

South Bay Watch

Summer 2006

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

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ACTION ALERT: AB 2015
*ENHANCING MUNICIPAL REPRESENTATION
ON THE SCAQMD BOARD OF DIRECTORS*

AB 2015 is legislation authored by Assemblyman Ted Lieu that will modify the composition of the South Coast Air Quality Management District Board to provide more equitable representation for L.A. County cities. The SCAQMD is an 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. Unfortunately, the current selection process for city seats on the SCAQMD Board 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 that board. Please contact your legislators as soon as possible to let them know that you support AB 2015!

For a sample letter of support, please see our website at www.southbaycities.org

**NEW 310 AREA
CODE DIALING
PROCEDURE**

On July 26, 2006, there will be significant changes to the dialing procedure in the 310 area code. All calls originating from a land line will require 11 digit dialing, which means that the caller will have to dial 1-310 first, and then the number. Calls originating from a cell phone will have to have the 310 area code dialed before the 7 digit number. The SBCCOG remains opposed to the imposition of this unnecessary change. If you want to comment on this new dialing procedure, it is suggested that you contact the Governor's Office and your State Senator and Assemblymember, as well as the members of the California Public Utilities Commission. The names and phone numbers of the CPUC members are as follows:

- Chair, Michael Peevey: 415-703-3703
- Geoffrey Brown: 415-703-1407
- Dian Grueneich: 415-703-2444
- John Bohn: 415-703-2440
- Rachelle Chong: 415-703-3700

Emails can also be sent to the commissioners using the CPUC website at www.cpuc.ca.gov



THE SBCCOG LOOKS AHEAD AT PROJECTS IN THE COMING YEAR

This spring, the SBCCOG Board of Directors reviewed the SBCCOG Work Program, as well as goals and objectives for the coming year. In accordance with the agency's mission, the SBCCOG develops programs and projects to promote cooperation among South Bay cities that are of area-wide interest, including its energy efficiency, transportation and livable communities initiatives.

SOUTH BAY ENERGY SAVINGS CENTER (SBESC)

One of the most prominent of these programs is the South Bay Energy Savings Center (SBESC), which is a resource and information clearinghouse for energy information in the South Bay, as well as providing training for residents, businesses and local agencies on energy efficient practices.

This past year, SBESC has just completed a cooperative project with the Water Replenishment District and is now partnering with the West Basin Municipal Water District to formally add water conservation information, training and outreach as part of its list of programs. The SBESC is a unique one-stop shop where both energy and water conservation information and programs are combined for the benefit of the South Bay community. For more information, they can be reached at 310-543-3022 or www.sbesc.com

GOODS MOVEMENT

Cities in the SBCCOG want to get a better understanding of how goods move in our area. SBCCOG has received funding from Southern California Association of Governments (SCAG) to study Goods Movement and the impacts it is having in the South Bay, specifically as goods leave the Port of Los Angeles and LAX. The study will review the impact of port growth along with what improvements to the I-110 and I-405 and the surrounding arterials might be necessary. In addition, the SBCCOG was just awarded a grant of \$250,000 from the MTA to study goods movement as it relates to transportation, air quality and public health. The SBCCOG will be working closely with both agencies to gain a better understanding of what actions the South Bay cities need to take to respond to the growth of truck activity in our area.

TRANSPORTATION

The SBCCOG is also the beneficiary of a \$1.6 million federal earmark for transportation improvements. The funds will be available to a city or cities that have a project with regional impact and need additional funds for implementation.

SBCCOG will also continue working with the county on signal synchronization throughout the South Bay as well as monitoring LAX modernization plans.

LIVABLE COMMUNITIES

Development issues for South Bay cities have been challenging. Older areas are being re-developed and proposals are usually for higher densities. The SBCCOG has been studying how the South Bay's mixed use centers actually work and how people live, work and play here. Starting July, SBCCOG will continue into its third year of research and analysis. The product of these analyses will be a guidelines document for cities that will focus on strategies they might use for making new and re-designed developments not only attractive, but also directed at serving the surrounding residents while being commercially viable and allowing for increased density without generating additional automobile congestion. The guidelines will also look at the arterial corridors of the South Bay and present ideas for transforming various types of arterials into mixed use centers.

LEGISLATION

SBCCOG has been very busy legislatively and will continue its push for adoption of AB 2015 by Assemblymember Ted Lieu, which will add representation for local cities on the SCAQMD Board. (see action alert on 1st page.) The SBCCOG also regularly monitors and takes positions on legislation that affects the South Bay region or member cities.

COORDINATION

The liaison role of the SBCCOG provides one point of access for our cities with regional agencies such as MTA, SCAG, SCAQMD, and local water agencies. SBCCOG also works with area Chambers of Commerce. SBCCOG has used these relationships to facilitate coalition efforts which have successfully preserved the 310 area code from splitting and retained the L.A. Air Force Base.

For a sample letter of support for AB 2015, please see our website at www.southbaycities.org 

SOUTH BAY WORKS TO IMPROVE TRAFFIC ON OUR STREETS

There is little room to widen the congested streets in the South Bay so traffic engineers are challenged with ways to make them work better. Using technology to implement low cost improvements can help keep the traffic flowing.

The Los Angeles County Department of Public Works (DPW) with financial assistance of the Los Angeles County Metro, has been making such improvements to the network of traffic signals on major arterial corridors throughout the South Bay.

This program called the South Bay Traffic Signal Forum Program, is part of a larger Countywide program instituted by the Los Angeles County Board of Supervisors called the Countywide Traffic Signal Synchronization Program (TSSP).

In the South Bay, the DPW has taken the lead working with all jurisdictions implementing the Forum program's two major components – signal synchronization and Intelligent Transportation Systems (ITS).

TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM (TSSP) PROJECTS

Typically, TSSP projects involve upgrading all traffic signals along a route to keep the signals synchronized, placing vehicle detectors in the pavement to detect the presence of vehicles, coordinating the timing of the signals between successive intersections, and automatically adjusting the traffic signals to facilitate the movement of vehicles through the intersections. TSSP improvements typically reduce travel time by 20%.

CURRENT STATUS OF TSSP IN THE SOUTH BAY

As of May 2006, DPW has completed 24 TSSP improvement projects in the South Bay. The following chart shows the status of the most recently completed TSSP improvement projects along with projects still being worked on:

Project	Limits	Jurisdictions	Status	Notes
Hawthorne Boulevard	405 Fwy/ PCH	LAW, RBH, TOR, CT	Completed	Timing by Caltrans as needed.
La Brea Av	Centinela Av/ Century Bl	ING	Completed	Timing implemented
Sepulveda Bl PCH	Imperial Hwy/ Studebaker Rd	ELS, LAX, LBH, LOM, MBH, HBH, RBH, TOR, CT	Completed	Timing by Caltrans as needed.
Western Av	104th St/ Paseo Del Mar	LAX, CO, CT	Completed	Timing implemented
Prairie Av	Florence Av/ Imperial Hwy	HAW, ING	Completed	Timing implemented
Artesia Bl	Sepulveda Bl/ Vermont Av	GAR, HBH, LAW, LAX, MBH, RBH, TOR, CT	Construction	Construction started 7/05.

Project	Limits	Jurisdictions	Status	Notes
Carson St	Hawthorne Bl/ Santa Fe Av	CAR, LBH, LAX, TOR, CO, CT	Construction	Construction started 7/05.
Western Av	111th St/ Summerland Av	GAR, LOM, LAX, RPV, TOR, CO, CT	Construction	Construction started 7/05.
Anita St/ 190th St/ Victoria St	PCH/ Wilmington Av	CAR, CPT, LAX, RBH, TOR, CO, CT	Design	Advertisement scheduled 4/07.
Normandie Av (North)	El Segundo Bl/ 170th St	GAR, CO	Design	Advertisement scheduled 6/07.
Normandie Av (South)	Artesia Bl/ Anaheim St	GAR, LAX, CO, CT	Design	Advertisement rescheduled 6/06.
Torrance Bl	PCH/Main St	CAR, LAX, RBH, TOR, CO, CT	Design	Advertisement scheduled 3/07.
Marine Av	Sepulveda Bl/ Vermont Av	GAR, HAW, LAW, MBH, RBH, CO	Design	MOU executed 3/06.
Vermont Av	105 Fwy/PCH	GAR, LAX, CO, CT	Design	MOU executed 3/06.
223rd St/ Wardlow Rd	Western Av/ Delta Av	CAR, LBH, LAX, TOR, CO, CT	Design	MOU executed 3/06.
Sepulveda Bl	Prospect Av/ Easy St	CAR, LAX, LBH, RBH, TOR, CO, CT	Timing	Construction completed.
Inglewood Av	Hillcrest Bl/ Artesia Bl	HAW, ING, LAW, RBH, CO, CT	Timing	Construction completed.
Lomita Bl, et al*	Hawthorne Bl/ Walnut St	LOM, TOR, CO, CT	Timing	Construction completed.
Prairie Av/ Madrona Av	Artesia Bl/ Sepulveda Bl	TOR	Timing	Construction completed.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PROJECTS

Supplementing TSSP improvements, DPW is administering a number of ITS projects enabling cities and DPW to monitor and control their traffic signals from a remote location, such as a City Hall or Traffic Management Center. These ITS improvements give a local agency the ability to update signal timing based on current traffic conditions, remotely detect traffic signal equipment malfunctions, and better manage congestion during incidents and special events. ITS improvements typically reduce travel time by 10%.

The South Bay ITS projects consist of installing Traffic Control System (TCS) software, Closed-Circuit Television (CCTV) cameras, and a wireless communications system to monitor, control, and coordinate the operation of traffic signals along the major arteries of the South Bay. The TCS will provide once-per-second monitoring of traffic signals. Each agency will be provided with at least one monitoring/control workstation located at each jurisdiction's city hall capable of controlling its jurisdiction's traffic signals. CCTV cameras will be installed to enable video monitoring of traffic congestion and incidents.

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Once the work on the TCS for each agency is completed information exchange software will be installed for each South Bay agency. This software will allow agencies to share traffic signal and congestion data so that they can implement multijurisdictional arterial management strategies to reduce incident response time during recurring and nonrecurring incidents, emergencies, and routine maintenance. The software provides for the exchange of data not only within the South Bay, but also throughout the County. The City of Inglewood currently has this ability.

An additional ITS project is in progress in the South Bay called the El Segundo Area ITS. This project focuses on development and deployment of a traveler information system for all motorists traveling in the South Bay providing them with both pre-trip and en route real-time information on roadway traffic conditions, incidents, and travel times. Currently, this project has three free services available:

CommunityView-Internet

Web site that provides users with real-time information on road conditions, incidents, and travel times throughout the Southern California freeway network. It can be accessed at <http://traffic.iteris.com/communityview> or <http://www.commutecall.com>.

CommunityView-Cable TV

Cable TV program that provides users with real-time information on road conditions, incidents, and travel times throughout the Southern California freeway network. It is available to residents in the City of El Segundo.

CommuteCall-Basic

Phone service that provides users with real-time information on road conditions, incidents, and travel times throughout the Southern California freeway network. It can be accessed toll free at (888) TRIP-411 or (888) 874-7411.

CURRENT STATUS OF ITS IN THE SOUTH BAY

The initial deployment of the County's TCS software will be at 51 signalized intersections in the South Bay. In addition, six CCTV cameras will also be installed (see charts). To enable the traffic signals to communicate with the TCS, DPW has executed a contract to implement wireless communications linking these 51 signals and six cameras to the County's Traffic Management Center. Testing and system acceptance is scheduled to be completed in Summer 2006.

Upon completion of the TCS and wireless communications system, DPW will move forward with deployment of these systems at the remaining County-maintained signals throughout the South Bay region. This deployment stage will also include signals maintained by cities who desire to place their signals under the County's TCS. This expansion should occur within a year after final system acceptance of the TCS and communications system.

Concurrent with the activities described above, DPW is working with the City of Torrance to procure a new TCS for their city's signals, and with the City of Gardena to upgrade/expand coverage of their existing TCS.

WIRELESS COMMUNICATIONS SYSTEM PROJECT

List of "First 51" Intersections

Corridor	Cross Street	Corridor	Cross Street
Aviation Bl	118th St	Century Bl	Normandie Av
Aviation Bl	120th St	El Segundo Bl	Budlong Av
Aviation Bl	124th St	El Segundo Bl	Normandie Av
Aviation Bl	135th St	El Segundo Bl	Vermont Av
Aviation Bl	Alaska Av	Imperial Hwy	Budlong Av
Aviation Bl	El Segundo Bl	Imperial Hwy	Denker Av
Aviation Bl	Rosecrans Av	Imperial Hwy	Normandie Av
El Segundo Bl	I-405 North	Imperial Hwy	Van Ness Av
El Segundo Bl	I-405 South	Imperial Hwy	Western Av
El Segundo Bl	Inglewood Av	Imperial Hwy	Wilton Pl
El Segundo Bl	Isis Av	Normandie Av	104th St
El Segundo Bl	Ocean Gate Av	Normandie Av	106th St
El Segundo Bl	Shoup Av	Normandie Av	108th St
Inglewood Av	130th St	Normandie Av	110th St
Inglewood Av	132nd St	Normandie Av	120th St
Inglewood Av	135th St	Normandie Av	89th St
Inglewood Av	138th St	Normandie Av	92nd St
La Cienega Bl	120th St	Normandie Av	95th St
La Cienega Bl	El Segundo Bl	Normandie Av	98th St
La Cienega Bl	Pacific Concourse Dr	Western Av	111th St
Rosecrans Av	Apollo St	Western Av	120th St
Rosecrans Av	Continental Way	Western Av	El Segundo Bl
Rosecrans Av	Douglas St	Western Av	SW College Entr
Rosecrans Av	Isis Av	Rosecrans Av	Nash St
Rosecrans Av	Village Dr	Rosecrans Av	Ocean Gate Av
Rosecrans Av	Inglewood Av		

CCTV CAMERA SYSTEM PROJECT

LIST OF INTERSECTIONS

Corridor	Cross Street	Corridor	Cross Street
Aviation Bl	El Segundo Bl	Aviation Bl	Rosecrans Av
Century Bl	Normandie Av	Rosecrans Av	Inglewood Av
Hawthorne Bl	El Segundo Bl	Hawthorne Bl	Manhattan Beach Bl



City Showcase

THE CITY OF TORRANCE RECEIVES A 4TH CONSECUTIVE TOP TEN DIGITAL CITIES AWARD

For the fourth consecutive year, the City of Torrance has been named one of the most technologically advanced cities in America, by the Center for Digital Government. The annual study examines how city governments are utilizing digital technologies to better serve their citizens and streamline operations. The award recognizes the dedication of the Mayor, City Council, City Manager, Information Technology Department, and other City departments in utilizing technology to improve services to the community.

Specifically, the City of Torrance has adopted numerous new technologies that improve service delivery to the public. For example, all Tuesday evening City Council meetings are now broadcast live via the city's website. Archived Council meeting videos, CitiNET archived video content (i.e. "This Week in Torrance", "SportsDesk", "SeniorScene"), CitiSOUNDS AM 1630 radio broadcast audio, and a repository of Council meeting agendas and minutes as far back as 1996 are also available via website links.

Torrance's website also offers access to online calendars, schedules, and directories such as weekly construction maps, park activity calendars, Parks & Recreation Class Schedules and city department phone directories. In addition, the website provides access to:

- frequently used forms
- requests for service
- payments for animal services
- bids/RFPs
- building permits
- occupational license renewal
- park & recreation services
- property assessment and tax information
- business taxes
- water/utility bills
- Community Emergency Response Training materials
- HazMat information
- parking ticket or traffic citations payments

The website contains citizen emergency preparedness information on topics such as disaster preparedness tips, the threat advisory system, emergency contact information, and

the community alert email program. In addition over 75% of all City job applications can be submitted online using an interactive form. Furthermore the City offers public safety related information such as "most-wanted" photos, Megan's Law information, and neighborhood watch programs via the website. Torrance's Internet site also serves as a portal for programs like "Ask a Librarian" (public access to live library reference staff), CareerZone (free employment and training services), and Municipal Area Express (commuter bus service). In addition the City provides public WiFi hotspots at the Katy Geissert Main Library. All of these improvements allow members of the public easy access to important city information and services, and serve as a basis for Torrance's ranking among the top ten digital cities.

The City of Torrance also received its fifth Award for Excellence in Information Technology Practices from the Municipal Information Systems Association of California (MISAC). This award honors cities for Information Technology Practices that demonstrated innovation and efficiencies in local government practices. Cities are evaluated on the use of technology in ten categories (such as budget, Internet, customer satisfaction, and security). MISAC is affiliated with the League of California Cities with the goal of promoting professional administration of municipal information processing.

Both of these awards also recognize how the city's Information Technology organization is structured, including budgetary controls and project management. The City of Torrance received these awards due to their excellence in these areas, as well as in the programming of system replacements, and the leveraging of specialty technologies such as GIS, imaging and public safety mobile data for internal operations. This level of organization ultimately makes the entire governmental structure run much more efficiently, not only increasing service to the public, but saving taxpayer dollars as well. For more information, contact the Information Technology Department at 310-618-2880.

SBESC LAUNCHES AN ENERGY CONTROLLER PURCHASING INITIATIVE

The South Bay Energy Savings Center (SBESC), a project of the South Bay Cities Council of Governments, announced that it has successfully implemented the Energy Controller Purchasing Initiative where it expects to deploy over 160 vending machine energy saving devices throughout cities in the South Bay. With the installation of the energy controllers, it is expected that public agencies will realize savings of over 260,000 kilowatt hours of electricity and more than \$40,000 in energy costs per year. With the SBESC aggregating city purchases and coordinating rebates, this program has allowed South Bay cities to purchase this equipment at significantly discounted prices and reduced staff time. This program has been offered to other South Bay public agencies and SBESC is also inviting South Bay businesses to take advantage of it. El Segundo Unified School District is already participating.

As part of a broader Public Agency Energy Efficiency Program (EE+) included within the SBESC's program offerings which include trainings and dissemination of information on energy savings, EE+ is designed to assist South Bay public agencies to achieve energy and cost savings through innovative approaches, such as joint procurement. The goal for the program is to complete energy efficiency projects that would deliver over 3 million kilowatt hours of energy savings. This would result in a cost savings of over \$2 million in five years, or about \$650,000 per year.

The center's first initiative – the energy controller for vending machines– focused on a relatively simple device. However, its ability to deliver substantial savings is powerful. Each controller can reduce over 1,000 kilowatt hours of energy use per vending machine, resulting in a savings that is three to four times the cost of the device.

“This first initiative was a successful demonstration of the power of cities working together through joint procurement,” said Michele Swanson, SBESC Environmental Deputy. “We look forward to coordinating a great many more such initiatives to provide our cities with additional opportunities to save money and energy.” Additional initiatives with public agencies are planned to pursue energy efficient lighting retrofits, street and traffic lighting improvements, more energy efficient ball field lighting, upgrades to heating ventilation and air-conditioning systems, pumps, computer network energy management systems and solar photovoltaic systems.

This successful initiative shows that joint procurement works. Not only did this approach save the South Bay cities thousands of dollars in upfront costs, it simplified the processing of utility rebate applications via a single point of contact.

The second initiative is directed at energy savings on networked computers and was kicked off at a meeting for City and School District personnel on June 14. This program is available to businesses throughout the South Bay upon request.

For more information on the VendingMiser® or other energy efficiency programs, call the SBESC at 310-543-3022, or visit www.sbesc.com

The South Bay Energy Savings Center is funded by California ratepayers under the auspices of the California Public Utilities Commission, and is an innovative alliance between the South Bay Cities Council of Governments, Southern California Edison, and The Gas Company®. 

THE SBCCOG LAUNCHES NEW WEBSITE:

Did you know that the South Bay has a Homeland Security Task Force? Are you aware that there is a subregional Transit Working Group, who's goal is to review regional transit projects affecting the South Bay? These are just a few interesting facts you can discover on the new South Bay Cities Council of Governments (SBCCOG) website, <http://www.southbaycities.org/>.

The SBCCOG has completed a redesign and upgrade of their website. Working with consulting firm Urban Insight, the up to date and user-friendly website successfully provides a unique, professional identity for SBCCOG, improving user access to

the organization and information about its 16 member cities in Southern California and the activities of the SBCCOG.

Visitors to the site will be able to see SBCCOG meeting agendas, minutes, recent news and upcoming events as well as the quarterly newsletter. The site also provides easy links to all of our member cities and to regional agencies. The sustainable content management system (CMS) easily allows SBCCOG staff to add and edit content pages as well as posting topics and comments on an intranet forum. The new "dynamic", database-driven information architecture integrates site navigation and content sections by categories,

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Energy accounting models are being used to create a "farm to wheels" energy cost. This is also needed to better understand the economic and environmental consequences of alternative power generation, conservation and conventional power generation.

"Comparability of costs between supply and conservation technologies and methods in the energy sector has consistently been a problem, and the diversity of energy cost accounting schemes provides significant opportunity for very different arguments to be made for specific technologies, regulatory and market regimes, and a wide range of social and environmental taxes," Kammen writes with co-author S. Pacca in "Assessing the costs of electricity," a 2004 paper published in the Annual Review of Environment and Resources.

NOW THE HYDROGEN HIGHWAY?

Hydrogen is attractive as a potential alternative fuel because it can be generated from such a wide range of feedstocks, today mostly from methane and coal, but some of them renewable, including wind, solar, biomass and waste.

It also has the advantage of being portable, although a major hurdle is shipping and storage technologies. However, when used in a fuel cell, the only emission hydrogen produces is water, making it extremely attractive in terms of reducing greenhouse gas emissions.

Most recently, researchers working at ITS Berkeley's Partners for Advanced Transit and Highways (PATH) received delivery of a limited-production hydrogen fuel cell vehicle from DaimlerChrysler. The DaimlerChrysler car will be used as a fleet vehicle at PATH. The real-world test is intended to give researchers insights into how well day-to-day users respond to the different aspects of operating hydrogen-fueled vehicles and, in particular, refueling.

The test was intended to assess the practicality of hydrogen vehicles and their supporting infrastructure in the context of a

federal demonstration project intended to help carmakers decide on the feasibility of the technology by 2015.

In addition, researchers were hoping to measure users' reactions to the refueling process, which can take up to 10 minutes, and the need to closely monitor fuel levels, because of the fuel cell's limited range and the lack of a fully developed network of refueling stations. To address some of these concerns, researchers are also studying ways that intelligent transportation systems can be incorporated into the hydrogen transportation system to make it more user-friendly.

TECHNOLOGIES BEING EXPLORED INCLUDE:

- in-vehicle navigation systems to guide users to the most convenient re-fueling station, using a Web-based map of fueling stations, which supplies estimates of driving distances to stations,
- "smart" refueling systems that would make the most of the sparse network in the early stages of hydrogen-fueled transportation by providing two-way information-communication between fuel cell vehicles and refueling stations, giving drivers real-time information on conditions at each station and allow drivers to better plan refueling trips and potentially reduce total miles traveled;
- carsharing systems and smart-parking systems to give priority to alternative fuel vehicles at transit stations and other locations, as well as in high-occupancy vehicle lanes,
- automated vehicle location and on-board monitoring systems to track the use, performance and location of alternative fuel vehicles and
- Wi-Fi communications that could generate real-time performance measures, such as vehicle-miles traveled, that could be used to calculate fuel taxes to replace what would normally be paid at the gas pump if they are eventually required for these vehicles.

More information is available at:

<http://www.its.berkeley.edu/newsbits/energy.html> 

WWW.SOUTHBAYCITIES.ORG

meaning that site content can be cross-listed by subject matter. For example, information on different projects or reports includes links to relevant news and events, and SBCCOG working committees, and vice versa.

The Internet accessibility standards-compliant site includes an impressive streamlined search function, allowing visitors to search across SBCCOG's numerous web pages and reports by keyword and subject. "This redesigned site will allow our member cities as well as others interested in the South Bay to go to one place and be able to access information about our activities and the area. We welcome suggestions for including

additional information that would be helpful." said SBCCOG executive director Jacki Bacharach.

ABOUT URBAN INSIGHT

Urban Insight (www.urbaninsight.com) is an Internet consulting and Web development firm experienced in the application of Internet technologies to the urban environment. Urban Insight creates Web and Internet technology solutions for public and private organizations in the urban planning, urban development and economic development communities. 

Food *for* Thought

IF THE FUEL FITS...

Article from the Institute of Transportation Studies at UC Berkeley, Spring 2006 Volume 2, Number 1.

Transportation consumes one-third of all energy used each year in the U.S.—and that figure does not fully account for secondary demands imposed by infrastructure maintenance and construction. (Power generation and construction account almost equally for the rest.)

Because of transportation's large energy appetite, any transportation sustainability research must include studying ways to reduce energy use and finding renewable substitutes for energy derived from finite sources. Another impetus in transportation energy research is minimizing emissions of pollutants and the creation of greenhouse gases associated with atmospheric warming. Transportation energy has some unique requirements that limit the choices or make certain options less desirable than in the case of power generation or heating and cooling buildings. Put simply, it must be "portable," a substance that can be stored on-board a vehicle either in a tank or a battery.

Biofuels, derived from plants, and hydrogen, which can be made from a vast array of feedstocks, are the most actively pursued in transportation. (Electric-power vehicles are also of interest, but they cannot be considered truly sustainable until renewable ways to generate electricity are found.)

Interest in both types of fuel is especially intense in California, given Gov. Arnold Schwarzenegger's announcement in June 2005 of plans to devise policies to curb greenhouse gas emissions in the state, and his announced intention in 2004 to foster a "hydrogen highway network" for the state.

Transportation is a larger contributor to greenhouse gases in California than in many other states because of the mix of fuels used in other sectors, notably, power generation. Power generated for use in California does not rely as heavily on coal as power generated in many other states and thus is associated with fewer greenhouse gases than it is in many other states.

THE BIOFUEL PATH: FEAST OR FAMINE?

Energy researchers at UC Berkeley offer contrasting visions for the potential role for biofuels, though they agree that how biofuels are processed and the sources from which they are derived are key considerations.

Tad Patzek, Director of the UC Oil Consortium and Professor of Geoengineering, released a widely publicized study in June 2005 criticizing ethanol as a net energy "loser" when its entire lifecycle is taken into account.

Alex Farrell, an assistant professor in the Energy and Resources Group (ERG), and Dan Kammen, a professor with ERG, (along with four other authors) published a report in January 2006, also widely publicized, of six studies, including Patzek's, on ethanol's net energy costs, and came to different conclusions. Ethanol use in the transportation sector could cut oil consumption and greenhouse gas emissions, especially if it were generated from cellulosic sources (such as the famed "switch grass" that President Bush mentioned in his 2006 State of the Union), as opposed to the more common corn. However, any study of biofuels' appropriateness for transportation uses requires a cross-discipline approach. As Farrell notes, "Agricultural practices that are sustainable are suddenly important to the transportation system." Students of his are studying tillage and fertilizing practices, and the significance in the energy and emissions equation of three-year crop rotations, which are used in organic agriculture to generate "green manure," by growing alfalfa in a field for one year.

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CALENDAR

All meetings are open to the public

JULY

- 10 Steering Committee
 - 26 Infrastructure Working Group
- NO BOARD MEETING IN JULY**

AUGUST

- 8 Legislative Committee
- 14 Steering Committee
- 23 Infrastructure Working Group
- 24 **Board of Directors**

SEPTEMBER

- 11 Steering Committee
- 19 Legislative Committee
- 27 Infrastructure Working Group
- 28 **Board of Directors**

Note: Contact jacki@southbaycities.org for further information