for an emissions cap in the development of the program. The Team should consider working with other states in a multi-state program to minimize emissions leakage.

- *Mandatory emissions reporting from the largest emissions sources is essential. Such reporting will ensure an accurate inventory of emissions production which is critical to decision making in reduction efforts.*
- *A multi-generational public education campaign should be developed to ensure the public is informed about what they can do to reduce emissions, and how they can adapt to adverse consequences.*
- *With transportation comprising the largest source of climate change emissions in California, the development of an aggressive alternative fuels program is essential. A biofuels program is currently under development.*
- *All utilities should meet the energy efficiency goals and the Renewable Portfolio Standard required of investor-owned utilities. Public utilities should be able to match the performance of the investor-owned utilities in reaching this standard.*
- *Over time, funding will be needed to implement the strategies set forth in this plan and to provide incentives for industry to develop emission reduction technologies for use in California and elsewhere. A public goods charge for transportation that*

CALENDAR

All meetings are open to the public.

October

- 9 Steering Committee
- 17 Legislative Committee
- 18 Livable Communities Working Group
- 25 Infrastructure Working Group
- 26 **Board of Directors**

November

- 13 Steering Committee
- 15 Livable Communities Working Group
- 16 **Board of Directors**
- 21 Legislative Committee
- 22 Infrastructure Working Group

December

- 11 Steering Committee

NO BOARD MEETING IN DECEMBER

Note: Contact jacki@southbaycities.org for further information

funds key strategies should be considered. Other funding could come from the Public Interest Energy Research program at the California Energy Commission, other State funds, or philanthropic or corporate investment.

While the Climate Action Team recommends additional development on all of these recommendations at this time, the implementing agencies will proceed through their existing regulatory, public and stakeholder processes for each of these strategies. At the same time, alternatives for defining the scope of California's market based emissions reduction program are under development as well. Reduction in climate change emissions is an achievable goal through coordinated leadership, and is expected to have a positive impact on the local economy.