



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD
ROLLING HILLS, CA 90274
(310) 377-1521

AGENDA

Regular City Council Meeting

CITY COUNCIL

Monday, September 11, 2023

CITY OF ROLLING HILLS

7:00 PM

The meeting agenda is available on the City's website. The City Council meeting will be live-streamed on the City's website. Both the agenda and the live-streamed video can be found here:
<https://www.rolling-hills.org/government/agenda/index.php>

Members of the public may submit written comments in real-time by emailing the City Clerk's office at cityclerk@cityofrh.net. Your comments will become part of the official meeting record. You must provide your full name, but please do not provide any other personal information that you do not want to be published.

Recordings to City Council meetings can be found here: <https://www.rolling-hills.org/government/agenda/index.php>

Next Resolution No. 1349

Next Ordinance No. 384

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. PRESENTATIONS/PROCLAMATIONS/ANNOUNCEMENTS

5. APPROVE ORDER OF THE AGENDA

This is the appropriate time for the Mayor or Councilmembers to approve the agenda as is or reorder.

6. BLUE FOLDER ITEMS (SUPPLEMENTAL)

Blue folder (supplemental) items are additional back up materials to administrative reports, changes to the posted agenda packet, and/or public comments received after the printing and distribution of the agenda packet for receive and file.

7. PUBLIC COMMENT ON NON-AGENDA ITEMS

*This is the appropriate time for members of the public to make comments regarding items **not** listed on this agenda. Pursuant to the Brown Act, no action will take place on any items not on the agenda.*

8. CONSENT CALENDAR

Business items, except those formally noticed for public hearing, or those pulled for discussion are assigned to the Consent Calendar. The Mayor or any Councilmember may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items removed from the Consent Calendar will be taken up under the "Excluded Consent Calendar" section below. Those items remaining on the Consent Calendar will be approved in one motion. The Mayor will call on anyone wishing to address the City Council on any Consent Calendar item on the agenda, which has not been pulled by Councilmembers for discussion.

8.A. [APPROVE AFFIDAVIT OF POSTING FOR THE CITY COUNCIL REGULAR MEETING OF SEPTEMBER 11, 2023](#)

RECOMMENDATION: Approve.

[CL_AGN_230911_CC_AffidavitofPosting.pdf](#)

- 8.B. APPROVE MOTION TO READ BY TITLE ONLY AND WAIVE FURTHER READING OF ALL ORDINANCES AND RESOLUTIONS LISTED ON THE AGENDA

RECOMMENDATION: Approve.

- 8.C. APPROVE THE FOLLOWING CITY COUNCIL MINUTES: AUGUST 28, 2023 SPECIAL MEETING; AUGUST 28, 2023 REGULAR MEETING

RECOMMENDATION: Approve as presented.

[CL_MIN_230828_CC_Special_F.pdf](#)

[CL_MIN_230828_CC_F.pdf](#)

- 8.D. PAYMENT OF BILLS

RECOMMENDATION: Approve as presented.

[CL_AGN_230911_CC_PaymentOfBills_E.pdf](#)

- 8.E. APPROVE SOUTH BAY CHAMBER MUSIC SOCIETY'S ANNUAL REQUEST FOR A \$600 CONTRIBUTION IN FISCAL YEAR 23/24

RECOMMENDATION: Approve as presented.

[CL_AGN_230911_CC_SouthBayChamberMusic.pdf](#)

- 8.F. RECEIVE AND FILE AN UPDATE ON MEASURE W - SAFE CLEAN WATER PROGRAM LOCAL RETURN ALLOCATIONS AND ALLOWABLE APPLICATIONS OR EXPENDITURES

RECOMMENDATION: Receive and file.

[ATTACHMENT1_PW_MS4_LID_RH_2022-23_SCW_Expenditures\(2023-08-31\).pdf](#)

[ATTACHMENT2_PW_MS4_LID_Handbook-for-Municipalities-202206.pdf](#)

- 8.G. ADOPT RESOLUTION NO. 1348 EXPRESSING SUPPORT FOR THE MENDOZA-CANDELL-PRIFORCE TRIPARTISAN LAND USE INITIATIVE TO AMEND ARTICLE XI OF THE CONSTITUTION OF THE STATE OF CALIFORNIA MAKING ZONING AND LAND USE COMMUNITY AFFAIRS, AND NOT OF STATE INTEREST

RECOMMENDATION: Approve as presented.

[CL_AGN_230828_CC_OurNeighborhoodVoices_Initiative_July2023.pdf](#)

[ResolutionNo1348_SupportOfLocalControl.pdf](#)

9. EXCLUDED CONSENT CALENDAR ITEMS

10. COMMISSION ITEMS

11. PUBLIC HEARINGS

12. OLD BUSINESS

13. NEW BUSINESS

- 13.A. ACCEPT THE CITY HALL EQUESTRIAN FENCE REPLACEMENT PROJECT

#2023-03 AS COMPLETE, FILE NOTICE OF COMPLETION, AND RELEASE RETENTION AFTER 30 DAY LIEN PERIOD TO BENNETT LANDSCAPE

RECOMMENDATION: Approve as presented.

[CL_BID_230901_2023-03_BennettLandscape_NoticeOfCompletion_D.pdf](#)

[CL_BID_230831_2023-03_EquestrianFenceReplacement_Invoice03.pdf](#)

[CL_BID_230831_2023-03_EquestrianFenceReplacement_ConditionalWaiver.pdf](#)

14. MATTERS FROM THE CITY COUNCIL

14.A. [UPDATE ON EMERGENCY PREPAREDNESS EFFORTS \(COUNCILMEMBERS PIEPER & BLACK\)](#)

RECOMMENDATION: Receive and file.

[CL_AGN_230911_CC_EmergencyPreparedness_Update_Report.pdf](#)

[CL_AGN_230911_LessonsLearned_Lahaina_Honbo.pdf](#)

[RPV_220118_InfrastructureInterdependancyVulnerabilitiesAssessment_WhitePaper.pdf](#)

14.B. [DISCUSSION REGARDING RESIDENT'S COMPLAINTS AND CONCERNS ABOUT REPUBLIC SERVICES FIELD OPERATIONS \(MAYOR PRO TEM MIRSCH\)](#)

RECOMMENDATION: Provide direction to staff.

[PW_REF_181003_RepublicServices_MotherTruck_StagingLocations.pdf](#)

[CL_AGN_100222_CC_Item3H_FrontLoaderStaging_Request&Recs.pdf](#)

14.C. [DISCUSSION ON LETTER FROM RESIDENTS CHARLIE AND PIA RAINE REGARDING WATER RUNOFF INTO KLONDIKE, LITTLE KLONDIKE AND PAINTBRUSH CANYONS \(MAYOR WILSON / MAYOR PRO TEM MIRSCH\)](#)

RECOMMENDATION: Receive and file. Provide direction to staff.

[CL_AGN_230911_CC_Raine_RunoffCanyons_Email.pdf](#)

[CL_AGN_230911_CC_Raine_RunoffCanyons_Pics.pdf](#)

15. MATTERS FROM STAFF

16. RECESS TO CLOSED SESSION

16.A. [PERSONNEL PURSUANT TO GOVERNMENT CODE SECTION \(B\) 54957 THE CITY COUNCIL MAY MEET IN CLOSED SESSION TO CONSIDER THE APPOINTMENT/EMPLOYMENT OF A PUBLIC EMPLOYEE. \(CITY MANAGER\)](#)

RECOMMENDATION: None.

17. RECONVENE TO OPEN SESSION

18. ADJOURNMENT

Next regular meeting: Monday, September 25, 2023 at 7:00 p.m. in the City Council Chamber, Rolling Hills City Hall, 2 Portuguese Bend Road, Rolling Hills, California, 90274.

Notice:

Public Comment is welcome on any item prior to City Council action on the item.

Documents pertaining to an agenda item received after the posting of the agenda are available for review in

the City Clerk's office or at the meeting at which the item will be considered.

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance to participate in this meeting due to your disability, please contact the City Clerk at (310) 377-1521 at least 48 hours prior to the meeting to enable the City to make reasonable arrangements to ensure accessibility and accommodation for your review of this agenda and attendance at this meeting.



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 8.A
Mtg. Date: 09/11/2023

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: CHRISTIAN HORVATH, CITY CLERK / EXECUTIVE ASSISTANT TO CITY MANAGER

THRU: DAVID H. READY

SUBJECT: APPROVE AFFIDAVIT OF POSTING FOR THE CITY COUNCIL REGULAR MEETING OF SEPTEMBER 11, 2023

DATE: September 11, 2023

BACKGROUND:

None.

DISCUSSION:

None.

FISCAL IMPACT:

None.

RECOMMENDATION:

Approve.

ATTACHMENTS:

[CL_AGN_230911_CC_AffidavitofPosting.pdf](#)



Administrative Report

8.A., File # 1984

Meeting Date: 09/11/2023

To: MAYOR & CITY COUNCIL

From: Christian Horvath, City Clerk

TITLE

APPROVE AFFIDAVIT OF POSTING FOR THE CITY COUNCIL REGULAR MEETING OF SEPTEMBER 11, 2023

EXECUTIVE SUMMARY

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF ROLLING HILLS)

AFFIDAVIT OF POSTING

In compliance with the Brown Act, the following materials have been posted at the locations below.

Legislative Body	City Council
Posting Type	Regular Meeting Agenda
Posting Location	2 Portuguese Bend Road, Rolling Hills, CA 90274 City Hall Window City Website: https://www.rolling-hills.org/government/agenda/index.php https://www.rolling-hills.org/government/city_council/city_council_archive_agendas/index.php

Meeting Date & Time	SEPTEMBER 11, 2023	7:00pm Open Session
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As City Clerk of the City of Rolling Hills, I declare under penalty of perjury, the document noted above was posted at the date displayed below.

Christian Horvath, City Clerk

Date: September 8, 2023



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 8.B
Mtg. Date: 09/11/2023

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: CHRISTIAN HORVATH, CITY CLERK / EXECUTIVE ASSISTANT TO CITY MANAGER

THRU: DAVID H. READY

SUBJECT: APPROVE MOTION TO READ BY TITLE ONLY AND WAIVE FURTHER READING OF ALL ORDINANCES AND RESOLUTIONS LISTED ON THE AGENDA

DATE: September 11, 2023

BACKGROUND:

None.

DISCUSSION:

None.

FISCAL IMPACT:

None.

RECOMMENDATION:

Approve.

ATTACHMENTS:



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 8.C
Mtg. Date: 09/11/2023

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: CHRISTIAN HORVATH, CITY CLERK / EXECUTIVE ASSISTANT TO CITY MANAGER

THRU: DAVID H. READY

SUBJECT: APPROVE THE FOLLOWING CITY COUNCIL MINUTES:
AUGUST 28, 2023 SPECIAL MEETING;
AUGUST 28, 2023 REGULAR MEETING

DATE: September 11, 2023

BACKGROUND:

None.

DISCUSSION:

None.

FISCAL IMPACT:

None.

RECOMMENDATION:

Approve as presented.

ATTACHMENTS:

[CL_MIN_230828_CC_Special_F.pdf](#)

[CL_MIN_230828_CC_F.pdf](#)



Minutes
Rolling Hills City Council
Monday, August 28, 2023
Special Meeting 5:30 p.m.

1. CALL TO ORDER

The City Council of the City of Rolling Hills met in person on the above date at 5:30 p.m. Mayor Wilson presiding.

2. ROLL CALL

Councilmembers Present: Black, Pieper, Mayor Pro Tem Mirsch, Mayor Wilson
Councilmembers Absent: Dieringer
Staff Present: Pat Donegan, City Attorney
Christian Horvath, City Clerk / Executive Assistant to the City Manager

3. PLEDGE OF ALLEGIANCE – Mayor Wilson postponed to the regular meeting at 7:00 p.m.

4. PUBLIC COMMENT ON NON-AGENDA ITEMS – NONE

5. CONSENT CALENDAR

5.A. APPROVE AFFIDAVIT OF POSTING FOR THE CITY COUNCIL SPECIAL MEETING OF AUGUST 28, 2023

Motion by Mayor Pro Tem Mirsch, seconded by Councilmember Black to approve Consent Calendar. Motion carried with the following vote:

AYES: Black, Pieper, Mirsch, Mayor Wilson
NOES: None
ABSENT: Dieringer

6. RECESS TO CLOSED SESSION – 5:31 P.M.

Councilmember Dieringer arrived prior to any substantive discussion.

6.A. PERSONNEL PURSUANT TO GOVERNMENT CODE SECTION (B) 54957 THE CITY COUNCIL MAY MEET IN CLOSED SESSION TO CONSIDER THE APPOINTMENT/EMPLOYMENT OF A PUBLIC EMPLOYEE. (CITY MANAGER)

7. RECONVENE TO OPEN SESSION – 6:55 P.M.

8. ADJOURNMENT: 6:55 P.M.

The meeting was adjourned at 6:55 p.m on August 22, 2023. The next regular adjourned meeting of the City Council is scheduled to be held on Monday, August 28, 2023 beginning at 7:00 p.m. in the City Council Chamber at City Hall, 2 Portuguese Bend Road, Rolling Hills, California. It will also be available via City's website link at: <https://www.rolling-hills.org/government/agenda/index.php>

All written comments submitted are included in the record and available for public review on the City website.

Respectfully submitted,

Christian Horvath, City Clerk

Approved,

Patrick Wilson, Mayor



1. CALL TO ORDER

The City Council of the City of Rolling Hills met in person on the above date at 7:00 p.m. Mayor Wilson presiding.

2. ROLL CALL

Councilmembers Present: Black, Dieringer, Pieper, Mayor Pro Tem Mirsch, Mayor Wilson
Councilmembers Absent: None
Staff Present: David Ready, Interim City Manager
Christian Horvath, City Clerk / Executive Assistant to the City Manager
Robert Samario, Finance Director
Pat Donegan, City Attorney

3. PLEDGE OF ALLEGIANCE – Councilmember Pieper

4. PRESENTATIONS/PROCLAMATIONS/ANNOUNCEMENTS – NONE

5. APPROVE ORDER OF THE AGENDA

Motion by Councilmember Black, seconded by Councilmember Dieringer to approve order of the agenda. Motion carried unanimously with the following vote:

AYES: Black, Dieringer, Pieper, Mirsch, Mayor Wilson
NOES: None
ABSENT: None

6. BLUE FOLDER ITEMS (SUPPLEMENTAL)

Motion by Councilmember Black, seconded by Councilmember Pieper to receive and file Blue Folder Item for 8D. Motion carried unanimously with the following vote:

AYES: Black, Dieringer, Pieper, Mirsch, Mayor Wilson
NOES: None
ABSENT: None

7. PUBLIC COMMENT ON NON-AGENDA ITEMS – NONE

8. CONSENT CALENDAR

8.A. APPROVE AFFIDAVIT OF POSTING FOR THE CITY COUNCIL REGULAR MEETING OF AUGUST 28, 2023

8.B. APPROVE MOTION TO READ BY TITLE ONLY AND WAIVE FURTHER READING OF ALL ORDINANCES AND RESOLUTIONS LISTED ON THE AGENDA

- 8.C. APPROVE THE FOLLOWING CITY COUNCIL MINUTES: JUNE 23, 2023 SPECIAL MEETING; AUGUST 14, 2023 REGULAR MEETING; AUGUST 17, 2023 SPECIAL MEETING; AUGUST 22, 2023 SPECIAL MEETING**
- 8.D. PAYMENT OF BILLS**
- 8.E. REPUBLIC SERVICES RECYCLING TONNAGE REPORT FOR JULY 2023**
- 8.F. ADOPT BY RESOLUTION NO. 1347 AUTHORIZING A FISCAL YEAR 22/23 BUDGET MODIFICATION TO INCREASE APPROPRIATIONS IN THE CAPITAL PROJECTS FUND BY \$30,892.20 FUNDED BY A TRANSFER OF GENERAL FUND RESERVES FOR PREVIOUS CITY COUNCIL APPROVED CONSTRUCTION CONTRACT CHANGE ORDERS WITH AC PROS INC., FOR THE CITY HALL HVAC REPLACEMENT PROJECT**

Motion by Councilmember Black, seconded by Councilmember Dieringer to approve the consent calendar with a minor correction to the minutes for the August 14, 2023 regular meeting in Item 8C. Motion carried unanimously with the following vote:

AYES: Black, Dieringer, Pieper, Mirsch, Mayor Wilson
NOES: None
ABSENT: None

9. EXCLUDED CONSENT CALENDAR ITEMS – NONE

10. COMMISSION ITEMS – NONE

11. PUBLIC HEARINGS – NONE

12. OLD BUSINESS – NONE

13. NEW BUSINESS

13.A. PRELIMINARY YEAR END RESULTS FOR THE FISCAL YEAR ENDED JUNE 30, 2023

Presentation by Finance Director Robert Samario

Public Comment: Alfred Visco

Motion by Councilmember Pieper, seconded by Mayor Pro Tem Mirsch to receive and file. Motion carried unanimously with the following vote:

AYES: Black, Dieringer, Pieper, Mirsch, Mayor Wilson
NOES: None
ABSENT: None

Mayor Pro Tem Mirsch requested that staff return with a consent item presenting an update on Measure W allowable uses and line item expenses from the previous fiscal year. Without objection, so ordered.

13.B. ACCEPT THE CITY HALL HEATING, VENTILATION AND AIR CONDITIONING PROJECT #2023-01 AS COMPLETE, FILE NOTICE OF COMPLETION, AND RELEASE RETENTION AFTER 30 DAY LIEN PERIOD TO AC PROS

Presentation by City Clerk / Executive Assistant to the City Manager Christian Horvath

Motion by Councilmember Pieper, seconded by Councilmember Dieringer to table the item and request better answers on the noise levels in the Council Chambers. Motion carried unanimously with the following vote:

AYES: Black, Dieringer, Pieper, Mirsch, Mayor Wilson
NOES: None
ABSENT: None

13.C. APPROVE POTENTIAL 25% LOCAL MATCH REQUIREMENT AMOUNT OF APPROXIMATELY \$405,250 FOR RECENTLY SUBMITTED APPLICATION TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) HAZARD MITIGATION GRANT PROGRAM TO ADDRESS ADDITIONAL FIRE FUEL ABATEMENT IN ROLLING HILLS' KLONDIKE CANYON

Presentation by Interim City Manager David Ready
City Clerk / Executive Assistant to the City Manager Christian Horvath

Motion by Councilmember Pieper, seconded by Councilmember Dieringer to table the item until more information can be presented to the City Council on both the existing Vegetation Management Grant progress and the full scope of the proposed grant. Motion carried unanimously with the following vote:

AYES: Black, Dieringer, Pieper, Mirsch, Mayor Wilson
NOES: None
ABSENT: None

14. MATTERS FROM THE CITY COUNCIL

14.A DISCUSSION REGARDING THE MENDOZA-CANDELL-PRIFORCE TRIPARTISAN LAND USE INITIATIVE AND WHAT ACTIONS CAN THE COUNCIL TAKE IN SUPPORT IF SO DESIRED (MAYOR PRO TEM MIRSCH)

Presentation by City Attorney Patrick Donegan
City Clerk / Executive Assistant to the City Manager Christian Horvath

Public Comment: Jim Aichele

Motion by Councilmember Black, seconded by Councilmember Dieringer to receive and file. Motion carried unanimously with the following vote:

AYES: Black, Dieringer, Pieper, Mirsch, Mayor Wilson
NOES: None
ABSENT: None

Mayor Wilson requested that staff return to the next regular meeting with a resolution in support of the Tripartisan Initiative. Without objection, so ordered.

15. MATTERS FROM STAFF

15.A UPDATE ON THE AUGUST 27, 2023 BLOCK CAPTAIN PROGRAM ART FOR SAFETY SOCIAL AND EDUCATIONAL EVENT (VERBAL)

Presentation by City Clerk / Executive Assistant to the City Manager Christian Horvath

Public Comment: Marian Visco, Alfred Visco

Motion by Councilmember Pieper, seconded by Councilmember Dieringer to receive and file. Motion carried unanimously with the following vote:

AYES: Black, Dieringer, Pieper, Mirsch, Mayor Wilson
NOES: None
ABSENT: None

Interim City Manager Ready and City Clerk / Executive Assistant to the City Manager Christian Horvath discussed current complaints regarding Republic Services and actions staff is taking with their management to resolve.

Mayor Pro Tem Mirsch requested staff agendize a discussion item regarding resident complaints about Republic Services at the next regular meeting. Without objection, so ordered.

16. RECESS TO CLOSED SESSION – 8:36 P.M.

**16.A. CONFERENCE WITH REAL PROPERTY NEGOTIATOR GOVERNMENT CODE SECTION 54956.8
PROPERTY: CIVIC CENTER AND PARKING AREA, TENNIS COURTS, RIDING RINGS, STORM
HILL PARK CITY NEGOTIATOR: INTERIM CITY MANAGER NEGOTIATING PARTIES: ROLLING
HILLS COMMUNITY ASSOCIATION UNDER NEGOTIATION: LEASE PRICE**

**16.B. PERSONNEL PURSUANT TO GOVERNMENT CODE SECTION (B) 54957 THE CITY COUNCIL
MAY MEET IN CLOSED SESSION TO CONSIDER THE APPOINTMENT/EMPLOYMENT OF A
PUBLIC EMPLOYEE. (CITY MANAGER)**

17. RECONVENE TO OPEN SESSION – 9:18 P.M.

No reportable action.

18. ADJOURNMENT: 9:18 P.M.

The meeting was adjourned at 9:18 p.m on August 28, 2023. The next regular adjourned meeting of the City Council is scheduled to be held on Monday, September 11, 2023 beginning at 7:00 p.m. in the City Council Chamber at City Hall, 2 Portuguese Bend Road, Rolling Hills, California. It will also be available via City's website link at: <https://www.rolling-hills.org/government/agenda/index.php>

All written comments submitted are included in the record and available for public review on the City website.

Respectfully submitted,

Christian Horvath, City Clerk

Approved,

Patrick Wilson, Mayor



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 8.D
Mtg. Date: 09/11/2023

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: CHRISTIAN HORVATH, CITY CLERK / EXECUTIVE ASSISTANT TO CITY MANAGER

THRU: DAVID H. READY

SUBJECT: PAYMENT OF BILLS

DATE: September 11, 2023

BACKGROUND:

None.

DISCUSSION:

None.

FISCAL IMPACT:

None.

RECOMMENDATION:

Approve as presented.

ATTACHMENTS:

[CL_AGN_230911_CC_PaymentOfBills_E.pdf](#)

CITY OF ROLLING HILLS
AP24-001 & ACH24-001
 Check Run 09/07/2023

Check No.	Check Date	Payee	Description	Amount
028354-028359			Voided due to check formatting/printing error	0.00
028360	9/7/2023	Alan Palermo Consulting	Professional Consulting Services July 30 to Sept 2, 2023	3,795.00
028361	9/7/2023	Southern California News Group	10-14 Pine Tree Lane/19 PBR Public Notice 09/02/23	663.56
028361	9/7/2023	Southern California News Group	4 Poppy Trail Public Notice 8/31/23	596.41
CHECK TOTAL			\$ 1,259.97	
028362	9/7/2023	Executive Suite Services Inc.	Janitorial Services for August 2023	1,150.00
028363	9/7/2023	County of Los Angeles Dept of Animal Care	July 2023 Animal Care and Control	807.11
028364	9/7/2023	County of Los Angeles/Agric Commr	July 2023 LA County Weight & Measure/Pest Control	1,466.63
028365	9/7/2023	Texas Child Support SDU	Withholding Order PR Ending 09/05/23	163.15
ACH-307	9/10/2023	Forum Info-Tech. Inc./Levelcloud	September 2023 Cloud Hosting	5,360.74
ACH-308	9/3/2023	Nextiva	Business Phone Service September 2023	312.46
ACH-309	9/12/2023	Robert Half	Admin. Temp. - Week ending 08/18/23	1,475.15
ACH-309	9/12/2023	Robert Half	Admin. Temp. - Week ending 08/25/23	1,148.45
CHECK TOTAL			\$ 2,623.60	
PR LINK	8/25/2023	PR LINK - Payroll & PR Taxes PR#17	Payroll Processing Fee PR#17_08/09/23 - 08/22/23	66.96
PR LINK	8/25/2023	PR LINK - Payroll & PR Taxes PR#17	Pay Period PR#17_08/09/23 - 08/22/23	23,825.04
PR LINK	9/8/2023	PR LINK - Payroll & PR Taxes PR#18	Payroll Processing Fee PR#18_08/23/23 - 09/05/23	56.36
PR LINK	9/8/2023	PR LINK - Payroll & PR Taxes PR#18	Pay Period PR#18_08/23/23 - 09/05/23	21,646.50
REPORT TOTAL				\$ 62,533.52

I, David Ready, Interim City Manager of Rolling Hills, California certify that the above demands are accurate and there is available in the General Fund a balance of
\$ 62,533.52 for the payment of above items.

David Ready, Interim City Manager



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 8.E
Mtg. Date: 09/11/2023

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: CHRISTIAN HORVATH, CITY CLERK / EXECUTIVE ASSISTANT TO CITY MANAGER

THRU: DAVID H. READY

SUBJECT: APPROVE SOUTH BAY CHAMBER MUSIC SOCIETY'S ANNUAL REQUEST FOR A \$600 CONTRIBUTION IN FISCAL YEAR 23/24

DATE: September 11, 2023

BACKGROUND:

Annually, the City Council allocates contributions to community clubs including the Peninsula Seniors and the South Bay Chamber Music Society. The annual allocation to the South Bay Chamber Music Society had historically been \$600.

The City's contribution is made only after the City receives a request or invoices supporting the organization's expenditures.

DISCUSSION:

South Bay Chamber Music Society Board Member Jan Simon expressed her appreciation, to staff via phone, for the City's continuous support and provided the attached letter formally requesting the City Council's consideration of the annual contribution. She also sent a calendar of their 2023-2024 Music Series.

FISCAL IMPACT:

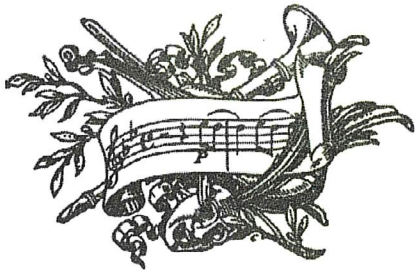
There is sufficient budget in Non-Department 65 to fund the annual \$600 contribution requested by the South Bay Chamber Music Society.

RECOMMENDATION:

Approve as presented.

ATTACHMENTS:

[CL_AGN_230911_CC_SouthBayChamberMusic.pdf](#)



South Bay Chamber Music Society, INC.

P.O. Box 2313 • PALOS VERDES PENINSULA CA • 90274

August 24, 2023

Mayor Patrick Wilson
City of Rolling Hills
2 Portuguese Bend Road
Rolling Hills, California 90274

Dear Mayor Wilson and City Council

I am writing you and the Rolling Hills City Council members to request a repeat grant of \$600.00 to the South Bay Chamber Music Society. Enclosed is our music series for 2023-2024. We hope you will attend some of our concerts because the musicians are superb performers and we get very positive feedback from our audience.

Our concerts are produced free of charge because of the grants and contributions we receive. We are very proud that, as a result, students and other youngsters can attend these world-class concerts. We are now 63 years old and going strong.

In advance we thank you for your continued support.

Sincerely,
Jan P. Simon
board member

South Bay Chamber Music Society

2023-2024

Concert Series

Free Admission

Our 61st Season

Friday Evenings at Eight

Los Angeles Harbor College
Music Department-Recital Hall
1111 Figueroa Place
Wilmington, California

Sunday Afternoons at Three

Pacific Unitarian Church
5621 Montemalaga
Rancho Palos Verdes
California

Thies Consort

Sept. 29..... Los Angeles Harbor College 8 p.m.
Oct. 1..... Pacific Unitarian Church..... 3 p.m.

Robert Thies piano; Kerenza Peacock violin
Andrew Duckles viola; Charlie Tyler cello

Märchenbilder, Op. 113..... Robert Schumann
IV. Langsam, mit melancholischem Ausdruck
Romance No. 1 in D-Flat Major Clara Schumann
(from Three Romances for Violin and Piano, Op. 22)
Piano Quartet in E-flat Major, Op. 47 Robert Schumann
Piano Quartet in C Minor, Op. 60..... Brahms

Pacific Trio

Oct. 27..... Los Angeles Harbor College 8 p.m.
Oct. 29..... Pacific Unitarian Church..... 3 p.m.

Edith Orloff piano
Roger Wilkie violin
John Walz cello

Three Nocturnes..... Bloch
Trio Gaspar Cassadó
Trio in A Minor Ravel

Steven Vanhauwaert Duo

Dec. 1..... Los Angeles Harbor College 8 p.m.
Dec. 3..... Pacific Unitarian Church..... 3 p.m.

Steven Vanhauwaert piano
Martin Chalifour violin

Sonata BWV 1013 in E Major..... Bach
Violin Sonata Poulenc
Reve d'Enfant Ysaye
Violin Sonata..... Guillaume Lekeu

Lyris Quartet

Jan. 5..... Los Angeles Harbor College 8 p.m.
Jan. 7..... Pacific Unitarian Church..... 3 p.m.

next column ↓

Alyssa Park and Shalini Vijayan violins
Luke Maurer viola; Timothy Loo cello

Quartet No. 1 in C Minor, Op. 51, No. 1 Brahms
Quartet No. 15 in G Major, D. 887..... Schubert

Trio Ondine

Feb. 2..... Los Angeles Harbor College 8 p.m.
Feb. 4..... Pacific Unitarian Church..... 3 p.m.

Boglárka Kiss flute
Alma Fernandez viola; Alison Bjorkedal harp

Scènes de la Forêt..... Mel Bonis
Sonata for flute, viola and harp Debussy
Then I knew 'twas Wind Takemitsu
Submerged..... Miguel Aguila

Seraphour

Mar. 1..... Los Angeles Harbor College 8 p.m.
Mar. 3..... Pacific Unitarian Church..... 3 p.m.

By Grace Roche, Melissa Birch, Dana Rouse, Heidi Vass,
singers

Songs by Brahms, Tomás Luis de Victoria, Randall
Thompson, Allegri, Daley, Vass, Taverner, Vandervalk, Hong,
Busto, Siegfried, Fogelman, Chant and Shaker songs

Fiato Quartet

Apr. 5..... Los Angeles Harbor College 8 p.m.
Apr. 7..... Pacific Unitarian Church..... 3 p.m.

Carrie Kennedy and Joel Pargman violins
Aaron Oltmann viola; Ryan Sweeney cello

Quartet No. 1 in F Major, Op. 18, No. 1 Beethoven
Langsamer Satz Webern
Quartet No. 6 in F Minor, Op. 80..... Mendelssohn

Program updates are on our website at www.sbcms.net

For information, please call (310) 379-7055 or fax (310) 375-7952

South Bay Chamber Music Society, Inc. • Box 2313 • Palos Verdes Peninsula CA 90274



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 8.F
Mtg. Date: 09/11/2023

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: JOHN SIGNO, DIRECTOR OF PLANNING & COMMUNITY SERVICES

THRU: DAVID H. READY

SUBJECT: RECEIVE AND FILE AN UPDATE ON MEASURE W - SAFE CLEAN WATER PROGRAM LOCAL RETURN ALLOCATIONS AND ALLOWABLE APPLICATIONS OR EXPENDITURES

DATE: September 11, 2023

BACKGROUND:

The Safe Clean Water (SCW) Program was created in November 2018 when Measure W was passed by Los Angeles County voters. The Program provides funding for stormwater and urban runoff to increase local water supply, improve water quality and protect public health. The Program is expected to generate up to \$300 million per year.

The LA County Flood Control District administers the program, distributes funds, provides staff support and oversees capacity building programs. Cities receive funding through the Municipal Program proportional to the revenues generated within its boundaries. The funds provide local agencies the opportunity to identify programs that will best address its stormwater and urban runoff. The funding can be used for eligible activities such as project development, design, construction, effectiveness monitoring, operations and maintenance (including operation and maintenance of projects built to comply with 2012 MS4 permits), as well as for other programs and studies related to protecting and improving water quality in lakes, rivers and ocean. To receive funds, cities enter into Fund Transfer Agreement with the District annually.

On August 14, 2023, the District SCW Program Team notified staff that it completed its completeness and complementary review of the City's Fiscal Year (FY) 2021-2022 Annual Report and provided comments on revisions. McGowan Consultants represents the City and is addressing those comments.

The purpose of this report is to provide the City Council with an update on allowable uses and expenditures for the FY 2022-23 SCW Program as requested by Councilmember Mirsch at the August 28th City Council meeting.

DISCUSSION:

Eligible expenditures under the SCW Program must include a water quality benefit and should assist in achieving compliance with the Municipal Stormwater Permit (i.e., programs or projects that improve the chemical, physical and/or biological characteristics of stormwater or urban runoff). These may include but are not limited to:

- Infiltration or treatment of stormwater or urban runoff;
- Non-point source pollution control;
- Diversion of stormwater or urban runoff to a sanitary sewer system;
- Stormwater programs consistent with the SCW goals including outreach and education, watershed coordination efforts and monitoring;
- Administration and implementation of the Safe Clean Water Program, e.g., annual planning and expenditure reporting; and
- Multi-benefit projects and nature-based solutions are strongly encouraged.

Municipalities must spend at least 70% of their SCW Program funds annually on 'new efforts' which are eligible expenses for projects or programs implemented on or after November 6, 2018; up to 30% of SCW Program funds may be used annually to pay for 'continuing efforts' related to the continuation of programs or the maintenance of projects implemented prior to November 6, 2018. See Table 1 in the attached handbook for a list of eligible expenditures and Table 2 for a list of ineligible expenditures (Attachment 2).

Expenditures for FY2022-23 Safe Clean Water Municipal Program Funds (Measure W)

Attachment 1 lists expenditures for Measure W for FY2022-23. Below is a summary of vendor costs:

McGowan Consulting	\$22,544.14
NV5	\$15,940.26
PVPLC	\$20,800.00
4LEAF	\$5,290.80
TOTAL	\$64,575.20

The cost is slightly higher than the budget of \$63,913.69 as shown in Attachment 1; however, the District SCW Program does allow for adjustments in the annual report. The City is represented by McGowan Consultants and adjustments to the annual report can be made accordingly.

The following summarizes some of the programs and vendors included in the FY2022-23 budget.

Sepulveda Canyon Monitoring Study

The City's stormwater discharge monitoring of Sepulveda Canyon is handled by NV5 under a professional services agreement established on September 12, 2020, and amended twice in 2021 and once in 2022. The current amendment covers the City for three years until the end of FY 2024-25 for an amount of \$39,445.00. The City spent \$13,433.75 in FY 2022-23 and \$902.50 thus far in FY 2023-24. There is \$25,108.75 remaining in the agreement.

Wildfire Prevention Measures

Since 2019, the City has funded brush clearance in the Palos Verdes Preserve southwest of the City's border. In FY 2022-23, the City spent \$20,800 of Measure W funds for wildfire prevention in the Preserve for services rendered by the Palos Verdes Peninsula Land Conservancy (PVPLC).

McGowan Consulting

McGowan Consulting provides environmental consulting services pertaining to the implementation of the Municipal Separate Storm Sewer System Permit (MS4) and Total Maximum Daily Load (TMDL) implementation under the requirements of the Federal Clean Water Act. For FY 2022-23, McGowan Consulting has billed \$22,544.14 covered under the SCW Program.

Code Enforcement

Since the beginning of 2023, 4LEAF has been providing the City with contract code enforcement services. The City has estimated up to 10% of 4LEAF's services, or \$5,290.80, for enhanced sediment source control covered under the SCW Program. This includes efforts to address storm-borne sediment pollutants associated with insufficiently controlled construction sites and vegetation management.

Coordinated Integrated Monitoring Program

In addition to new programs covered under Measure W, the City is able to recover costs via Measure W for ongoing programs up to 30% of planned expenditures. The Coordinated Integrated Monitoring Program (CIMP) is an ongoing effort implemented prior to adoption of Measure W and includes the cities of Rolling Hills, Palos Verdes Estates, Rancho Palos Verdes, Rolling Hills Estates, the County of Los Angeles, and the Los Angeles County Flood Control District. The CIMP is limited to a maximum of 30%, or \$27,391.58, of the City's Safe Clean Water Expenditures in a given fiscal year. The city of Rancho Palos Verdes handles the CIMP invoicing and will be sending an invoice based on a revised cost share table. The amount for Rolling Hills is expected to be \$49,678.30; however, the City will receive a credit for overpayment from the previous fiscal year that should bring the cost to \$39,641.29. Any remaining amount not covered under Measure W will be paid under the City's General Fund.

FISCAL IMPACT:

The City received \$104,457.00 under the SCW Program tax return for FY2022-23. The total SCW Program funds available to spend in FY2022-23, which includes carryover of unspent funds from previous years, is \$127,756.00. The total expected expenditure is \$91,305.27 for FY2022-23.

RECOMMENDATION:

Receive and file.

ATTACHMENTS:

[ATTACHMENT1_PW_MS4_LID_RH_2022-23_SCW_Expenditures\(2023-08-31\).pdf](#)

[ATTACHMENT2_PW_MS4_LID_Handbook-for-Municipalities-202206.pdf](#)

EXPENDITURES FOR FY22-23 SAFE CLEAN WATER MUNICIPAL PROGRAM FUNDS							
Item	Description	Planned amount to recover under Measure W per City's SCW FY22-23 Annual Plan	Actual cost for Line Item	Cost to be Recovered via Measure W for Ongoing Programs up to 30% of planned expenditures	Cost to be Recovered under Measure W for New Projects or Programs - at least 70% of planned expenditures	Source	Explanation
1	Coordinated Integrated Monitoring Program (CIMP)	\$ 30,000.00	\$ 64,301.10	\$ 27,391.58		CIMP MOU Invoice from City of RPV for FY2022-23 subtracting the City's share of CIMP revision shown in Item 6.	CIMP monitoring is an ongoing effort implemented prior to adoption of Measure W by the voters in November 2018. As such, it is limited to a maximum of 30% of the City's Safe Clean Water Expenditures in a given fiscal year. The actual "cost to be recovered" is calculated by applying the 30:70 (ongoing vs new effort) ratio against total expenditures in the 70% new effort column.
2	Sepulveda Canyon Monitoring Study	\$ 18,000.00	\$ 13,433.75		\$ 13,433.75	Invoices from NV5 for Sepulveda Canyon Flow Monitoring for FY2022-23	Since required by LA Water Board as a condition of documenting the deemed compliance via 85%, 24-hr runoff retention after joining the EWMP, this is a new requirement and therefore falls in the 70% new effort category.
3	SCW Municipal Program Planning and Reporting	\$ 8,000.00	\$ 7,269.00		\$ 7,269.00	Actual costs for consultant assistance with SCW planning and reporting.	Eligible in the 70% category as a new effort since it is required by the SCW program.
4	Enhanced Sediment Source Control	\$ 5,000.00	\$ 5,290.80		\$ 5,290.80	10% of contract code enforcement cost during FY2022-23 - in staff report from 1/24/23 for Code enforcement Contract the City's FY2022-23 total cost of Code Enforcement services was \$52,908.	New effort to address storm-borne sediment pollutants associated with insufficiently controlled construction sites.
5	Expanded Low Impact Development Standards	\$ 15,000.00	\$ 7,375.50		\$ 7,375.50	Consulting assistance for developing outreach materials, revising developer guide, and preparing code revisions as needed.	Expansion of LID beyond baseline requirements in the MS4 Permit can be considered a new effort implemented since November 2018 to support the City's retention of the 85%, 24-hr storm runoff.

EXPENDITURES FOR FY22-23 SAFE CLEAN WATER MUNICIPAL PROGRAM FUNDS							
Item	Description	Planned amount to recover under Measure W per City's SCW FY22-23 Annual Plan	Actual cost for Line Item	Cost to be Recovered via Measure W for Ongoing Programs up to 30% of planned expenditures	Cost to be Recovered under Measure W for New Projects or Programs - at least 70% of planned expenditures	Source	Explanation
6	Watershed Management Program Adaptive Management & Progress Reporting	\$ 10,000.00	\$ 5,611.50		\$ 5,611.50	McGowan Task 8.1. Plus McGowan cost for planning and review of CIMP revisions (Task 7.2 in Feb 2023). City's share of cost for CIMP revision based on MOU cost share tables and Geosyntec cost estimate (\$1845). Need to allocate additional \$1845 from RPV invoice to Measure W on top of amount shown in Item 1.	EWMP revisions are eligible in the 70% category as confirmed by LACFCD staff. City's additional effort as a result of joining the Peninsula EWMP is a new effort implemented since November 2018 to comply with the MS4 Permit. Adaptive Management revision of the CIMP is a new effort required by the new Regional MS4 Permit and was a watershed management activity.
7	Development & Implementation of Community Outreach/Engagement	\$ 2,100.00	\$ 4,133.14		\$ 4,133.14	McGowan Task 8.2 and 2.1 plus Other Direct Costs invoiced by McGowan for website hosting and media kit revision.	Effort to develop new materials and methods for and tracking of dissemination and engagement as required by Regional MS4 Permit.
8	Wildfire Prevention Measures	\$ 10,000.00	\$ 20,800.00		\$ 20,800.00	PVPLC invoices	Wildfire prevention also prevents post-fire stormwater pollution associated with multiple pollutants that are mobilized by fire followed by storms. These pollutants include targeted TMDL pollutants: nitrogen, phosphorus, metals, PAHs, sediment and sediment-borne pollutants.
Expenditures				\$ 27,391.58	\$ 63,913.69	\$ 91,305.27	Check: total planned expenditures are less than estimated total SCW Municipal funds available to spend in FY2022-23 as shown below.

Estimated carryover of unspent funds from previous years	\$ 23,299.00	From FY21-22 SCW Annual Report [excluding any new interest accrued during FY22-23]
Municipal SCW Tax Return for FY2022-23	\$ 104,457.00	Actual local return received from Measure W in FY2022-23
Total SCW Municipal Funds Available to Spend in FY2022-23 or further carry over	\$ 127,756.00	



SAFE CLEAN WATER PROGRAM

Handbook for Municipalities

Safe, Clean Water Program

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Introduction

The Safe, Clean Water Program (SCW Program) provides local, dedicated funding to increase regional water supply, improve water quality, and enhance communities throughout Los Angeles County. The SCW Program is organized into three sub-programs, each of which allow for Municipalities to interact and participate in different ways:

- The Municipal Program receives forty percent (40%) of the funding from the SCW Program that is allocated to cities as local return. Cities receive direct funding from the Los Angeles County Flood Control District via the Municipal Program proportional to the revenues generated within its boundaries. The Municipal Program is designed to maximize the ability of local governments to address local stormwater and urban runoff challenges and opportunities.
- The Regional Program receives fifty percent (50%) of the funding from the SCW Program for the implementation of multi-benefit projects and programs that will increase water supply, improve water quality, and provide community enhancements. Within the Regional Program, there is an Infrastructure Program (receives not less than 85% of the Regional Program funds), a Technical Resources Program (not more than 10% of the Regional Program funds), and a Scientific Studies Program (not more than 5% of the Regional Program funds). Municipalities can apply, and are encouraged to collaborate with other potential applicants, for Regional Program funds. Watershed Coordinators are funded through the Technical Resources Program and are available to Municipalities to connect Regional Program applicants with technical resources and build inclusion and meaningful engagement in pursuit of SCW Program Goals.
- The District Program receives ten percent (10%) of the funding from the SCW Program for administration and for implementation of the District Education Program which includes, but is not limited to, public education and community engagement (including a sustained education and engagement program for disadvantaged communities), local workforce job training, and schools' education and curriculum programs. The District coordinates and provides support for

Safe, Clean Water Program

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Municipalities related to administration and adaptive management of the SCW Program. The District Education Program is District-wide and provides resources and services for Municipalities and other stakeholders.

This April 2022 Handbook for Municipalities provides consolidated information on existing requirements and guidance, with a focus on the Municipal Program, including:

- Municipal Program Ordinance Requirements (excerpts from Chapter 16 and Chapter 18) of the Los Angeles County Flood Control District Code
- Fund Transfer Agreement Requirements
- Timelines for the Municipal Program
- Eligible and Ineligible Expenditures
- Frequently Asked Questions (FAQ)
- Other ongoing and related efforts that may be useful to Municipalities for SCW Program implementation.

Note that for any information or questions that are not answered in this Handbook, the following SCW Program contact information can be used:

- Email: SCWPMunicipal@pw.lacounty.gov
- Hotline: 1-833-ASK-SCWP or 1-833-275-7297

This Handbook will be updated through adaptive management of the SCW Program. Handbook updates and up-to-date information about other SCW Program elements will be available on the SCW Program website.. Specific links for information are noted throughout the Handbook and can be accessed through the main SCW Program website: <https://safecleanwaterla.org/>.

Municipal Program in the Safe, Clean Water Program

The Los Angeles County Flood Control District Code (Code) establishes the SCW Program and the Municipal Program. The following sections of this Handbook highlight portions of the Code related to the Municipal Program. The full Code is available at the following location: [LA County Flood Control District Code](#) and, in addition to information about the Municipal Program, contains information for the overall SCW Program and for the Regional and District Programs.

Chapter 16 Provisions Related to the Municipal Program

Chapter 16, or the “Los Angeles Region Safe, Clean Water Program” Ordinance, establishes the Municipal Program and contains the following information specific to the Municipal Program:

- **Definitions-** Section 16.03 provides clarifications for terms used throughout the Ordinance, including those for Municipality, Municipal Program, and Project, among others. Municipalities should refer to this section for specifics.
- **Expenditure Plan -** Section 16.04 defines that the tax revenues shall be allocated to the Municipal Program as follows:

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- “Forty percent (40%) shall be allocated to Municipalities within the District, in the same proportion as the amount of revenues collected within each Municipality, to be expended by those cities within the cities’ respective jurisdictions and by the County within the unincorporated areas that are within the boundaries of the District, for the implementation, operation and maintenance, and administration of Projects and Programs, in accordance with the criteria and procedures established in this Chapter.”¹
 - “The District, and Municipalities within the boundaries of the District, may use the funds from the Special Parcel Tax to finance bonds issued by the District or Municipalities so long as the bond proceeds are used for the Projects and Programs that are eligible for funding under the SCW Program.”
- **Program Elements** – Section 16.05 states that “SCW Program funds shall be transferred to Municipalities, Infrastructure Program Project Developers and the District in advance of eligible expenditures taking place. Prior to their receipt of SCW Program funds, Municipalities and Infrastructure Program Project Developers must enter into an agreement with the District to transfer SCW Program funds.” Eligible and ineligible expenditures are also defined as part of the Program Elements. These expenditures are expanded upon in the section below, with appropriate references to the ordinance indicated.
- **Independent Audit** - Section 16.07 states that “Municipalities shall be subject to an independent audit of their use of the SCW Program funds not less than once every three (3) years. Audits of Municipalities shall be funded with Municipal Program funds.
- **Lapsed Funds** – Section 16.11 specifies that:
 - “Municipalities and Infrastructure Program Project Developers shall be able to carry over uncommitted Special Parcel Tax funds for up to five (5) years from the end of the fiscal year in which those funds are transferred from the District to the Municipality or Infrastructure Program Project Developer. Additional requirements may be included in the Transfer Agreement.
 - Municipalities and Infrastructure Program Project Developers who are unable to expend SCW Program funds in a timely manner shall be subject to lapsing funds procedures. Lapsed funds are funds that were transferred to a Municipality or an Infrastructure Program Project Developer, but were not committed to eligible expenditures by the end of the fifth (5th) fiscal year after the fiscal year in which those funds were transferred from the District.
 - Lapsed funds shall be allocated by the Watershed Area Steering Committee of the respective Watershed Area to a new Project or Program recommendation with benefit to that Municipality or Watershed Area.”
- **Reporting Requirements** – Section 16.12 states that “Each Municipality shall prepare a progress/expenditure report describing their use of Municipal Program funds in accordance with the provisions of Section 18.06.D. of Chapter 18 of this code.”

¹ Fund estimates are generated each year and published on the SCWP website:

<https://safecleanwaterla.org/municipalities/>



- **Audit Recordkeeping** – Section 16.13 establishes that the following recordkeeping and audit requirements shall apply. Note that records are subject to California Public Records Act requests.
 - “SCW Program funds distributed to the District, Municipalities, and Infrastructure Program Project Developers shall be held in separate interest-bearing accounts and shall not be combined with other funds. Interest earned from each account shall be used by the account holder only for eligible expenditures consistent with the requirements of the SCW Program.
 - Municipalities, Infrastructure Program Project Developers, and the District shall retain, for a period of seven (7) years after Project completion, all records necessary in accordance with Generally Accepted Accounting Principles to determine the amounts expended, and eligibility of Projects and Programs implemented using SCW Program funds. Municipalities and Infrastructure Program Project Developers, upon demand by authorized representatives of the District, shall make such records available for examination and review or audit by the District or its authorized representatives. Records shall include accounting records, written policies and procedures, contract files, original estimates, correspondence, change order files, including documentation covering negotiated settlements, invoices, and any other supporting evidence deemed necessary to substantiate charges related to SCW Program funds and expenditures.
 - At all reasonable times, Municipalities and Infrastructure Program Project Developers shall permit the Chief Engineer to examine all Projects and Programs that were erected, constructed, implemented, operated, or maintained, in whole or part, using SCW Program funds. Municipalities and Infrastructure Program Project Developers shall permit the authorized District representative, including the Auditor-Controller, to examine, review, audit, and transcribe all audit reports, other reports, books, accounts, papers, maps, and other records that relate to Projects or Programs funded, in whole or part, by the SCW Program.”
- **Indemnification** – Section 16.14 states that “The District shall not be required to accept ownership or responsibility for any Project developed, implemented, or constructed by a Municipality or an Infrastructure Program Project Developer with SCW Program funds. Unless the District enters into an express agreement with an Infrastructure Program Project Developer or Municipality to the contrary, neither the District, nor the County to the extent that it is acting on behalf of the District, their officers, employees, agents or volunteers ("District Indemnitees") shall be liable in connection with errors, defects, injuries, or property damage caused by or attributed to any Project that is funded in whole or in part with SCW Program funds, and each Municipality and Infrastructure Program Project Developer shall indemnify the District Indemnitees and hold them harmless for claims, liability, and expenses, including attorneys' fees, incurred by any District Indemnitees as a result of any Project developed, implemented, or constructed by the Municipality or Infrastructure Program Project Developer that is funded, in whole or in part, with the SCW Program funds, except for claims, liability, and expenses, resulting from the sole negligence or willful misconduct of District Indemnitees.”



Chapter 18 Provisions Related to the Municipal Program

Chapter 18 of the Code, or the “Safe, Clean Water Program Implementation Ordinance” establishes additional criteria and procedures related to implementation of the SCW Program.

- **Definitions** – Section 18.02 provides additional definitions referred to throughout in the Implementation Ordinance. Municipalities should refer to this section for specifics.
- **SCW Program Goals** – Section 18.04 defines the program goals as follows:
 - A. “Improve water quality and contribute to attainment of water-quality requirements.
 - B. Increase drought preparedness by capturing more Stormwater and/or Urban Runoff to store, clean, reuse/or recharge groundwater basins.
 - C. Improve public health by preventing and cleaning up contaminated water, increasing access to open space, providing additional recreational opportunities, and helping communities mitigate and adapt to the effects of climate change through activities such as increasing shade and green space.
 - D. Leverage other funding sources to maximize SCW Program Goals.
 - E. Invest in infrastructure that provides multiple benefits.
 - F. Prioritize Nature-Based Solutions.
 - G. Provide a spectrum of project sizes from neighborhood to regional scales.
 - H. Encourage innovation and adoption of new technologies and practices.
 - I. Invest in independent scientific research.
 - J. Provide DAC Benefits, including Regional Program Infrastructure investments, that are not less than one hundred and ten percent (110%) of the ratio of the DAC population to the total population in each Watershed Area.
 - K. Provide Regional Program infrastructure funds benefitting each Municipality in proportion to the funds generated within their jurisdiction, after accounting for allocation of the one hundred and ten percent (110%) return to DACs, to the extent feasible.
 - L. Implement an iterative planning and evaluation process to ensure adaptive management.
 - M. Promote green jobs and career pathways.
 - N. Ensure ongoing operations and maintenance for Projects.”
- **Municipal Program Implementation** – Section 18.06 provides provisions for Municipal Program implementation.
 - A. “The Municipal Program shall be implemented with the provisions of this Section.
 - B. Each Municipality receiving Municipal Program funding from the SCW Program shall perform the following functions as part of the Municipal Program:
 - 1. Prioritize the development of Projects that, to the extent feasible, assist in achieving compliance with the MS4 Permit.
 - 2. Prepare, prior to the start of that Municipality's fiscal year, a plan for how SCW Program funds will be used in the ensuing fiscal year.



3. Comply with all SCW Program reporting and audit requirements and provide to the District additional financial and other information, as required by the SCW Program or upon request of the District.
 4. As part of the Municipal Program planning process, consider Municipal-level requests for Projects from eligible Infrastructure Program Project Applicants.
 5. At least annually, prepare and provide to the public informational materials containing up-to-date information on the Municipality's actual and budgeted use of revenues from the SCW Program.
 6. Operate in accordance with best practices for government agencies.
 7. Be strictly accountable for all funds, receipts, and disbursements by the Municipality.
 8. Identify or establish, and then execute, a plan to engage with Stakeholders in the planning process for use of the Municipal Program funds during the planning and implementation of Projects and Programs.
 9. Comply with all Transfer Agreement requirements.
 10. Prepare a vector minimization plan addressing vector considerations for the design, operation, and maintenance of each Project.
- C. Maintenance of Effort
1. A Municipality must spend at least seventy percent (70%) of its Municipal Program funds annually on eligible expenses related to Projects or Programs implemented on or after November 6, 2018, which also includes operations and maintenance of Projects built to comply with the MS4 Permit, so long as the Project complies with Municipal Program requirements.
 2. Up to thirty percent (30%) of a Municipality's Municipal Program funds may be used to pay for costs and expenses incurred on or after November 6, 2018, related to the continuation of Programs implemented or the maintenance of Projects implemented prior to November 6, 2018.
- D. Municipal Program Annual Progress/Expenditure Reports
1. Each Municipality shall prepare and submit an annual report to the District, not later than six months after the end of that Municipality's fiscal year.
 2. The annual report shall include the following information:
 - a. A summary of the expenditures and Water Quality, Water Supply, and Community Investment Benefits realized through use of SCW Program funds;
 - b. The amount of SCW Program funds expended;
 - c. Documentation that the SCW Program funds were used for eligible expenditures;
 - d. A description of work accomplished during the reporting period;
 - e. The milestones or deliverables completed/submitted during the reporting period;



- f. The milestones or deliverables completed/submitted during the reporting period;
 - g. Photo documentation of the above, as appropriate;
 - h. Additional information as required by the District; and
 - i. A description of the Municipality's stakeholder-engagement activities during the reporting period, including documentation, as appropriate.
 3. The District shall review each Municipality's annual report to make a preliminary determination of whether and the extent to which each Municipality's expenditures achieved SCW Program Goals, and the District shall forward its preliminary determination to the Regional Oversight Committee (ROC).
 4. The ROC shall review the Municipalities' annual reports after the District has completed its preliminary determination, to evaluate whether and the extent to which the Municipalities' expenditures achieved SCW Program Goals and develop recommendations as appropriate. The ROC shall report its findings and recommendations to the Board and provide copies to the respective Municipalities."
- **Transfer Agreements** – Section 18.09 requires that "The Board shall approve standard template Transfer Agreements for use by the District, Municipalities, and Infrastructure Program Project Developers." The Municipal Program Transfer Agreement Template and requirements are summarized below.
- **Enforcement and Remedies for Violations** – Section 18.14 provides information related to enforcement and remedies for violations related to the SCWP.

Municipal Program Transfer Agreements

In addition to the requirements listed above, recipients of SCWP funding in the Municipal Programs do not receive funds until they execute a Transfer Agreement that outlines numerous provisions for Municipal Program implementation, reporting and annual plans.

The Municipal Program Transfer Agreement Template is located on the SCW Website: [Municipal Program Transfer Agreement Template](#). Please check the link for updates and additional clarifications that may be posted periodically. Upcoming clarifications anticipated include those related to breach of the Transfer Agreement and Municipal Program Audit requirements.

Safe, Clean Water Program

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Flowchart/Reporting Timelines

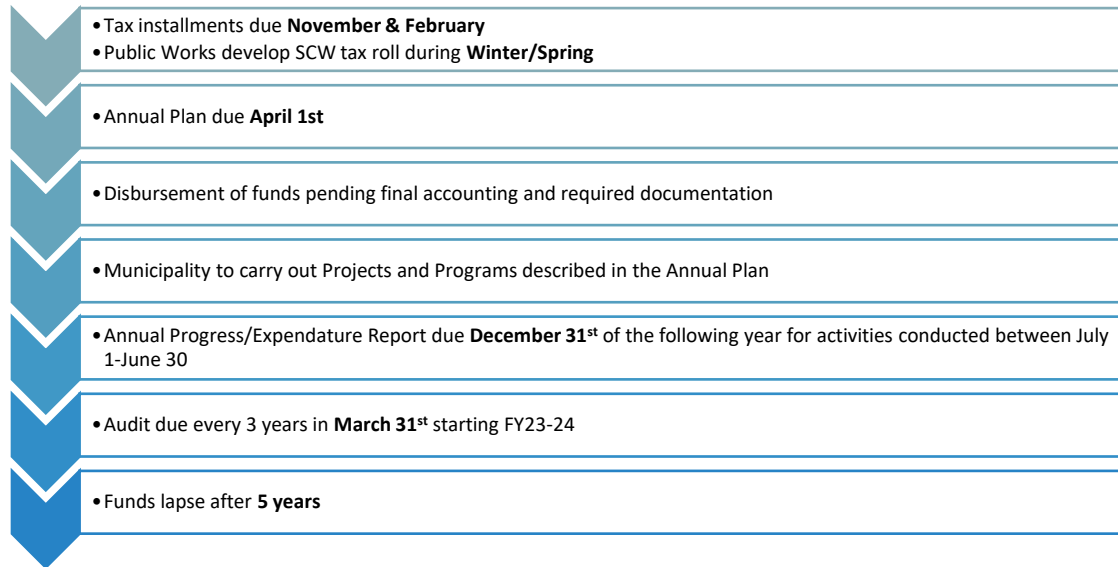


Figure 1. Municipal Program Timeline

Figure 2 also presents the timeline by fiscal year for requirements of the Municipal Program as specified in the Transfer Agreement.

Year	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
FY20-21 Year 1	Agreement Available				\$							
FY21-22 Year 2		\$										
FY22-23 Year 3		\$										
FY23-24 Year 4		\$				 			 FYs 20-21, 21-22, 22-23			
FY24-25 Year 5		\$										
FY25-26 Year 6		\$				 						
FY26-27 Year 7		\$							 FYs 23-24, 24-25, 25-26			

Initiate Fund Distributions
 Annual Report Due
 Annual Plan Due
 Audit Due
 Funds Lapsed
 Lapsed Funds Extension
 Biennial Report

Figure 2. Municipal Program Fund Transfer Agreement Requirements

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The Regional Program application processes are detailed on the SCWP website and information is regularly updated for specific dates and committee meetings. Overall, the Regional Program process includes the following steps:

- Call for projects for a funding year;
- WASCs shall determine which proposed Feasibility Studies and/or Projects to submit to Scoring Committee for evaluation;
- Scoring of submitted projects by the Scoring Committee, with scores returned to each respective WASC;
- WASCs prepare a Stormwater Investment Plan (SIP) and submit the SIP to the Regional Oversight Committee (ROC);
- The ROC reviews each SIP and determines whether and the extent to which each SIP achieves the SCW Program Goals, and provide recommendations to the respective WASC and the Board;
- The Board shall consider each SIP and either approve the SIP or return to the WASCs for revisions and resubmittals;
- Following approval of a SIP, the District shall transfer funds to the project developers as indicated in the SIPs.

Please check the website for updates ([Call for Projects - Safe Clean Water Program](#)) .

Eligible and Ineligible Expenditures

A number of eligible expenditures for the SCW Program have been established within the SCW Program Ordinance and Implementation Ordinance, as well as some further defined in the Municipal Transfer Agreement Template. These eligible expenditures are summarized in Table 1, along with additional guidance on expenditures that are considered eligible although not explicitly defined in governance documents. Note that expenditures for activities that are considered Maintenance of Effort and are related to the continuation of Programs implemented or the maintenance of Projects implemented prior to November 6, 2018 are limited to 30% of Municipal Program funds.

Table 1. Eligible expenditures for the SCW Program

Eligible Expenditure	Ordinance Section or Reference
Infrastructure development tasks including design and planning, preparation of grant applications, preparation of environmental documents, obtaining permits, construction, operations and maintenance, and inspection.	16.05.2.a
Real property acquisition, including fee title, leases, easements and right of entry permits, necessary to implement Projects selected for funding under the SCW Program.	16.05.2.b
Scientific and technical studies, and Stormwater or Urban Runoff modeling and monitoring.	16.05.2.c
Water quality or regional water resilience planning.	16.05.2.d

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Eligible Expenditure	Ordinance Section or Reference
Stormwater or Urban Runoff residential and/or commercial retrofits.	16.05.2.e
Projects or studies to pilot or investigate new technologies or methodologies to increase or improve Stormwater or Urban Runoff capture or reduce Stormwater or Urban Runoff pollution for improving water quality, increasing local water supplies, or improving the quality of life for communities.	16.05.2.f
The development of Feasibility Studies to enable Infrastructure Program Project Applicants to submit Projects for consideration for SCW Program funds.	16.05.2.g
The modification, upgrade, retrofit, or expansion of an existing Project to incorporate new elements to increase Stormwater or Urban Runoff capture and reduce Stormwater or Urban Runoff pollution to provide an additional Water Quality Benefit, Water Supply Benefit, or Community Investment Benefit.	16.05.2.h
Debt financing, should the District or a Municipality determine that bonds or loans are prudent and necessary to implement Projects or Programs. Municipalities within the boundaries of the District, may use the funds from the Special Parcel Tax to finance bonds issued by the Municipalities so long as the bond proceeds are used for Projects and Programs that are eligible for funding under the SCW Program.	16.05.2.i; 16.04.B
Stormwater or Urban Runoff Programs such as, but not limited to, school education and curriculum, public education, watershed coordination efforts, regional water quality planning and coordination, local workforce job training, street sweeping, stormwater system cleaning programs, Best Management Practice (BMP) programs, trash capture programs, tree trimming and landscape maintenance for Projects, monitoring, among others consistent with SCW Program Goals described in Section 18.04.	16.05.2.j
Administration and implementation of the SCW Program.	16.05.2.k
Payments pursuant to an incentive program, as may be established by the Board.	16.05.2.l
Activities and functions required as part of Municipal Program Implementation, including but not limited to, Municipal Annual Progress/Expenditure Reports, Annual Plans, and a municipal stakeholder engagement plan for Municipal Program funds. All required functions can be referred to in Section 18.06.	18.06

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Eligible Expenditure	Ordinance Section or Reference
Project implemented pursuant to a time schedule order (TSO) issued by the Los Angeles Regional Water Quality Control Board if, at the time the TSO was issued, the Project was included in an approved watershed management program (including enhanced watershed management programs) developed pursuant to the MS4 Permit.	Municipal Transfer Agreement B-17
Leveraged funds for other SCW Program Projects and Programs.	
Procurement of equipment to monitor or reduce Stormwater and Urban Runoff pollution.	

Ineligible expenditures for the SCW Program are presented in Table 2.

Table 2. Ineligible Expenditures for the SCW Program

Ineligible Expenditure	Ordinance Section or Reference
Projects and Programs that do not meet the intent of the SCW Program, which is to provide funding for Programs and Projects to increase Stormwater and Urban Runoff capture and reduce Stormwater and Urban Runoff pollution in the District, including Projects and Programs providing a Water Supply Benefit, Water Quality Benefit, and Community Investment Benefit.	16.02.B
Payment of fines imposed by any State, federal or local regulatory agency.	16.05.03.a
Expenditures related to the investigation, defense, litigation, or judgement associated with any regulatory permit violations, notices of violation, or allegations of noncompliance with regulations brought forth by any State, federal, or local regulatory agency, or third party unrelated to Projects and Programs selected for funding under the SCW Program.	16.05.03.b
Expenditures for the investigation or litigation of any claim or action against the District, County, or their officers, employees or agents alleging improper allocation, withholding or reassignment of SCW Program funds.	16.05.03.c
Costs associated with any litigation, including investigation, defense, or attorneys' fees, related to the design and implementation of Projects or Programs selected for funding under the SCW Program.	16.05.03.d
Payment of any settlement or judgement related to any claim or lawsuit arising from the negligence or wrongdoing of a Municipality or Infrastructure Program Project	16.05.03.e

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Handbook for Municipalities



Ineligible Expenditure	Ordinance Section or Reference
Developer or their respective agents in connection with any project or Program funded under the SCW Program.	
Costs and expenses incurred prior to November 6, 2018.	16.05.03.f
SCW Program Payments shall not be used in connection with any Project implemented as an Enhanced Compliance Action and/or Supplemental Environmental Project as defined by State Water Resources Control Board Office of Enforcement written policies, or any other Project implemented pursuant to the settlement of an enforcement action or to offset monetary penalties imposed by the State Water Resources Control Board, a Regional Water Quality Control Board, or any other regulatory authority; provided, however, that SCW funds may be used for a Project implemented pursuant to a time schedule order (TSO) issued by the Los Angeles Regional Water Quality Control Board if, at the time the TSO was issued, the Project was included in an approved watershed management program (including enhanced watershed management programs) developed pursuant to the MS4 Permit.	Municipal TA B-16

Frequently Asked Questions

A number of frequently asked questions related to the Municipal Program and responses are summarized below.

When will Municipalities receive their fund disbursement?

Per the [Transfer Agreement](#) Section V. SCW PROGRAM PAYMENTS TO MUNICIPALITIES, B, the District will disburse funds following final accounting. However, the District may, in its discretion, change the date and number of the actual disbursements for any Fiscal Year based on the amount and timing of revenues actually collected by the District.

How will Municipalities receive their fund disbursement?

All Municipalities receiving funds will be paid either with a County warrant or through direct deposit must be a registered vendor with the LA County. (We encourage you to please consider signing up for Direct Deposit [here](#)). Please visit the [vendor self-service website](#), where you can manage your Municipality's account information, view financial transactions, and more.

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Vendor registration is handled by Internal Services Department (ISD). You may contact ISD's Vendor Relations at 323-267-2725; Monday through Thursday during the business hours of 8:00 am to 5:00 pm PST for further assistance.

Can a Municipality carry over left over funds?

Per the [Transfer Agreement](#), Exhibit B, B-20. Lapsed Funds, Municipalities can carry over uncommitted SCW Program Payments for up to 5 years from the end of the fiscal year in which those funds are transferred from the District to the Municipality.

How do Municipalities estimate the allocation for their city for the following FY?

Every Fiscal Year, the District will estimate the amount of money to be collected and distributed to the Municipalities. Please refer to the SCW website for those estimates when developing your Annual Plan.

[Municipalities - Safe Clean Water Program \(safecleanwaterla.org\)](https://safecleanwaterla.org)

Why is the disbursement less than the disbursement estimate?

Estimates are affected by the amount of appeals, tax credit applications and tax exemption applications that are received. The District will finalize accounting and disburse all available funds to the municipalities once all requirements are complied with. Then Annual Report of expenditures should reflect the disbursement received from the District.

When is the deadline for submitting the Municipality's Annual Plan?

Annual Plans must be submitted by April 1st of every year via the Municipal Reporting Module to ensure disbursement as early as possible.

When will the Annual Plan be uploaded to the website?

Annual Plans are reviewed in the order they are received. Once a cursory review has been performed and there are no comments from the District, the Annual Plan will be uploaded onto the website to be publicly available.

When is the deadline for submitting Annual Progress/Expenditure Reports?

Annual Progress/Expenditure Reports must be submitted by December 31st via the Municipal Reporting Module. Please see the reporting timeline for details.

Where can a Municipality find more information about the Reporting Module?

Please refer to the Municipal Program Reporting Module Information Session recording and FAQ Document on the SCW website. Note that there will be periodic updates to the Reporting Module, at which point the corresponding user information and FAQ will be updated accordingly.

[Municipalities - Safe Clean Water Program \(safecleanwaterla.org\)](https://safecleanwaterla.org)

What does the thirty percent (30%) maintenance of effort provision for the Municipal Program mean?

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Up to thirty percent (30%) of a Municipality's Municipal Program funds may be used to pay for costs and expenses incurred on or after November 6, 2018, related to the continuation of Programs implemented or the maintenance of Projects implemented prior to November 6, 2018. This may include ongoing programs consistent with SCW Program Goals described in Section 18.04 that were established prior to November 6, 2018, like street sweeping and cleaning, monitoring, regulatory compliance planning and efforts, as well as the operations and maintenance of projects that were completed prior to November 6, 2018.

A Municipality must spend at least seventy percent (70%) of its Municipal Program funds annually on eligible expenses related to Projects or Programs implemented on or after November 6, 2018, which also includes operations and maintenance of Projects built to comply with the MS4 Permit, so long as the Project complies with Municipal Program requirements.

What are ways outside of the Municipal Program that municipalities can participate in the SCW Program?

Municipalities can be involved in the SCW Program in a number of ways including participation in or appointment to governance committees, including the Regional Oversight Committee, the Scoring Committee, and Watershed Area Steering Committees (WASC). The Regional Oversight Committee and Scoring Committee members are appointed by the Board of Directors. Each WASC is composed of 17 members and the Watershed Coordinator(s) for a watershed area. Seven of the members of each WASC represent municipalities within that Watershed Area, with designated alternates required in the event of an absence. Municipalities and their alternates are selected through a municipal self-selection process detailed in Implementation Ordinance Section 18.07.

Municipalities can also participate in the Regional Program as project applicants/implementers, supporting or coordinating partners with other project applicants, or as the entity identified to conduct operations and maintenance for projects funded through the SCW Program.

Feasibility Studies for Projects under the Regional Program that are submitted by non-municipal Project applicant/developers (meaning entities that are not cities/municipalities, the LA County Flood Control District, or other government agencies) are required to include an initial letter of support from the Municipality in which the Project is proposed. The letter should include concurrence with the plan for operations and maintenance and the responsible party that has agreed to perform the operations and maintenance. This, and other Feasibility Study requirements are located in the [Feasibility Study Guidelines](#).

How are Municipalities getting Regional Program – Infrastructure Program benefits?

The Ordinance Program Elements (Section 16.05) specifies that Infrastructure Program funds “Shall be programmed, to the extent feasible, such that each Municipality receives benefits in proportion to the funds generated within their jurisdiction, after accounting for allocation of the one hundred ten percent (110%) return to disadvantaged communities (DACs)”. The District has initiated a Metrics and Monitoring Study (MMS) to support assessment of benefits in relation to funding and municipal return. The MMS is anticipated to be complete in 2023.

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What is the role of the Watershed Coordinators?

Watershed Coordinators are part of the Technical Resources Program and their duties and responsibilities center around connecting Regional Program applicants with technical resources and building inclusion and meaningful engagement in pursuit of SCW Program Goals. Additional detail can be found on the Watershed Coordinators page of the SCW Program website.

[Watershed Coordinators – Safe Clean Water Program \(safecleanwaterla.org\)](https://safecleanwaterla.org)

Where can a Municipality find the contact information for the Watershed Coordinators?

Please refer to the Watershed Coordinators Roster on the SCW Program website.

[Watershed Coordinators – Safe Clean Water Program \(safecleanwaterla.org\)](https://safecleanwaterla.org)

Where can a Municipality find information related to tax relief and appeals?

Tax information, including information related to exemptions, reductions, the credit program, and appeals, are located on the SCW Program website.

[Tax Information, Forms & Tools – Safe Clean Water Program \(safecleanwaterla.org\)](https://safecleanwaterla.org)

Ongoing and Related Efforts

A number of ongoing and anticipated efforts may provide additional resources and guidance to municipalities and implementation of the Municipal Program, including:

- Updates to SCW Program tools, including the Reporting Module will be completed periodically.
- The District has initiated a Metrics and Monitoring Study (MMS) that will use a robust stakeholder and consensus-based approach to assess and develop metrics that can be used across the SCW Program to support Program Goals. The MMS is anticipated to be complete in 2023.
- The District has developed Draft 2022 Interim Guidance for the Regional Program, which includes guidance for Community Outreach and Engagement, Water Supply, Nature-Based Solutions and Disadvantaged Community Benefits that may be of relevance to municipalities depending on the types of projects and programs funded. The final version of 2022 Interim Guidance takes into account public review comments and is posted with other resources on this page <https://safecleanwaterla.org/governance-committees/>.



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 8.G
Mtg. Date: 09/11/2023

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: PATRICK DONEGAN, CITY ATTORNEY

THRU: DAVID H. READY

SUBJECT: ADOPT RESOLUTION NO. 1348 EXPRESSING SUPPORT FOR THE MENDOZA-CANDELL-PRIFORCE TRIPARTISAN LAND USE INITIATIVE TO AMEND ARTICLE XI OF THE CONSTITUTION OF THE STATE OF CALIFORNIA MAKING ZONING AND LAND USE COMMUNITY AFFAIRS, AND NOT OF STATE INTEREST

DATE: September 11, 2023

BACKGROUND:

At the August 28, 2023 City Council meeting, the City Council heard an item regarding the Mendoza-Candell-Priforce Tripartisan Land Use Initiative (Attachment 1) and what actions, if any the City Council could take in support of it and other actions related to strengthen local control over certain zoning and housing issues in the City. City Council directed staff to bring back a formal resolution in support of the Mendoza-Candell-Priforce Tripartisan Land Use Initiative.

DISCUSSION:

The legislature of the State of California each year proposes, passes, and has signed into law various bills addressing a range of housing and other land use issues. Many of these bills usurp the authority of local jurisdictions to determine for themselves the land use policies and practices that best suit each city and its residents and instead impose mandates that do not consider the needs and differences of jurisdictions throughout the State of California. Thus, the City's ability to locally adopt its own policies and practices related to housing in the City is greatly constrained by these prescriptive bills adopted by the State. This one size fits all approach to housing in the State does not take into consideration the substantive differences in the various jurisdictions for which they apply.

The Mendoza-Candell-Priforce Tripartisan Land Use Initiative is a potential constitutional amendment (still in the process of gathering signatures to get the initiative on the ballot) expressly intended to authorize local laws to override conflicting state land use planning and zoning statutes while ensuring that specified laws remain in full force and effect. If included on the ballot and adopted by the voters, this constitutional amendment would re-institute a level of local control over certain areas of land use such that each jurisdiction is free to determine

what policies and programs are best fits for the respective jurisdiction. The attached resolution (Attachment 2), would formally show the City Council's support for the Mendoza-Candell-Priforce Tripartisan Land Use Initiative as well as oppose the State legislature's continued intrusion into the ability of cities to control their own destiny through use of its zoning authority.

FISCAL IMPACT:

There is no fiscal impact related to the adoption of this resolution.

RECOMMENDATION:

Approve as presented.

ATTACHMENTS:

[CL_AGN_230828_CC_OurNeighborhoodVoices_Initiative_July2023.pdf](#)
[ResolutionNo1348_SupportOfLocalControl.pdf](#)

(Here set forth the unique numeric identifier provided by the Attorney General and circulating title and summary prepared by the Attorney General. Both the Attorney General's unique numeric identifier and the circulating title and summary must also be printed across the top of each page of the petition whereon signatures are to appear.)

We, the undersigned, registered, qualified voters of California, residents of _____ County, hereby propose amendments to the Constitution of California, and petition the Secretary of State to submit the same to the voters of California for their adoption or rejection at the next succeeding general election or at any special statewide election held prior to that general election or as otherwise provided by law. The proposed constitutional amendments read as follows:

SECTION 1. The people of the State of California find and declare all of the following:

(a) California's housing crisis is primarily due to a failure to provide enough housing (to own or rent) that is affordable for working class and lower income Californians, and this crisis has worsened due to massive reductions in available funding to help local governments encourage more affordable housing production. The involvement of large financial institutions and speculators in our housing markets and recent state laws that usurp the power of local government to exercise its constitutional authority to make local land use planning and zoning decisions have combined to further restrict affordable housing options and displace many working class families and people of color from their own historic communities.

(b) Local government is best able to consider all the requisite factors and make the difficult land use planning and zoning decisions to ensure that new development is supported by the infrastructure and utilities required to maintain appropriate levels of public services, including police and fire services, parklands and public open spaces, transportation, parking, and schools. The specific needs and challenges facing every California community vary greatly and therefore require significant input and leadership from local government to achieve best outcomes on land use planning and zoning issues, including the provision of affordable housing and protecting the environment.

(c) The State Legislature cannot adequately consider or address the unique impacts of land use planning and zoning statutes on every local community, and recent state laws designed to require local governments to increase housing density and encourage the production of more market rate housing by minimizing public input and eliminating environmental review will not solve our affordable housing crisis. In fact, these state laws will harm communities by making housing less affordable, causing more traffic and congestion, increasing property taxes, and overburdening existing infrastructure instead of encouraging collaboration with local government to produce more affordable housing.

(d) The purpose of this measure is to protect the ability of local communities to make local land use planning and zoning decisions, and to clarify the process to resolve conflicts between current or future state and local land use planning and zoning laws. One size does not fit all, and recent statewide land use and zoning laws will do great harm without significant input and participation from local communities. The “home rule” doctrine is enshrined in Sections 4 and 5 of Article XI of the California Constitution, and local land use planning or zoning initiatives approved by voters shall not be nullified or superseded by state law.

(e) This constitutional amendment is expressly intended to authorize local laws to override conflicting state land use planning and zoning statutes while ensuring that specified laws remain in full force and effect.

SEC. 2. Section 3.5 is added to Article XI of the California Constitution, to read:

SEC. 3.5. For purposes of this article:

(a)(1) “Land use planning and zoning statute” means any law imposed by the state that accomplishes any of the following:

(A) Eliminates or restricts a city or county’s discretion to establish or change the zoning designation of any parcel within its jurisdiction.

(B) Requires a city or county to review, approve, or deny a development application on a streamlined, ministerial, or expedited basis if the project meets a specified criteria.

(C) Restricts, in any way, the ability of a city or county to approve or deny a development or the subdivision of a parcel.

(D) Imposes any restriction on the ability of a city or county to deny a development project or subdivision of a parcel.

(E) Establishes the procedure for establishing or changing the zoning designation of any parcel within its jurisdiction.

(F) Establishes the procedure or timing for reviewing and approving development applications.

(2) “Land use planning and zoning statute” does not include a covered state statute.

(b) “Covered state statute” means a state law that addresses a matter of statewide concern rather than a municipal affair, as that term is used in Section 5 of this article, and relates to any of the following:

(1) Local government discretion in reviewing and approving a housing development project, provided that the statute requires the housing project to comply with all of the following:

(A) One hundred percent of the units of the housing project shall be deed-restricted to be sold or rented to lower income households. For purposes of this subparagraph, “lower income households” means persons and families making at or below 80 percent of the area median income.

(B) The housing project shall be consistent with the general plan land use designation or zoning of the parcel or parcels of the project.

(C) The housing project shall comply with local objective standards applicable to the project site.

(D) All construction workers employed in the execution of the housing project shall be paid at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations.

(E) The housing project shall use a skilled and trained workforce, as defined in Section 2601 of the Public Contract Code, for all construction work.

(2) The protection of the environment or natural resources, including, but not limited to any of the following:

(A) The California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) and California Environmental Quality Act Guidelines (Chapter 3 (commencing with Section 15000) of Division 6 of Title 14 of the California Code of Regulations).

(B) The California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code).

(C) The California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code).

(D) The Porter-Cologne Water Quality Act (Division 7 (commencing with Section 13000) of the Water Code).

(E) The Surface Mining and Reclamation Act of 1975 (Chapter 9 (commencing with Section 2710) of Division 2 of the Public Resources Code).

(F) Pollution control or environmental justice laws, rules, or regulations.

(3) The protection of health and safety, including but not limited to, the development of contaminated sites and regulation of hazardous material storage sites.

(4) Emergency response to natural disasters and disaster planning and recovery.

(5) The regulation of the physical structure and the construction of buildings.

(6) The regulation of residential or commercial rents and landlord-tenant relations, including the Ellis Act (Chapter 12.75 (commencing with Section 7060) of Division 7 of Title 1 of the Government Code) and Costa-Hawkins Rental Housing Act (Chapter 2.7 (commencing with Section 1954.50) of Title 5 of Part 4 of Division 3 of the Civil Code).

(7) The siting of a power generating facility capable of generating more than 50 megawatts of electricity and the California Public Utilities Commission has determined that a need exists at that location and that the facility addresses a matter of statewide concern.

(8) (A) The development or construction of a water, communication, or transportation infrastructure project for which the Legislature lists the specific reasons explaining how the project addresses the statewide concern and declares that the development is in the best interests of the state.

(B) For purposes of this paragraph, a transportation infrastructure project does not include a transit-oriented development project, whether residential, commercial, or mixed-use.

(9) Fair housing matters, including, but not limited to the California Fair Employment and Housing Act (Part 2.8 (commencing with Section 12900) of Division 3 of Title 2 of the Government Code), prohibitions against discrimination, or affirmatively furthering fair housing.

(10) Reporting requirements, provided that the reporting requirements apply uniformly to all cities and counties and do not discriminate amongst cities or counties based on voluntary compliance with any land use planning and zoning statute.

(c) "Local law" means any law put into effect by a city or county through a charter, ordinance, regulation, local initiative, or other action.

SEC. 3. Section 5.5 is added to Article XI of the California Constitution, to read:

SEC. 5.5. (a) Except as provided in subdivision (b), in the event of a conflict between a local law and a land use planning and zoning statute, the local law shall be deemed a municipal affair within the meaning of Section 5 and shall prevail over the conflicting land use planning and zoning statute.

(b) Subdivision (a) shall not apply to a covered state statute that conflicts with a local law, provided that for a covered state statute enacted on or after January 1, 2016, the Legislature makes a finding that the covered state statute addresses a matter of statewide concern. A finding of statewide concern made pursuant to this subdivision shall list the specific goals, purposes, and objectives of the statute.

(c) (1) State funding appropriated before the effective date of this section shall not be modified due to a city adopting or enforcing a local law that preempts any land use planning and zoning statute pursuant to this section.

(2) State funding appropriated after the effective date of this section shall not discriminate in favor of, or give any preference to, a city that voluntarily complies with any land use planning and zoning statute.

(d) The provisions of this section are severable. If any provision of this section or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

SEC. 4. Section 7 of Article XI of the California Constitution is amended to read:

SEC. 7. (a) (1) A county or city may make and enforce within its limits all local, police, sanitary, and other ordinances and regulations ~~not in conflict with general laws~~. *that are not, except as provided in subdivision (b), in conflict with general laws.*

(2) *A county or city shall not supersede or otherwise interfere with any voter approved local initiative.*

(b) (1) Except as provided in paragraph (2), a local law shall prevail over conflicting land use planning and zoning statutes.

(2) Paragraph (1) shall not apply to a covered state statute that conflicts with a local law, provided that for a covered state statute enacted on or after January 1, 2016, the Legislature makes a finding that the covered state statute addresses a matter of statewide concern. A finding of statewide concern made pursuant to this paragraph shall list the specific goals, purposes, and objectives of the statute.

(c) (1) State funding appropriated before the effective date of the act adding this subdivision shall not be modified due to a city or county adopting or enforcing any local law that preempts any land use planning and zoning statute pursuant to this section.

(2) State funding appropriated after the effective date of the act adding this subdivision shall not discriminate in favor of, or give any preference to, a city or county that voluntarily complies with any land use planning and zoning statute.

(d) The provisions of this section are severable. If any provision of this section or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

SEC. 5. Article XXXIV of the Constitution of the State of California is repealed.

~~Article XXXIV PUBLIC HOUSING PROJECT LAW~~

~~Section 1. No low rent housing project shall hereafter be developed, constructed, or acquired in any manner by any state public body until, a majority of the qualified electors of the city, town or county, as the case may be, in which it is proposed to develop, construct, or acquire the same, voting upon such issue, approve such project by voting in favor thereof at an election to be held for that purpose, or at any general or special election.~~

~~For the purposes of this Article the term "low rent housing project" shall mean any development composed of urban or rural dwellings, apartments or other living accommodations for persons of low income, financed in whole or in part by the Federal Government or a state public body or to which the Federal Government or a state public body extends assistance by supplying all or part of the labor, by guaranteeing the payment of liens, or otherwise. For the purposes of this Article only there shall be excluded from the term "low rent housing project" any such project where there shall be in existence on the effective date hereof, a contract for financial assistance between any state public body and the Federal Government in respect to such project.~~

~~For the purposes of this Article only "persons of low income" shall mean persons or families who lack the amount of income which is necessary (as determined by~~

~~the state public body developing, constructing, or acquiring the housing project) to enable them, without financial assistance, to live in decent, safe and sanitary dwellings, without overcrowding.~~

~~For the purposes of this Article the term "state public body" shall mean this State, or any city, city and county, county, district, authority, agency, or any other subdivision or public body of this State.~~

~~For the purposes of this Article the term "Federal Government" shall mean the United States of America, or any agency or instrumentality, corporate or otherwise, of the United States of America.~~

~~Section 2. The provisions of this Article shall be self-executing but legislation not in conflict herewith may be enacted to facilitate its operation.~~

~~Section 3. If any portion, section or clause of this article, or the application thereof to any person or circumstance, shall for any reason be declared unconstitutional or held invalid, the remainder of this Article, or the application of such portion, section or clause to other persons or circumstances, shall not be affected thereby.~~

~~Section 4. The provisions of this Article shall supersede all provisions of this Constitution and laws enacted thereunder in conflict therewith.~~

SEC. 6. The provisions of this measure are severable. If any provision of this measure or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

RESOLUTION NO. 1348

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROLLING HILL, CALIFORNIA EXPRESSING SUPPORT FOR THE MENDOZA-CANDELL-PRIFORCE TRIPARTISAN LAND USE INITIATIVE AND OTHER ACTIONS TO FURTHER STRENGTHEN LOCAL AUTHORITY AND CONTROL RELATED TO LOCAL ZONING AND HOUSING ISSUES

THE CITY COUNCIL OF THE CITY OF ROLLING HILLS, CALIFORNIA, DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1. Recitals.

A. The legislature of the State of California each year proposes, passes, and has signed into law a number of bills addressing a range of issues related to local zoning with an emphasis on housing issues.

B. The majority of these bills usurp the authority of local jurisdictions to determine for themselves the land use policies and practices that best suit each city and its residents and instead impose mandates that do not take into account the needs and differences of jurisdictions throughout the State of California.

C. The ability of local jurisdictions to determine for themselves which projects are appropriate within their jurisdiction; what plans and programs are suitable and practical for each community rather than having these decisions imposed upon cities without regard to the circumstances of each individual city; and what zoning should be allowed for residential properties is a matter of great importance of the City of Rolling Hills among other items related to local zoning and housing issues.

D. The Mendoza-Candell-Priforce Tripartisan Land Use Initiative is a potential constitutional amendment (still in the process of gathering signatures to get initiative on the ballot) expressly intended to authorize local laws to override conflicting state land use planning and zoning statutes while ensuring that specified laws remain in full force and effect.

Section 2. The City of Rolling Hills is opposed to the current practice of the legislature of the State of California of continually proposing and passing multitudes of bills that directly impact and interfere with the ability of cities to control their own destiny through use of the zoning authority that has been granted to them.

Section 3. The City Council of the City of Rolling Hills hereby supports the Mendoza-Candell-Priforce Tripartisan Land Use Initiative and will continue to explore various ways to protect the ability of cities to retain local control.

Section 4. This Resolution shall take effect immediately upon its adoption by the City Council, and the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book or original resolutions.

PASSED, APPROVED, AND ADOPTED this 11th day of September, 2023

PAT WILSON
MAYOR

ATTEST:

CHRISTIAN HORVATH
CITY CLERK



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 13.A
Mtg. Date: 09/11/2023

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: CHRISTIAN HORVATH, CITY CLERK / EXECUTIVE ASSISTANT TO CITY MANAGER

THRU: DAVID H. READY

SUBJECT: ACCEPT THE CITY HALL EQUESTRIAN FENCE REPLACEMENT PROJECT #2023-03 AS COMPLETE, FILE NOTICE OF COMPLETION, AND RELEASE RETENTION AFTER 30 DAY LIEN PERIOD TO BENNETT LANDSCAPE

DATE: September 11, 2023

BACKGROUND:

At the August 22, 2022 City Council Meeting, representatives from the Women's Club Beautification Committee spoke during public comment regarding the roses and fencing along Portuguese Bend Road at the City Hall Campus. Mayor Black requested that an agenda item be brought forth at the next meeting.

At the September 12, 2022 City Council meeting, the Council directed staff to have discussions with the Rolling Hills Community Association (RHCA) regarding the timing of the fence removal, create a request for proposal (RFP) for vinyl fencing replacement, and bring back the RFP at the next meeting for Council approval.

The three-rail fence was removed the week of September 12 by RHCA per previous staff requests. City staff was also in the process of a Landscaping Maintenance RFP and awaiting responses. Staff believed it would be prudent to finalize the Landscaping RFP process and interviews since concerns were expressed over the plantings and irrigation in the same area which inadvertently led to the rotting of the wood fencing.

At the October 24, 2022 City Council meeting, staff made a recommendation for a new Landscaping Maintenance partner, who discussed in detail during an interview the following concerns that should be considered:

- Outdated irrigation system with incorrect nozzles/spray heads for the pathway adjacent vegetation that contributed to the fence deterioration.
- Improper rose bush maintenance over the years has led to a scenario where they had grown too tall, outlived their useful life span and required replacement and subsequent proper maintenance.

- Staff had observed the use of the pathway in the previous month and anecdotally seen no issues with equestrian or pedestrian passage which was a stated concern for replacing the fencing.

Staff recommended taking more time to evaluate the need for a fence replacement and instead explore the more pressing need for the campus existing irrigation system upgrades and subsequent update of the plant palette along Portuguese Bend Road. Once staff had a new landscape provider, it would work collaboratively with them and bring back recommendations to the Council. The City Council voted to receive and file with City Council comments made that evening to be taken into consideration by staff. Council comments included consideration of ongoing costs of roses, what could be planted aside from roses, the idea of considering landscaping after a new fence was installed, and the need to make decisions that would avoid future unfunded expenses.

At the November 14, 2022 City Council meeting, Bennett Landscaping was selected as the service provider for the City Hall Campus. The service agreement was fully executed in January 2023.

At the February 13, 2023 City Council meeting, members of the Women's Club Beautification Committee spoke during Public Comment on Non-Agenda Items and expressed their continued interest in replacing the three-rail fence and use of white climbing roses as part of the forthcoming new landscape design. Mayor Wilson requested that this item be agendaized for the next meeting.

At the February 27, 2023 City Council meeting, the City Council directed staff to get bids for the replacement of the three-rail fence between the City Hall parking lot entrance and Palos Verdes Drive North.

To address the replacement of the three-rail fence in a timely manner, staff initially prepared a Request for Proposals to have a shorter turnaround. Upon further discussion with the City Attorney, the project was deemed a construction project, and an official Request for Bids was released and publicly noticed the week of May 3, 2023.

The selected proposer will be required to furnish all materials, equipment, tools labor, and incidentals as required by the Bid and contract documents. The general items of work include removal of existing fence footings and installing new equestrian 3 rail White Vinyl fencing for the equestrian path adjacent to Portuguese Bend Road.

On May 3, 2023, the City officially released the Equestrian Fence Replacement Project # 2023-03 Bid and posted it on the City's website.

On May 6th and 11th, 2023, the City published the Request for Bid in a local newspaper as mandated by the State Public Contract Code.

On May 22, 2023, the City received three (2) sealed bids at the 2pm Bid Closing. Two bidders were on site for the opening and reading of the bids. Staff validated all bids received and determined that Bennett Landscape was the only responsive and responsible bidder.

On June 12, 2023, the City Council accepted staff's recommendation to award the construction contract to Bennett Landscape for \$24,295.00 and allocate an additional

\$2,429.50 as a 10% contingency for a total of \$26,724.50.

DISCUSSION:

On August 7, 2023 Bennett Landscape began demo work on the existing footers from the previous fence and by the end of the week had installed and set the new vinyl posts. They were left to cure over the weekend. On Monday, August 14, 2023, staff received an email from the Rolling Hills Community Association (RHCA) requesting that Bennett Landscape postpone the placement of the rails and completion of the project due to complaints from a Board Member about the spacing of the posts. Staff worked with the RHCA and the contractor to postpone project completion until concerns could be evaluated based on both existing standards, which were met, as well as specific installation decisions made to ensure specific segment lengths considered a storm water drainage pipe crossing the trail and the various turns the trail takes.

The RHCA ultimately accepted the post placement and the project resumed work on August 25, 2023. The project was completed on August 29, 2023.

FISCAL IMPACT:

The replacement of the Equestrian Fence was an unexpected expense and not budgeted in the FY 2022-2023 adopted budget. As such, Council action was required to amend the budget and increase budgeted appropriations by \$26,724.50 in the Capital Projects Fund with a transfer from available General Fund reserves. The use of General Fund reserves for these purposes is consistent with City policy.

FINAL COST: \$24,295.00

RECOMMENDATION:

Approve as presented.

ATTACHMENTS:

[CL_BID_230901_2023-03_BennettLandscape_NoticeOfCompletion_D.pdf](#)

[CL_BID_230831_2023-03_EquestrianFenceReplacement_Invoice03.pdf](#)

[CL_BID_230831_2023-03_EquestrianFenceReplacement_ConditionalWaiver.pdf](#)

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

Name
Street
Address
City &
State

SPACE ABOVE THIS LINE FOR RECORDER'S USE ONLY

NOTICE OF COMPLETION

Notice is hereby given that:

1. The undersigned is owner or corporate officer of the owner of the interest or estate stated below in the property hereinafter described:

2. The full name of the owner is _____

3. The full address of the owner is _____

4. The nature of the interest or estate of the owner is in fee.

(If other than fee, strike "in Fee" and insert, for example, "purchaser under contract of purchase," or "lessee")

5. The full names and full addresses of all persons, if any, who hold title with the undersigned as joint tenants or as tenants in common are:

NAMES

ADDRESSES

6. A work of improvement on the property hereinafter described was completed on _____. The work done was:

7. The name of the contractor, if any, for such work of improvement was _____

(If no contractor for work of improvement as a whole, insert "none")

(Date of Contract)

8. The property on which said work of improvement was completed is in the city of _____,

County of _____, State of California, and is described as follows: _____

9. The street address of said property is _____

(If no street address has been officially assigned, insert "none")

Dated: _____

The City of Rolling Hills

Signature of owner or corporate officer of owner
named in paragraph 2 or his agent

David Ready, Interim City Manager

VERIFICATION

I, the undersigned, say: I am the _____ the declarant of the foregoing
("President of," "Manager of," "A partner of," "Owner of," etc.)

notice of completion; I have read said notice of completion and know the contents thereof; the same is true of my own knowledge.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on _____, 20 _____, at _____, California.
(Date of signature) (City where signed)

The City of Rolling Hills

(Personal signature of the individual who is swearing that the contents of the notice of
completion are true)

David Ready, Interim City Manager

APPLICATION AND CERTIFICATION FOR PAYMENT

TO: CITY OF ROLLING HILLS
2 PORTUGUESE BEND ROAD
ROLLING HILLS, CA 90274

PROJECT: 3 RAIL FENCE

APPLICATION NO: 3
PERIOD TO: 8/30/2023
PROJECT NO: 3 RAIL FENCE
CONTRACT NO:

FROM CONTRACTOR:
BENNETT LANDSCAPE
25889 BELLE PORTE AVENUE
HARBOR CITY, CA 90710

VIA ARCHITECT:

CONTRACT DATE:

CONTRACT FOR City of Rolling Hills 3 Rail Fence Installation

CONTRACTOR'S APPLICATION FOR PAYMENT

1. ORIGINAL CONTRACT SUM	\$ 24,295.00
2. Net change by Change Orders	\$ 0.00
3. CONTRACT SUM TO DATE (Line 1 ± 2)	\$ 24,295.00
4. TOTAL COMPLETED & STORED TO DATE	\$ 24,295.00
5. RETAINAGE:	
a. 5 % of Completed Work	\$ -
b. 5 % of Stored Material	\$ -
Total Retainage (Lines 5a + 5b)	\$ -
6. TOTAL EARNED LESS RETAINAGE (Line 4 Less Line 5 Total)	\$ 24,295.00
7. LESS PREVIOUS CERTIFICATES FOR PAYME (Line 6 from previous Certificate)	\$ 23,080.25
8. CURRENT PAYMENT DUE	\$ 1,214.75
9. BALANCE TO FINISH, INCLUDING RETAINAGE (Line 3 less Line 6)	0.00

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner		
Total approved this Month		
TOTALS		
NET CHANGES by Change Order		

Inspector: _____
Const. Mgr: _____
Owner: _____

Date: _____
Date: _____
Date: _____

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

CONTRACTOR:

By: 
Leslie Bennett, Secretary/Treasurer

Date:

8/30/23

ARCHITECT'S CERTIFICATE FOR PAYMENT

In accordance with the Contract Documents, based on on-site observations and the data comprising this application, the Architect certifies to the Owner that to the best of the Architect's knowledge, information and belief the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED.

AMOUNT CERTIFIED \$ 1,215

(Attach explanation if amount certified differs from the amount applied. Initial all figures on this Application and on the Continuation Sheet that are changed to conform with the amount certified.)

ARCHITECT:

By: _____ Date: _____

This Certificate is not negotiable. The AMOUNT CERTIFIED is payable to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.

CONTINUATION SHEET

AIA DOCUMENT G703

56

AIA Document G702, APPLICATION AND CERTIFICATION FOR PAYMENT, Contractor's signed certification is attached.

In tabulations below, amounts are stated to the nearest dollar.

Use Column I on Contracts where variable retainage for line items may apply.

CONTRACTOR: BENNETT LANDSCAPE

PROJECT NO:

PROJECT TITLE: 3 RAIL FENCE INSTALLATION

APPLICATION NO: 3

APPLICATION DATE:

PERIOD TO: 08/30/23

A ITEM NO.	B DESCRIPTION OF WORK	C SCHEDULED VALUE	D WORK COMPLETED		F MATERIALS PRESENTLY STORED (NOT IN D OR E)	G TOTAL COMPLETED AND STORED TO DATE (D+E+F)	H % (G ÷ C)	I BALANCE TO FINISH (C - G)	J RETAINAGE (IF VARIABLE RATE) 10%
			FROM PREVIOUS APPLICATION (D+E)	THIS PERIOD					
1	PROCURE AND INSTALL NEW 3 RAIL	\$24,295.00	\$ 23,080.25	\$ 1,214.75	\$ -	\$ 24,295.00		\$ -	\$ -
2	WHITE VINYL EQUESTRIAN FENCE								
3									
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25									
26									
GRAND TOTALS		\$24,295.00	\$ 23,080.25	\$ 1,214.75		\$ 24,295.00		\$ -	\$ -

Users may obtain validation of this document by requesting of the licensee a completed AIA Document D401 - Certification of Document's Authenticity

Job Number and Name:

3 RAIL FENCE INSTALLATION - CITY OF ROLLING HILLS

The above breakdown is for accounting purposes only.

APPROVED BY: _____

DATE: _____

CONDITIONAL WAIVER AND RELEASE ON PROGRESS PAYMENT

NOTICE: THIS DOCUMENT WAIVES THE CLAIMANT'S LIEN, STOP PAYMENT NOTICE, AND PAYMENT BOND RIGHTS EFFECTIVE ON RECEIPT OF PAYMENT. A PERSON SHOULD NOT RELY ON THIS DOCUMENT UNLESS SATISFIED THAT THE CLAIMANT HAS RECEIVED PAYMENT.

Identifying Information

Name of Claimant: BENNETT LANDSCAPE

Name of Customer: CITY OF ROLLING HILLS

Job Location: 2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274

Owner: CITY OF ROLLING HILLS

Through Date: 06/30/2023

Conditional Waiver and Release

This document waives and releases lien, stop payment notice, and payment bond rights the claimant has for labor and service provided, and equipment and material delivered, to the customer on this job through the Through Date of this document. Rights based upon labor or service provided, or equipment or material delivered, pursuant to a written change order that has been fully executed by the parties prior to the date that this document is signed by the claimant, are waived and released by this document, unless listed as an Exception below. This document is effective only on the claimant's receipt of payment from the financial institution on which the following check is drawn:

Maker of Check: CITY OF ROLLING HILLS

Amount of Check: \$ 5,000.00

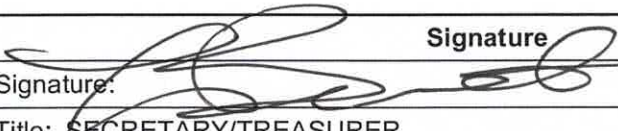
Check Payable to: BENNETT LANDSCAPE

Exceptions

This document does not affect any of the following:

- (1) Retentions.
 - (2) Extras for which the claimant has not received payment.
 - (3) The following progress payments for which the claimant has previously given a conditional waiver and release but has not received payment:
Date(s) of waiver and release: _____
Amount(s) of unpaid progress payment(s): \$ _____
 - (4) Contract rights, including (A) a right based on rescission, abandonment, or breach of contract, and (B) the right to recover compensation for work not compensated by the payment.
-

Signature

Claimant's Signature: 

Claimant's Title: SECRETARY/TREASURER

Date of Signature: 06/30/2023

7/1/12

CONDITIONAL WAIVER AND RELEASE ON PROGRESS PAYMENT

NOTICE: THIS DOCUMENT WAIVES THE CLAIMANT'S LIEN, STOP PAYMENT NOTICE, AND PAYMENT BOND RIGHTS EFFECTIVE ON RECEIPT OF PAYMENT. A PERSON SHOULD NOT RELY ON THIS DOCUMENT UNLESS SATISFIED THAT THE CLAIMANT HAS RECEIVED PAYMENT.

Identifying Information

Name of Claimant: BENNETT LANDSCAPE

Name of Customer: CITY OF ROLLING HILLS

Job Location: 2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274

Owner: CITY OF ROLLING HILLS

Through Date: 08/30/2023

Conditional Waiver and Release

This document waives and releases lien, stop payment notice, and payment bond rights the claimant has for labor and service provided, and equipment and material delivered, to the customer on this job through the Through Date of this document. Rights based upon labor or service provided, or equipment or material delivered, pursuant to a written change order that has been fully executed by the parties prior to the date that this document is signed by the claimant, are waived and released by this document, unless listed as an Exception below. This document is effective only on the claimant's receipt of payment from the financial institution on which the following check is drawn:

Maker of Check: CITY OF ROLLING HILLS

Amount of Check: \$ 18,080.00

Check Payable to: BENNETT LANDSCAPE

Exceptions

This document does not affect any of the following:

- (1) Retentions.
 - (2) Extras for which the claimant has not received payment.
 - (3) The following progress payments for which the claimant has previously given a conditional waiver and release but has not received payment:
Date(s) of waiver and release: _____
Amount(s) of unpaid progress payment(s): \$ _____
 - (4) Contract rights, including (A) a right based on rescission, abandonment, or breach of contract, and (B) the right to recover compensation for work not compensated by the payment.
-

Signature

Claimant's Signature: 

Claimant's Title: SECRETARY/TREASURER

Date of Signature: 08/30/2023

7/1/12

CONDITIONAL WAIVER AND RELEASE ON FINAL PAYMENT

NOTICE: THIS DOCUMENT WAIVES THE CLAIMANT'S LIEN, STOP PAYMENT NOTICE, AND PAYMENT BOND RIGHTS EFFECTIVE ON RECEIPT OF PAYMENT. A PERSON SHOULD NOT RELY ON THIS DOCUMENT UNLESS SATISFIED THAT THE CLAIMANT HAS RECEIVED PAYMENT.

Identifying Information

Name of Claimant: BENNETT LANDSCAPE

Name of Customer: CITY OF ROLLING HILLS

Job Location: 2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274

Owner: CITY OF ROLLING HILLS

Conditional Waiver and Release

This document waives and releases lien, stop payment notice, and payment bond rights the claimant has for labor and service provided, and equipment and material delivered, to the customer on this job. Rights based upon labor or service provided, or equipment or material delivered, pursuant to a written change order that has been fully executed by the parties prior to the date that this document is signed by the claimant, are waived and released by this document, unless listed as an Exception below. This document is effective only on the claimant's receipt of payment from the financial institution on which the following check is drawn:

Maker of Check: CITY OF ROLLING HILLS

Amount of Check: \$ 1,214.75

Check Payable to: BENNETT LANDSCAPE

Exceptions

This document does not affect any of the following:
Disputed claims for extras in the amount of: \$

Signature

Claimant's Signature: 

Claimant's Title: SEC./TREAS.

Date of Signature: 08/30/2023



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 14.A
Mtg. Date: 09/11/2023

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: CHRISTIAN HORVATH, CITY CLERK / EXECUTIVE ASSISTANT TO CITY MANAGER

THRU: DAVID H. READY

SUBJECT: UPDATE ON EMERGENCY PREPAREDNESS EFFORTS (COUNCILMEMBERS PIEPER & BLACK)

DATE: September 11, 2023

BACKGROUND:

At the August 14, 2023 City Council Meeting there was public comment on non-agenda items and subsequently brief discussion during Matters from City Council regarding the Lahaina Maui fires and failures to protect or evacuate life during the emergency event. The City Council directed staff to return with an update report on Emergency Preparedness activities.

The following day, residents' Arlene and Gene Honbo emailed a "Lessons Learned" document to the City Council and staff. (Attached)

One of the Maui event failures was that none of the 80 warning sirens around the island were activated by the local authorities or state emergency management agencies in response. With the power out for most of the day, other opportunities to alert residents using cellphone, radio or TV alerts were unsuccessful according to residents who survived. Maui's fire chief stated that once the fire flared up, fueled by powerful winds, the agency did not have enough time to alert emergency management officials and send out evacuation orders.

Naturally, this raises concerns about the City of Rolling Hills and greater Palos Verdes Peninsula's (PVP) ability to react and respond during an emergency event. The attached report will provide a summary of actions taken in recent years and reaffirm the city's commitment, along with our Public Safety partners and other Peninsula cities, to continue efforts in preparation for another fire or disaster event. While the City of Rolling Hills has taken a proactive role in communication, education, mitigation and preparation, it cannot be overstated that each resident and/or property owner is also a major partner in any efforts to protect the community and PVP from potential danger.

DISCUSSION:

See attached report.

FISCAL IMPACT:

None.

RECOMMENDATION:

Receive and file.

ATTACHMENTS:

[CL_AGN_230911_CC_EmergencyPreparedness_Update_Report.pdf](#)

[CL_AGN_230911_LessonsLearned_Lahaina_Honbo.pdf](#)

[RPV_220118_InfrastructureInterdependancyVulnerabilitiesAssessment_WhitePaper.pdf](#)



EMERGENCY PREPAREDNESS UPDATE

SEPTEMBER 11, 2023

A STRATEGIC PENINSULA EFFORT

Emergency Preparedness on the Palos Verdes Peninsula (PVP) is a major concern shared by all four cities in coordination with the Area G Disaster Management Area Coordinator (DMAC), the Los Angeles Sheriff's Department (LASD) and Palos Verdes Estates Police Department, as well as the Los Angeles County Fire Department (LACFD) and Los Angeles County Office of Emergency Management (OEM).

The four cities meet quarterly as the Peninsula Public Safety Committee (PPSC) with two elected representatives from each city to discuss matters of Public Safety along with LACFD, LASD and the School District.

Emergency preparedness has many facets, and to assist the work for the PPSC, staff presented a strategic plan in 2021 that leveraged the cities' work to date and listed goals.

At the May 31, 2021 meeting, the Committee approved an Emergency Preparedness Strategic Plan, and directed staff to focus on the below three areas for the following six to twelve months:

1. Study Peninsula evacuation routes
2. Understand utility vulnerabilities and implement readiness measures
3. Communication protocols among Peninsula cities

At the same meeting, staff also recommended that the Committee establish goals for the following areas of emergency preparedness:

- Home hardening campaign
- Vegetation/fire fuel management (roadside, private property, canyons and public spaces)
- Hazardous plants education campaign
- Utility undergrounding
- Joint emergency plans (e.g., Hazard Mitigation Plan)
- Joint grant applications to implement emergency preparedness measures

FOCUS 1 FOR 2021-2022:

Study Peninsula evacuation routes

In collaboration with the First Responders, a map was developed among the Peninsula cities identifying points of ingress and egress to each of the four municipalities.

The Peninsula cities conducted an emergency tabletop exercise simulating the need for residents to evacuate. Through the exercise, city staff from all four cities identified coordination measures among the public works departments including sharing a list of key personnel that would handle traffic control, and establishing a list of contacts to communicate traffic safety needs across jurisdictional lines.

OEM, and the deployment of Zonehaven, supplement staff's work in this focus area. Zonehaven is a web-based program that allows First Responders to identify zones within the Peninsula to evacuate in response to an emergency event. Earlier this year, the Peninsula cities presented a Memorandum of Understanding (MOU) to their respective City Councils to cost share a website to promote "Know Your Zone" and present quick links to the Zonehaven platform specific to PVP residents.

FOCUS 2 FOR 2021-2022:

Understand utility vulnerabilities and implement readiness measures

The City of Rancho Palos Verdes took the lead in developing a white paper identifying the operations of the utility companies serving the Peninsula. The white paper (attached) was reviewed by the Peninsula cities, the utility companies and approved by the PPSC in November, 2021. In partnership with the utility companies, the document identified area of voids for continuous service and or appropriate shut off mechanisms. The document also educated both the cities and the utility companies on emergency considerations through different lenses. City staff continues to collaborate with utility companies on gap analysis and provide mutual support.

FOCUS 3 FOR 2021-2022:

Communication protocols among Peninsula cities

Building off the First Responder and Peninsula cities communication protocols established in response to the 2018 homicide at the Peninsula Shopping Center, text message groups were created by the LACFD to communicate incidents to executive staff from each city.

In 2021, and 2022, the LACFD used the text message groups to communicate fire incidents in Rolling Hills, Rancho Palos Verdes, and offshore incidents adjacent to Palos Verdes Estates. The LASD has also utilized the text message groups to alert cities on potential protests and other events raising public safety concerns.

Cities would take communications from First Responders and disseminate information to residents using means employed by respective cities. The cities of Rolling Hills and Rolling Hills Estates rely heavily on Alert SouthBay while the cities of Rancho Palos Verdes (MyRPV) and Palos Verdes Estates utilize platforms unique to their cities.

Since the Committee's approval of this focus, the First Responders and the cities have utilized small incidents to practice on communication, and information dissemination in preparation for larger events.

FOCUS FOR 2023-2024

Peninsula cities' staff continue to remain engaged in preparedness work in the above-discussed three focus areas. To continue on the progress, the following focus areas were recommended to the PPSC earlier this year for the next twelve months:

- Home hardening campaigns
 - Disseminate home hardening recommendations from the Los Angeles County Fire Department
 - Joint workshops throughout the Peninsula with the Los Angeles County Fire Department Forestry Division on home hardening measures
 - Identify vendor opportunities for residents to purchase home hardening related materials at discounted prices
 - Release a joint Peninsula Cities Home Hardening Tutorial Video
- Vegetation/fire fuel management (roadside, private property, canyons and public spaces)
 - Cities to develop a Roadside Vegetation Management Plan to comply with the requirements of the Los Angeles County Fire Code
 - Create and disseminate a Peninsula Vegetation Management fact-sheets, and or educational videos to assist residents with where-to and how-to, including eliminating hazardous plants as identified by the Los Angeles County Fire Department (Fire.lacounty.gov)

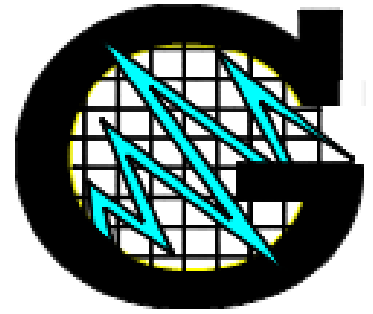
EMERGENCY OPERATIONS CENTER

The Emergency Operations Center (EOC) is the centralized location of emergency response and recovery support operations during incidents. While tactical on-scene operations are conducted from the Incident Command Post (ICP), the EOC supports and helps coordinate ICP operations and any other adjacent incident operations. The City of Rolling Hills would operate an EOC from the City Hall chambers in the event of an emergency scenario in the community or subregion. All staff would function in an emergency worker capacity and communicate directly with first responders at the ICP. In the event that it was unsafe to locate the EOC at City Hall, staff would coordinate with Torrance or Lomita to function remotely.

Currently the City Clerk / Executive Assistant to the City Manager functions as the Emergency Manager for Rolling Hills and attends training sessions hosted by CalOES in preparation for an eventual EOC activation.

AREA G

Area G Disaster Management area is comprised of 14 South Bay cities. During the Civil Defense era, Los Angeles County divided into 8 areas for disaster preparedness and emergency response. Over time the 14 cities developed the DMAC position to act as the liaison between the cities with county, regional, state and federal partners to assist the cities in disaster preparedness response and recovery efforts. The Area G emergency managers meet monthly to discuss best practices and receive important updates as it relates to the State, County and local jurisdictions.



ALERT SOUTHBAY

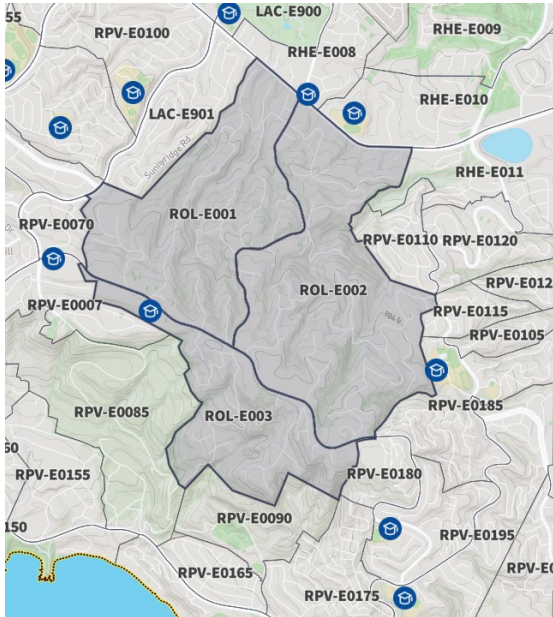
The City continues to utilize Alert SouthBay for local emergency notifications and is working to drive residents to enroll. In the event of a major emergency, the city would work in tandem with the DMAC and Alert SouthBay coordinator to use the Emergency Alert System (EAS) for sending messages via reverse 911 or Wireless Emergency Alert (WEA) that is supposed to reach all residents regardless of enrollment in South Bay Alert.

The Area G cities meet monthly regarding Alert SouthBay to refine best practices and learn from recent events in employing Everbridge / Alert SouthBay. The coordinator also holds mandatory training sessions for staff to ensure redundancy and that all staff understands how to operate the platform.



ZONEHAVEN / EVACUATION

Since 2021, the PPSC has discussed mass evacuation planning for the Palos Verdes Peninsula to better understand the significance of neighborhood ingress and egress routes, identify concerns about impaired access, establish communication best practices, and how to repopulate an area in the event of an evacuation.



The County of Los Angeles Office of Emergency Management (OEM) collaborated with the local jurisdictions located in the Very High Fire Severity Zones on the development of evacuation zones and processes that would be supported by the Zonehaven platform. Zonehaven is a cloud-based evacuation management platform that leverages critical data and assists local public safety personnel (i.e. LACFD, LASD and Palos Verdes Estates Police Department) by providing actionable insight to emergency responders and the public in the event of a disaster. Zonehaven also serves as a tool for evacuation pre-planning and assists during real world incidents by creating a centralized online interactive map that divides a local city into evacuation zones based on geography, threat direction, jurisdictional boundaries, population density, and other regional and/or city specific factors.

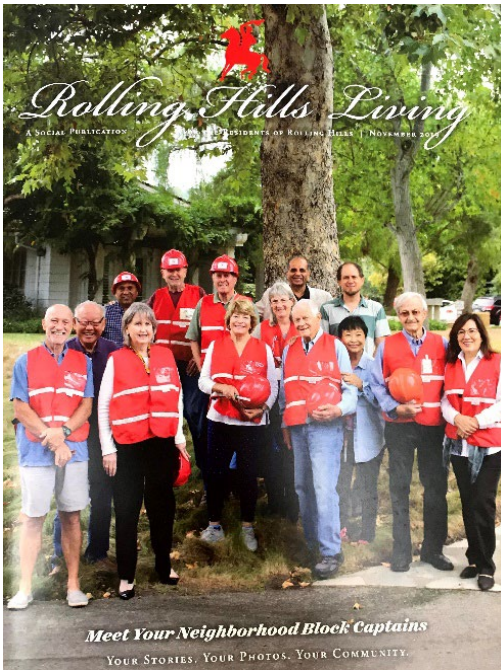
The County of Los Angeles OEM is the lead agency for the Zonehaven Evacuation Project and was grant funded for three years. The County is exploring additional grant opportunities for future funding. Through the system, the Palos Verdes Peninsula cities have the ability to utilize the evacuation tool in partnership with local first responders for public messaging and situational awareness functions in responding to large scale incidents related to emergencies or disasters. Peninsula staff and local public safety partners with the Lomita Sheriff's Station and Fire Battalion 14 continue to regionally coordinate with the County to further refine the evacuation framework.

City staff have worked closely with the County lead agency and public safety partners in developing a public outreach campaign utilizing the "Know your Zone" slogan. The cities have established a Peninsula cities webpage PVPready.gov that encompass emergency preparedness resources, important information, including the "Know your Zone" platform. The website and campaign launched in May, 2023 and has co-branded city logos including easy access to the Zonehaven system.

The Peninsula Cities continue to work with OEM and First Responders on implementing and modifying the Zonehaven Platform. Recently Chief Bennett noted that we may need to alter the zones as created based on some difficulties trying to notice Rolling Hills Estates residents in the Pear Tree Lane area that recently experienced land movement and loss of property. OEM will continue to work with the cities and first responders to fine tune a system that ultimately serves residents in an emergency evacuation scenario.



BLOCK CAPTAIN PROGRAM



Prior to 2019, the City's Block Captain program languished. The program was reinstated in January 2019 subsequently holding meetings on third Thursday of even months. Longtime residents and former Lead Block Captains Arlene and Gene Honbo brought their project management skills and professional experiences in people management to the Block Captain Program upon volunteering to lead the group. They recruited Block Captains with a grassroots approach to effectuate community engagement and involvement in mitigation wildfires for the Rolling Hills community and the Palos Verdes Peninsula

That first year, they held seven meetings and established three goals, one being the completion of a CWPP by December 2019. During this period, the Block Captains held Zone meetings (neighborhood meetings in a certain zone or area of the City) and disseminated information from the Block Captain meetings to the community.

Over the subsequent years, the Block captain program has taken a lead advocacy role in promoting the reduction of Fire fuel, building awareness around home hardening, canyon management, emergency preparedness and evacuation procedures. The Program was featured in the South Bay Cities Council of Government South Bay Watch publication, a quarterly bulletin to inform local leaders of sub regional progress to alert them to emerging issues and also was the recipient of the Leagues of California Cities Helen Putnam Award in 2021.



City staff is grateful to have resident volunteers who communicate with their neighbors and hold educational events to promote these important messages and topics.

COMMUNITY WILDFIRE PROTECTION PLAN

In June 2018, the City submitted a notice of interest for federal grant funds provided by the Hazard Mitigation Grant Program administered by California Office of Emergency Services (CalOES), to prepare a Community Wildfire Protection Plan (CWPP). On July 2, 2020, the City received an award of \$123,750 of federal funding to complete a CWPP. The grant required the CWPP to comply with Disaster Mitigation Act of 2000 and grant recipient to comply with the Standard Mitigation Grant Program (HMGP) Conditions.

The support of the First Responders (County Fire Department, and Sheriff's Department) was critical and the completion was possible in part due to the First Responder's commitment to the task. Two other critical elements to the completion of the CWPP were the engagement of the community through the efforts of the Block Captains and the coordination between the RHCA and the City Council subcommittees on Wildfire Mitigation.

The final CWPP was comprised of identifying the community's concerns for wildfires solicited through a citywide survey conducted between October and November 2019. The data was analyzed and presented to the Block Captains to disseminate to the community. In working with the First Responders and their experts, staff and the Lead Block Captains identified wildfire mitigation strategies that were practical for Rolling Hills. Additionally, the RHCA hired a fire consultant, Carol Rice, to develop mitigation strategies for Rolling Hills. Findings from that report were incorporated into the final CWPP. During the plan development, RHCA and the City Council subcommittees, discussed potential impacts and or adjustments needed for their respective organizations based on identified wildfire mitigation strategies.

Once adopted, the City was able to pursue additional grant funds to implement mitigation strategies identified in the CWPP. The CWPP outlines an iterative approach and defines a path for the City, RHCA, the First Responders and the community to take action in preventing and preparing for wildfires.

The plan calls for updates to occur annually. As a part of the lessons learned since 2020 from implementing projects listed in CWPP, projects typically require more than 12 months to develop. Staff is adjusting so that the plan update occurs biannually. Going forward, plan updates will be summarized in new appendices to the original plan. On November 14, 2022, the City Council adopted 2021-2022 updates to the CWPP and directed staff to share the approved updated CWPP with the California Insurance Commission and work with the Commission to assist residents in obtaining fire insurance in Rolling Hills.

HOME HARDENING / CANYON MANAGEMENT EDUCATIONAL VIDEOS

In April 2021, the City Council engaged Worldwide Productions LLC (Worldwise) to produce educational videos on home hardening. The project was led by the Lead Block Captains Gene Honbo and Block Captain Debra Shrader. Five videos were produced and have been used with the intention to educate the community and motivate current homeowners to harden their homes. The videos were well received by the community as informative and easy to understand. Anecdotally, the Hardening the Home educational videos sparked actions in the community with reports to City Hall noting many have made improvements as outlined in the videos.

In October, 2021, lead Block Captain Gene Honbo received approval of his storyboards depicting new educational videos for the Rolling Hills community on "Fuel Load Management in the Canyons." The city again engaged WorldWise to do three days of video shoots including local canyon and property footage. Deputy Forester Trevor Moore of the LACFD was involved in the videos and together with the Forestry Division, provided support on the content. The videos were vetted by the Block Captains and approved at the highest level of the Los Angeles County Fire Department. The final versions were made public at the May 23, 2022 City Council meeting.

These videos have been promoted to residents in order to build awareness on how to protect their homes and how to reduce fire fuel on their properties. The city continues to promote and advocate for residents to take part in free assessments by the Forestry Division.



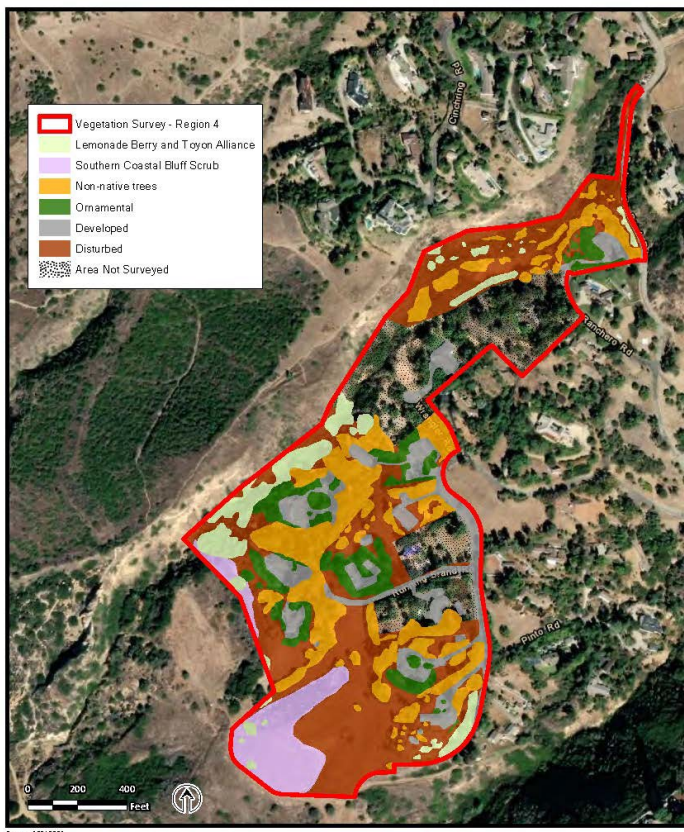
VEGETATION MANAGEMENT



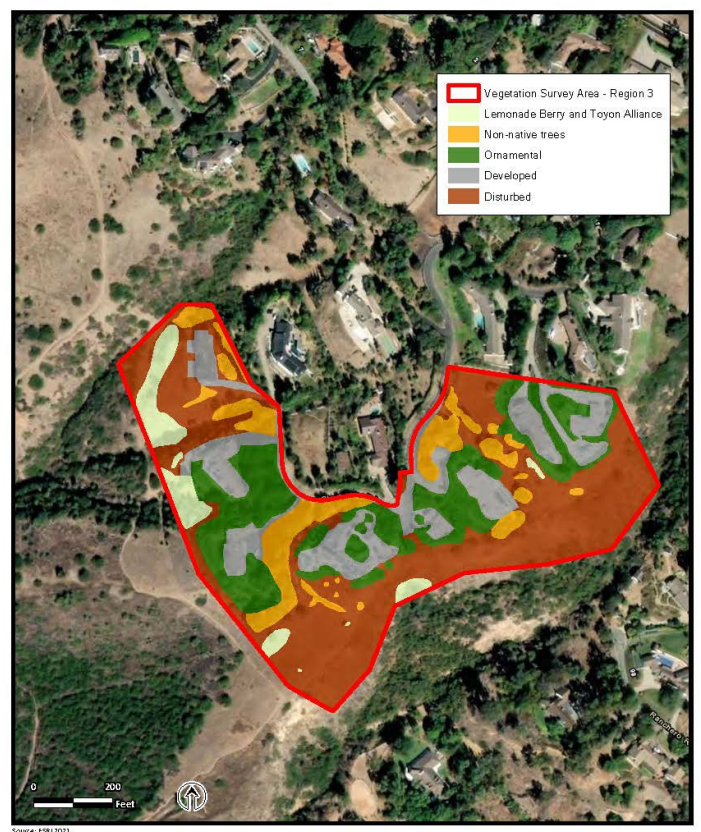
In 2020, the Federal Emergency Management Agency (FEMA) approved and issued Hazard Mitigation Grant Program (HGMP) funds for the City of Rolling Hills. The scope of work consisted of creating defensible space/fuel breaks to protect homeowners from wildfires within the City. The expected completion date for Phase 1 project was November 2021. The City was awarded grant funding in the amount of \$242,625 for up to 75% federal share with required local match of \$80,875.

The grant focused on a site size of 106 acres with an estimated treatment area of 20-25 acres. Below is an overall project location map which was divided into four project areas.

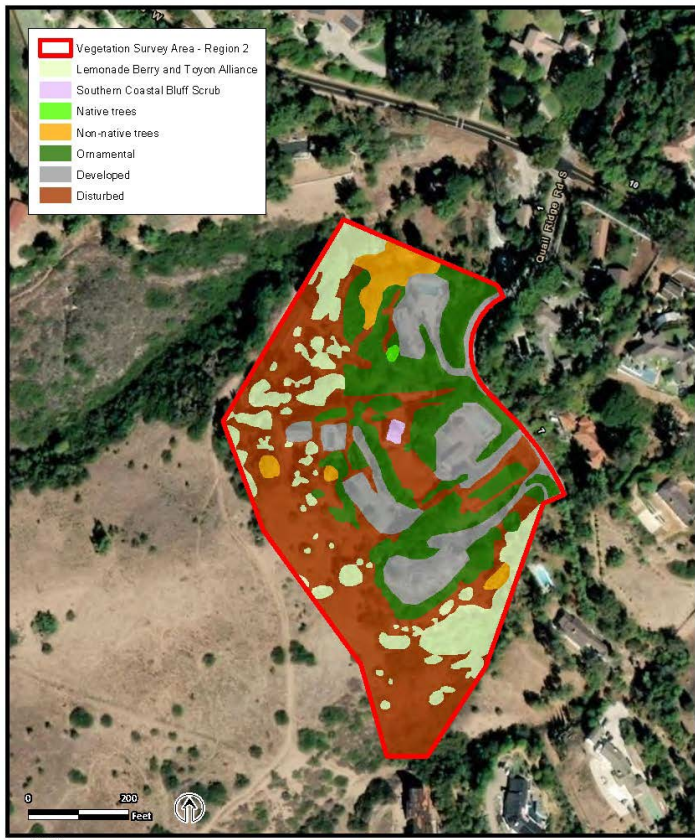
The City is currently awaiting FEMA to finalize their approval of the Phase 1 design and environmental work so Phase 2 can begin.



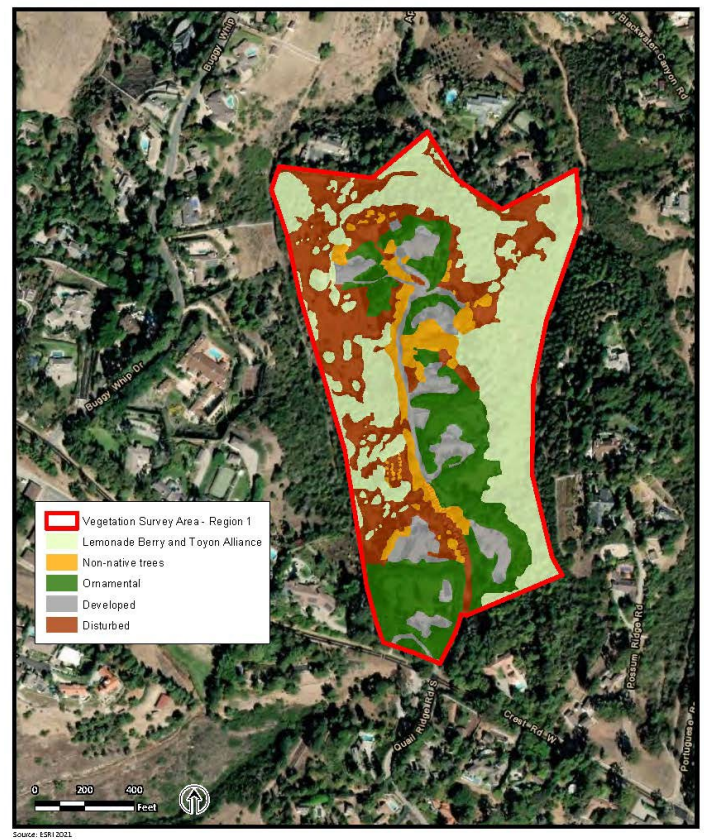
VEGETATION COMMUNITIES AND COVER CLASSES (PROJECT AREA 1)
City of Rolling Hills - Vegetative Management Mitigation Project



VEGETATION COMMUNITIES AND COVER CLASSES (PROJECT AREA 2)
City of Rolling Hills - Vegetative Management Mitigation Project



VEGETATION COMMUNITIES AND COVER CLASSES (PROJECT AREA 3)
City of Rolling Hills - Vegetative Management Mitigation Project



VEGETATION COMMUNITIES AND COVER CLASSES (PROJECT AREA 4)
City of Rolling Hills - Vegetative Management Mitigation Project

In 2022, the RHCA spent approximately \$100,000 performing a private vegetation management project along Portuguese Bend Road just north of Crest Road spanning about 4 acres. This project was meant to be a demonstration effort to show residents how they could approach clearance on private properties.

Since 2019, the City has also contracted for fire fuel abatement services in the city adjacent Palos Verdes Nature Preserve with the Palos Verdes Peninsula Land Conservancy (PVPLC). The original agreement has been amended five times to cover a four-phase area adjacent to the southwestern portion of the City. PVPLC staff implements fuel modification work as required by the County Department of Agriculture Weights and Measures as part of landowner responsibilities for fuel modification near adjacent homes and beyond. PVPLC has focused on the removal of invasive plants such as Acacia, Mustard and other Non-native plants. The size of each phase is as follows:

PHASE	ACREAGE
1	18
2	15
3	7.5
4	7
TOTAL	47.5

On August 4, 2023, PVPLC received approval to purchase a mower as part of a grant received for wildfire resiliency. However, there is a backorder on the mower and it is unknown when it will be delivered.

PVPLC is completing the mowing for the four phases and planning to do a second mowing for one of the sections that has regrown. Despite the regrowth, PVPLC indicates there has been a visible improvement with less mustard in areas mowed in previous years



On August 4, 2023, the City applied for a second HGMP grant covering 47 acres in the Klondike Canyon area. The treatment area scope has yet to be determined, but the following attachments provide some idea of how the potential Phase 1 design could work. The sub application is currently under review by CalOES and if approved at the state level will then go to FEMA in late winter for review and potentially approval.



Example Project Treatment Sub-area

UTILITY UNDERGROUNDING

Crest Road East

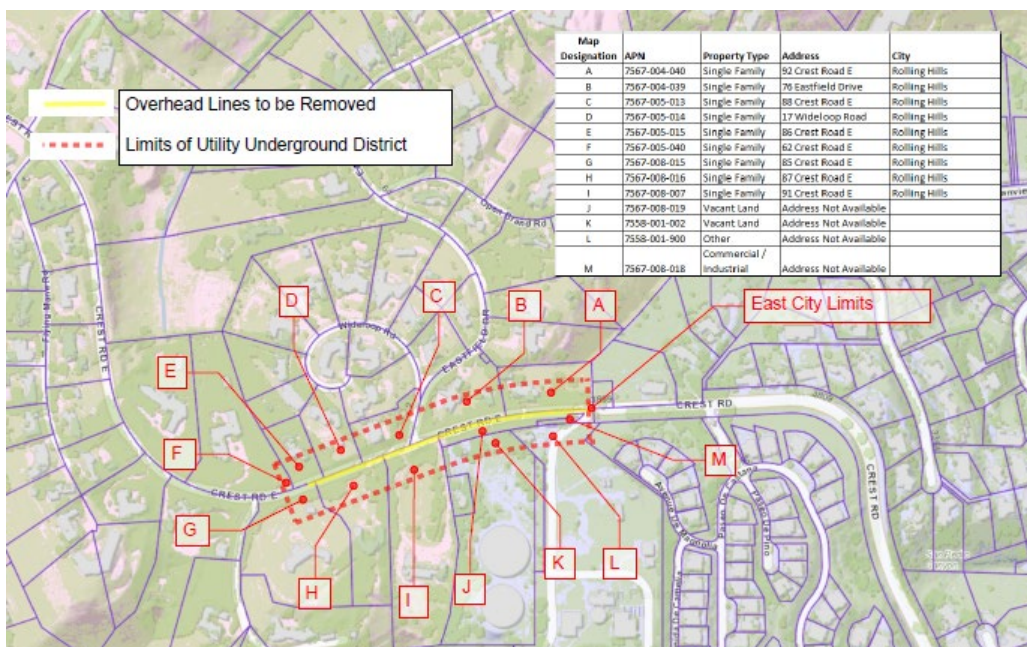
The City applied for grant funds through the FEMA HMGP and on September 14, 2020 was awarded \$1,145,457 of Federal funds to underground utility infrastructure along Crest Road East from the eastern city limits to the frontage of 67 Crest Road East. The grant required a local match of 25% or \$381,819 for a total project amount of \$1,527,276. The local match was planned to utilize CPUC Rule 20A work credits.

The entire project was originally characterized as a CPUC Rule 20A project. For Rule 20A projects, Southern California Edison (SCE) handles the design, joint trench bidding and assists in the coordination with the other utility companies. The Rough Order of Magnitude (ROM) was submitted to the City on February 25, 2021 and was based on: 8-poles and approx. 1,340 feet of overhead wires being removed, and 1-overhead service converted to underground feed covering the area from Crest Road from 87 Crest Road to East City Limits. The Rough Order of Magnitude cost estimate for the entire project was \$1,000,000, expressed in 2023 dollars. The City sent SCE an email of concurrence for this ROM on March 3, 2021.

Subsequent to the above-mentioned assumptions, SCE recognized that the growing costs to execute the project limited the linear feet that the ROM would cover under the Rule 20A program. The growing cost escalations also increased the City's match fund obligation from an estimated \$381,000 to \$1,000,000.

As such, the project was divided into two Rule 20 programs. Rule 20A would cover the majority of Crest Road with SCE handling the design, joint trench bidding and assisting in the coordination with the other utility companies. The remainder of the project was converted to a Rule 20C program where the City of Rolling Hills is required to handle the civil design, joint trench bidding and assist in the coordination with the other utility companies.

As of September 6, 2023, SCE and the City are both preparing to go out for Construction bids with the intent of having undergrounding work completed by the end of the year. SCE will then need to complete the removal of overhead lines by the end of January 2024 to meet the grant deadline obligations.



Eastfield Drive

On January 26, 2022, the City was awarded \$1,971,882 in Federal funds to underground 4,735 feet of utility infrastructure on Eastfield Drive between Outrider Road and Hackamore Road. The grant requires a Local Match of 25% or \$657,294 for a total project amount of \$2,629,176. The Local Match can be fulfilled using the City's Rule 20A work credits.

The project is divided into two segments: Rule 20A and Rule 20B. SCE handles the design, joint trench bidding and assists in the coordination with the other utility companies for Rule 20A projects. Rule 20B projects are also designed by SCE; however, joint trench bidding is handled by the City. On January 4, 2023, SCE submitted the ROM for the Rule 20A segment which was based on the estimated trench footage of 1,250 feet and includes all mainline trenching as well as crossings, streetlights, and service laterals with the cost estimate of \$1,000,000, expressed in 2024 dollars.

The Federal grant required the project to be completed by August 4, 2024 in order to expend the grant funds. Staff was recently notified that this FEMA disaster award had been extended to 2026, which should allow for the project to continue towards completion. Currently, SCE planners are designing the 20A and 20B segments. Due to the terrain of Eastfield Drive, staff has been advised that SCE will most likely need to conduct an environmental evaluation which could take up to or more than a year.

Staff continues to hold monthly meetings with the utilities to ensure the projects move forward and issues that arise can be mitigated.



PVP JOINT HAZARD MITIGATION GRANT PROGRAM

Cities are allowed to prepare a multi-jurisdiction Local Hazard Mitigation Plan (LHMP or HMP) when neighboring jurisdictions work together to cover a larger planning area. For over a decade, Rolling Hills Estates (RHE) and Rancho Palos Verdes (RPV) have jointly prepared an HMP. For this next cycle, they have invited the other two Peninsula cities to participate.

In order to receive HMA grant funding, a LHMP must be prepared and updated every five years. The City of Rolling Hills last prepared its LHMP in 2019. Given it takes an average of 18 months to prepare an LHMP, the City should begin the process of an update. Joining the other Peninsula cities makes sense because the cities share common location, topography, and environmental issues. Preparing a joint LHMP allows the cities to share costs, resources, and staff time; a collaborative effort will also look at a greater picture and improves coordination between the cities.

RHE took the lead and filed a Notice of Intent (NOI) on May 10, 2023. On May 15, 2023, RHE staff received confirmation from CalOES that the joint HMP has been deemed eligible for the grant application program. The sub-application was submitted prior to the August 4, 2023 deadline. The sub application is currently under review by CalOES and if approved at the state level will then go to FEMA in late winter for review and potentially approval.

If approved, the joint LHMP is eligible for up to \$200,000 in federal share. The cities would be responsible for a 25% cost share which would be divided between the cities.

MASS NOTIFICATION SIREN PROJECT

Earlier this year, the City Council approved moving forward with and funding the Emergency Siren Project after a two-year process. The city and vendor held a kickoff meeting in August and permits were submitted to City Planning and the RHCA for approvals in early September. Once both entities have signed off on the plans – they will be submitted to LA County Building and Safety. The permitting process through LA County is unknown at this time – but based on other existing projects, it would be safe to assume plan check could take 8-12 weeks. The materials have been ordered and there is an anticipated 10-12-week lead time on delivery. HQE has set a target date of April 1, 2024 for complete installation.

At the time of this report's drafting, staff is still working with HQE to gather more detailed information on best practices for testing, and deployment in emergencies. Staff will return to Council with a more detailed report on how the system should be activated/deployed and gather feedback from the Council on developing local protocols and redundancies to ensure the sirens will be utilized in the most effective manner during an emergency event.

CITY OF ROLLING HILLS OUTDOOR SIREN SYSTEM PROJECT FACT SHEET

WHY DO WE NEED IT?

A priority of the Block Captain program since 2019 is to define how residents can be notified during an emergency event with complete loss of power. The City Council has approved funding for the outdoor siren system and is still currently considering the feasibility of installing sirens to provide effective warnings to residents to ensure public safety. Locations of the siren system have not been finalized.

WHEN WILL THE SIREN BE ACTIVATED?

If the City Council approves moving forward, it would be the City's intention to activate the siren system **ONLY** to notify Rolling Hills residents of imminent threats or hazards **during an Emergency Event** where **complete power failure** has crippled normal communications. If and when a threat or hazard is imminent, the First Responders notify the City of an Evacuation Order (e.g., "Shelter in Place," "Evacuation Warning," or "Mandatory Evacuation,") and the siren system would be activated.

HOW LOUD IS IT?

At 50 feet, the speakers will emit up to 123 decibels (dB). The sound at the base of the pole will be 85-90dB, which is within NIOSH & OSHA safety exposure limits for loud sound exposure. NIOSH & OSHA guidelines allow a person to be safely exposed to 90dB for 4 hours continuous in a 24-hour period. A vacuum cleaner is about 70dB. The FEMA standard for emergency notification system is a minimum of 70dB.

WHAT DOES IT LOOK LIKE?

The siren system is mounted on either a 30' or 50' pole. The siren system either comes with siren only (Figure 1) or intelligible voice plus siren (Figure 2.) **First Responders prefer the intelligible voice plus siren option.** Tree facades (Figure 3) are an option to cover and disguise the sirens.

WHERE ARE THE PROPOSED LOCATIONS?

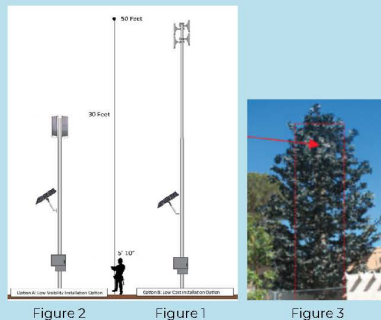
The City has identified 8 locations for consideration.

A minimum of 3 locations are needed:

- Hix Ring
- Storm Hill Park
- Caballeros Ring
- City Hall Campus
- Crest Road East Gate
- 3960 Crest Road (CalWater facility)
- Fire Station 56 (12 Crest Rd West)
- Rancho del Mar High School

HOW OFTEN IS IT MAINTAINED/TESTED?

The siren will be tested daily. A signal will be sent to the system which is **inaudible** to residents and pets.



DEMONSTRATION

Want to hear?
<https://bit.ly/SirenDemo01>



For more information, contact Vanessa Hevener, Senior Management Analyst, at (310) 377-1521.

PANO AI EARLY DETECTION WILDFIRE CAMERAS

On October 18, 2022, The City of Rancho Palos Verdes (RPV) City Council entered into a Master Customer Agreement with Pano AI for a Peninsula-wide wildfire detection camera services over a period of five years, with the option of annual extensions, in the amount of \$140,000 per year and a total contract sum of \$700,000

The service agreement with Pano AI supplies RPV, but directly benefits all four Peninsula Cities, with state-of-the-art Pano Stations, 24/7 detection capability, coverage of all high-risk fire areas, and extensive coverage of the Peninsula that covers approximately 99.8 percent of the Peninsula. The following is a summary of the contractual services provided by Pano AI:

- 24/7 coverage by the Pano Intelligence Center's monitoring services
- 24/7 Pano software and hardware customer support
- Initial training and user onboarding for City personnel
- Quarterly new user training for City personnel.

RPV, the LACFD, and the LASD are considered the primary licensee subscribers for the "Pano for Government" system, per Section B of the Statement of Work for the Service Agreement. As licensees of "Pano for Government," all three organizations have complete access to the Pano Rapid Detect Solution platform and receive real-time incident alerts.

The cities of Palos Verdes Estates, Rolling Hills, and Rolling Hills Estates will be considered Pano Alerts users, enabling each to receive text messages and/or email alerts whenever a new fire incident is detected. The automatic notification generated by the Pano Rapid Detect Solution platform contains a weblink to the incident page on Pano 360, which contains a time-lapse of the incident and, if available, the triangulated incident location (latitude and longitude or bearing from the camera). The alerts will be identical to what is received by "Pano for Government" licensees; however, "Pano Alerts" users will not have access to the full Pano Rapid Detect Solution. This arrangement will ensure fire detection capability across all four Peninsula cities. The four Peninsula Cities have discussed, in 2022, the possibility of entering into a MOU specific to the program, but at this time, there has not been further discussion or movement.

On November 7, 2022, Assemblymember Al Muratsuchi announced that RPV had received an allocation of \$1.5 million in state funding to support the implementation of the Peninsula-wide wildfire detection cameras. The funding allocation was provided under Section 19.56 of the Budget Act of 2022, which included the following provision:

(d) PUBLIC SAFETY AND FIRE PREVENTION [...]

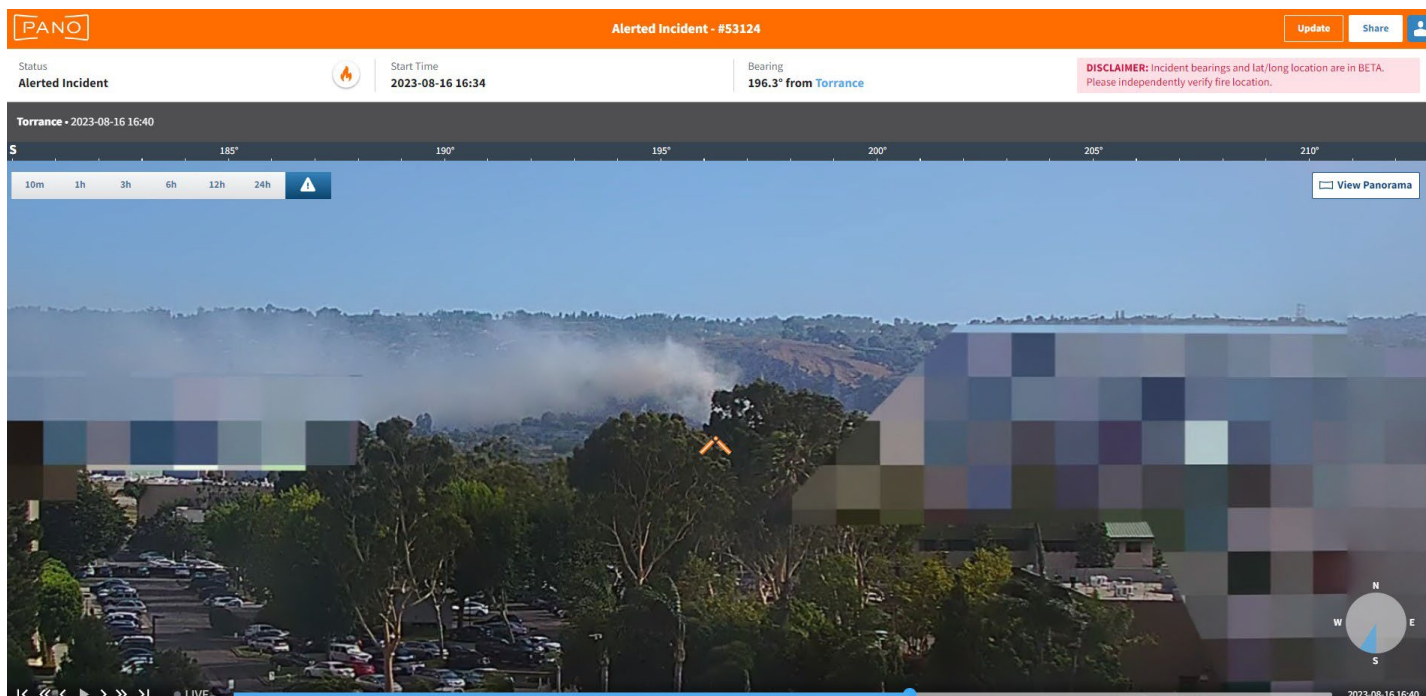
(3) To be allocated by the Office of Emergency Services as follows: [...]

(E) \$1,500,000 to the City of Rancho Palos Verdes for a wildfire detection system for the Palos Verde [sic] peninsula.

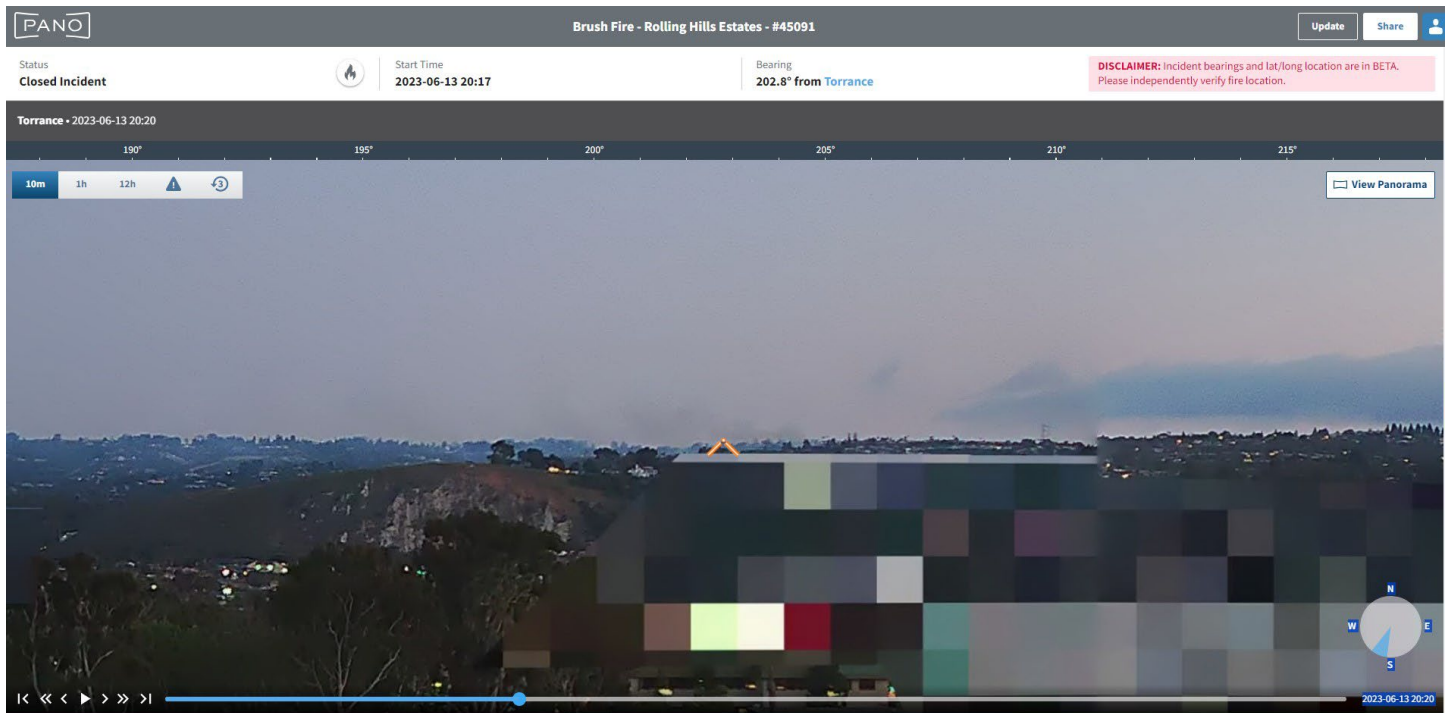
There are four camera locations. The first installation took place at the RPV City Hall on May 8, 2023. Three are currently operational and alerting as noted below and the fourth is awaiting final approvals from local utility companies:

- RPV City Hall – Operational/Alerting
- Torrance Monopole (located off of Hawthorne & Lomita Blvd facing the north side of the Hill) – Operational/Alerting
- Terranea Resort – Operational/Alerting
- San Pedro Hill Monopole – Awaiting final sign off from Cal Water & So Cal Gas

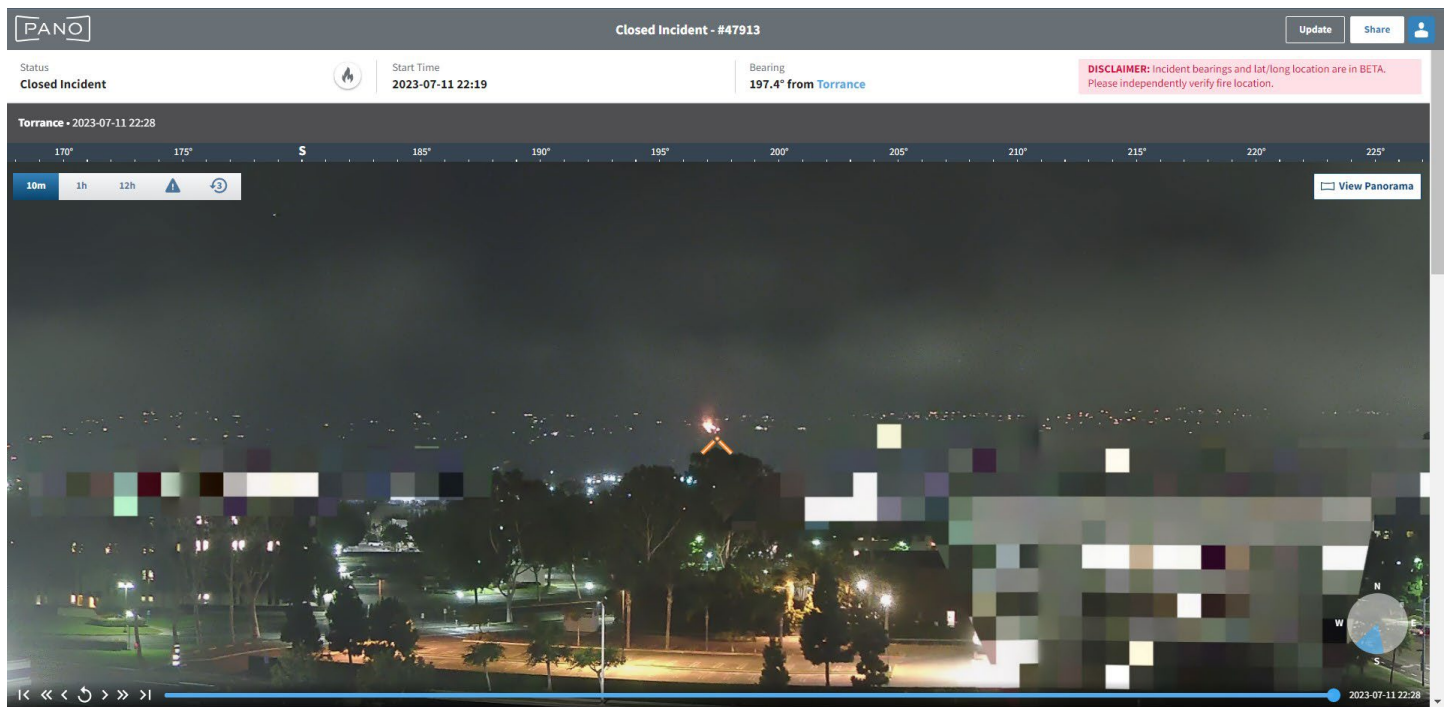
Pano AI Smoke Detection



On August 16, 2023, at approximately 4:30 p.m., RPV was notified through an automated alert system (via telephone and email) from Pano AI of potential smoke detection, suggesting the possibility of a fire ignition. Upon receipt of this alert, the City promptly reached out to LA County Fire. LA County Fire stated there were no incident related 911 calls reported but committed to further investigation. Subsequent review of the live images indicated the presence of a fire. The origin was ultimately identified as a minor grass fire located at the base of Hawthorne Blvd. in Torrance. This incident underscores the efficacy of the Pano AI system in early detection. Staff had the opportunity to observe the system's operational capabilities and were reassured by its performance during this minor occurrence.



On June 13, 2023, a small brush fire was detected in Rolling Hills Estates.



On July 11, 2023, a small brush fire in Palos Verdes Estates was detected (4400 block of Via Pinzon) RPV staff is currently working with Pano to identify additional users to be notified of future incidents.

To: Rolling Hills City Council

From: Arlene and Gene Honbo, Block Captains

Date: August 14, 2023

This preliminary document includes 1) “lessons learned” from the Maui - Lahaina fire on August 6, 2023 and 2) recommended actions to be taken by the City of RH, RHCA, residents and First Responders.

Sources included the Wall Street Journal, LA Times and NY Times.

The tragedy that occurred in Lahaina illustrates actions needed to address fire prevention and mitigation in our city.

Communication Breakdown

1. Sirens were not activated, although the county of Maui has 80 sirens. They were not designed to call for evacuation.
2. Cell phones, radio and television were used but power failures affected usefulness (few alerts from local emergency alert systems via cell phones). Breakdown in communications cost precious time given the speed of fire.
3. Early notices of evacuation were ignored after notice was given that brush fire was 100% contained earlier in the day. By mid-afternoon the fire was out of control.
4. Lahaina fire-fighting resources were competing with other fires in the area.
5. Residents were self-evacuating with very little notice from authorities.
6. Warning of “high fire danger” from the National Weather Service two days before the devastation was largely ignored.
7. Fire risk warnings went unheeded. Lahaina was among the most fire prone areas because of parched grassland, steep terrain, and frequent winds.

The Fire

1. Topology – direct line of downslope winds (Santa Ana). Increase in speed of wind, hot and dry, up to 60 MPH.
2. Fuel – non-native vegetation overlooking abandoned farms and ranches.
3. Once they started to burn, the structures themselves became fuel, ignited by embers or direct flames that ignited nearby structures, causing a fire storm. Over 2200 structures were damaged or destroyed.
4. The fire disabled cellular service as well as power and water.
5. The cause of the fire is under investigation.

Evacuation

1. Few exit-routes. Only two in Lahaina, one was closed and the other partially closed due to downed power lines. The one exit was jammed with cars. Many died in their vehicles.
2. No plan in place to evacuating the entire city.

Actions for City, Residents, RHCA Board and First Responders

The RH City Council has accomplished much but much more is needed. Assistant Chief, Trevor Moore, LAC Forestry Division, says the challenges for a city in a “high fire severity zone” require a portfolio of tools and slate of actions.

Communications – the City of RH has an incomplete suite of communication tools but has a plan to supplement with sirens. Sirens, with other communication options, short combat past histories where emergency alert systems “crumple when needed the most.”

1. Alert Southbay – encourage signups; we need another campaign
2. RH Emergency Information System – continue registration with another campaign
3. Sirens – include on a City Council agenda a project status for residents in September 2023
 - Proposed Installation Dates
 - Proposed Testing Timeframe
 - Proposed process for regular testing by city personnel with First Responders
4. Improved Cell Phone Coverage – include on a City Council agenda a status by RHCA in September 2023
5. Incorporate warnings from the National Weather Service of high fire dangers.

Fire-fuel mitigation – Continue to emphasize actions that need to be taken by all the residents.

1. Hardening the Home
2. Annual Brush Clearance
3. Canyon Management of excess fire fuel
4. Green Waste Days – Communal Bins and RHCA Chipping Days

Evacuation Preparedness -

1. Clearance on Roadside Easements on ALL Streets – evacuation routes and feeder streets which may have only one exit; work with RHCA on feeder streets that are narrow and heavy with fire fuel.
2. Ask Fire Department to continue the evaluation of all feeder streets with a goal to complete by 2024.
3. Identify residents who need help during an evacuation e.g., seniors, disabled, etc.
4. Work with the First Responders to conduct an Evacuation Preparedness simulation drill for the community. Emphasize evacuation by Peninsula-wide Zones (1, 2, and 3) and how alerts will be sent including voice notifications by sirens.

INFRASTRUCTURE INTERDEPENDENCY VULNERABILITIES ASSESSMENT

PALOS VERDES PENINSULA WHITE PAPER JANUARY 2022



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EXECUTIVE SUMMARY

This white paper was developed as a result of the four Peninsula cities of Palos Verdes Estates, Rancho Palos Verdes, Rolling Hills, and Rolling Hills Estates' efforts to ensure a constant state of readiness to provide uninterrupted services to their respective communities, before, during and after an emergency incident. The City of Rancho Palos Verdes led the development of this white paper as a result of the Palos Verdes Peninsula Public Safety Committee's (PPSC) direction in exploring the potential effects of cascading failures of critical utility systems servicing the Palos Verdes Peninsula due to their interdependencies' vulnerabilities.

WHAT IS CRITICAL INFRASTRUCTURE?

The Palos Verdes Peninsula communities' comfort and security rests upon myriad highly interdependent critical infrastructure sectors that provide essential everyday services. Critical infrastructure consists of a large number of sectors, including the electric power grid, natural gas production, water and water waste systems, as well as telecommunications and information systems. These infrastructure systems depend upon extensive interconnections and are part of a "system of systems"¹ that ensures the quality of life for the entire Palos Verdes Peninsula community.

In the United States, the [Patriot Act of 2001](#) defines critical infrastructure as those "systems and assets, whether physical or virtual, so vital to the United States that the incapacity or destruction of such systems and assets would have a debilitating impact on security, national economic security, national public health or safety, or any combination of those matters." Generally, critical infrastructure can be defined as the electricity that powers our homes, the water we drink, the transportation that gets us around, the stores where we shop, and the Internet and communications that enable us to stay in touch with friends, family, and coworkers.

The energy infrastructure sector is of most importance as the sector needs to be operating properly in order for all other sections of critical infrastructure, such as natural gas production, water, and wastewater systems, and telecommunications and information systems, to perform as needed. These other critical infrastructures are dependent on the energy sector to maintain functionality, and vice versa—that is, they are interdependent.

The importance of critical infrastructure protection and interconnectedness was highlighted in [1998 when the Presidential Commission on Critical Infrastructure Protection](#)² recognized that the security, economic prosperity, and social well-being of the nation depend on the reliable functioning of our increasingly complex and interdependent infrastructures.

These include water supply and wastewater systems, energy systems (electric power, oil, and gas), communications, transportation (road, rail, air, and water), banking and finance, and emergency and government services.

WHAT ARE THE THREATS AND HAZARDS TO CRITICAL INFRASTRUCTURE?

Both natural and manmade (intentional or unintentional) events have the potential to harm, damage, disable, or destroy critical infrastructure. Critical infrastructure has long been exposed to physical threats and natural disasters and is now becoming increasingly vulnerable to cyber threats. These risks arise as a result of the increasing integration of information and communications technologies with critical infrastructure and adversaries intent on exploiting

potential cyber vulnerabilities. As physical infrastructure becomes increasingly reliant on complex cyber systems to operate, critical infrastructure may become more vulnerable to specific cyber threats.³

Due to the interconnections and interdependence of infrastructure elements and sectors, damage, disruption, or destruction to one infrastructure element can have cascading effects, affecting the continued operation of another. Identifying and comprehending the interdependence (two-way) or dependency (one-way) between infrastructure elements and sectors is critical for assessing risks and vulnerabilities and determining the best course of action for increasing security and resilience. For instance, the electric grid operates with the assistance of integrated information and communication systems from other critical infrastructure sectors.³

Consequences resulting from one infrastructure sector failing can generate cascading failures across the entire infrastructure system. The location of critical infrastructure lifelines is typically not shared among different utility operators, thus resulting in a majority of these infrastructure placements being unknown.⁵ The colocation of multiple lifelines also increases the likelihood that failure in one system can damage and interrupt others. Severe disruption of one section of the critical infrastructures sector caused by natural or manmade disasters can cause undue damage to the security and sustainable living of a community. Because of the essential role the infrastructure sector plays and the ability for its failure to cause severe disruption to a society's stability, the understanding of interdependencies among these critical infrastructure systems is essential in ensuring the resilience of a local community.

SUMMARY OF CRITICAL INFRASTRUCTURE INTERDEPENDENCIES

	ELECTRICITY	NATURAL GAS	WATER	COMMUNICATIONS	WASTEWATER
ELECTRICITY 	Highly connected and interdependent infrastructure	Power needed for pumping stations, storage, control systems, and facilities	Power for control system monitoring, pumps and facilities temperature control (e.g., cooling of equipment), fire suppression, potable water	Power needed for control facilities, communication towers, and remote monitoring capabilities	Power needed for control systems, sewage pumping and treatment, and for facilities
NATURAL GAS 	Fuel for heat, generators, and facilities	Highly connected and interdependent infrastructure	Fuel for treatment, heat, pumps and lift stations, and facilities	Fuel for heat, generators, and facilities	Fuel for treatment, heat, pumps and lift stations, and facilities
WATER 	Temperature control (e.g., cooling of equipment), fire suppression, potable water	Water for production, cooling, and emissions control	Highly connected and interdependent infrastructure	Temperature control (e.g., cooling of equipment), fire suppression, potable water	Wastewater removal service, raw water supply for hydroelectric generation
WASTEWATER 	Sewage wastewater services for facilities	Sewage wastewater services for facilities	Sewage wastewater services for facilities	Sewage wastewater services for facilities	Sewage wastewater services for facilities
COMMUNICATIONS 	Telecommunication for daily operations and supervisory control and data acquisition (SCADA) systems	SCADA communication, and customer service and crew repair communication	Control system, SCADA communication, and customer service and crew repair communication	Highly connected and interdependent infrastructure	SCADA communication, and customer service and crew repair communication

INTRODUCTION

BACKGROUND

The four cities of the Palos Verdes Peninsula share similar geography, development patterns, and exposure to similar types of natural hazards. Recognizing that greater efficiencies are possible when emergency preparedness occurs in a regionally coordinated manner, in 2019, the Peninsula cities formed a Regional Emergency Preparedness Committee (REPC). The Regional Emergency Preparedness Committee (REPC) (now known as the Palos Verdes Peninsula Public Safety Committee) consists of two city council members from each of the Peninsula cities and meets on a quarterly basis to discuss collaborative efforts on ensuring Peninsula-wide emergency preparedness. The objective of the Palos Verdes Peninsula Public Safety Committee (PPSC) is to enhance emergency preparedness on the Peninsula by addressing joint preparedness efforts and responses to widespread disasters affecting the greater Peninsula region.

Following presentations from utility companies servicing the Peninsula, the PPSC expressed concern regarding the risks associated with the possible loss of power to critical infrastructure utilities servicing the Peninsula community. In response to this concern, the Committee motioned for the City of Rancho Palos Verdes' Emergency Services Coordinator to take the lead in creating a white paper that examines the interrelationship vulnerabilities of utilities servicing the Peninsula community.

This white paper highlights historically known interdependencies of the critical infrastructure sector and evaluates the potential effects of the failure of these utilities. Utilizing potential cascading and escalating effects established by existing research and lessons learned on best practices in responding to utility failures, this study will recommend areas of improvement in the integration of analysis findings into emergency planning considerations for the Palos Verdes Peninsula community.

This paper first discusses a general overview of how utilities currently provide services, then covers background on the physical infrastructure sectors located in the community, and the interdependencies between each sector and other critical infrastructure systems, and the potential consequences that could result from cascading and escalating failures. This project aims to support long-term emergency planning for the Peninsula cities through an infrastructure interdependency vulnerability assessment, contributing to the resiliency of the Palos Verdes Peninsula community.

PROJECT OBJECTIVES

The following objectives were established at the outset of the white paper project:

- Identification of critical infrastructure facilities and primary contact information for utility stakeholders servicing the Palos Verdes community
- Assessment of historically identified utility vulnerabilities due to their interrelationship

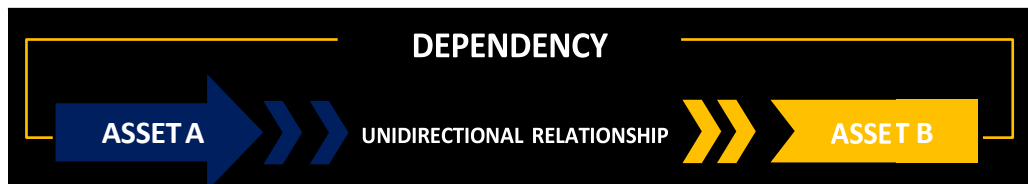
- and reliability among one another
- Development of a crisis communications protocol
- Providing emergency planners with a basic understanding of infrastructure interdependence and serving as a guide for future emergency operation response efforts and protocols among the Peninsula cities

METHODOLOGY

Due to the complexity and highly interdependent nature of the critical infrastructure sectors providing essential services to the Peninsula community, disruption of one section by natural or manmade disasters can severely impact the community's security and quality of life. Understanding the interdependencies among critical infrastructure systems is key to ensuring the resilience of a local community because of the roles those critical infrastructures play in society and the ability of their failure to cause severe disruption to societal stability.

DEFINING KEY TERMS:

- **DEPENDENCY:** A dependency is a “linkage or connection between two infrastructures, by which the state of one infrastructure influences or is reliant upon the state of the other.” A dependency is a unidirectional relationship between two assets where the operations of one asset affect the operations of the other. For example, a water treatment plant depends on communications services that support the supervisory control and data systems required to control plant operations.⁸



- **INTERDEPENDENCY:** An interdependency is a “bidirectional relationship between two infrastructures in which the state of each infrastructure influences or is reliant upon the state of the other.” An interdependency can be defined as a two-way relationship between two assets where the operations of both assets affect each other.⁸



CATEGORIES OF CRITICAL INFRASTRUCTURE DEPENDENCIES

Critical infrastructure is in constant interaction with its environment, using and transforming inputs from the environment to provide outputs to the same environment. These interactions between critical infrastructure and its environment can be characterized into three categories:

Category of Dependencies	Definition
Upstream	<ul style="list-style-type: none"> – The products or services provided to one infrastructure by another external infrastructure that are necessary to support its operations and functions.
Internal	<ul style="list-style-type: none"> – The interactions among internal operations, functions, and missions of the infrastructure. Internal dependencies are the internal links among the assets constituting a critical infrastructure (e.g., an electric generating plant that depends on cooling water from its own onsite water well).
Downstream	<ul style="list-style-type: none"> – The consequences to a critical infrastructure’s consumers or recipients from the degradation of the resources provided by a critical infrastructure.

CLASSES OF DEPENDENCIES

Infrastructure interdependencies vary in scale and complexity, ranging from local connections (municipal water supply and emergency services) to regional connections (electric power coordinating councils), national connections (interstate natural gas and transportation systems), and international connections (telecommunications and banking and finance systems).

Rinaldi, Peerenboom, and Kelly (2001) classified infrastructure interdependencies as one of four types: physical, cyber, geographic, or logical. Physical interdependencies involve disruptions that physically impact one or more other infrastructures. The risk of failure from normal operating conditions in one infrastructure will be a function of risk in another infrastructure. The four categories of infrastructure interdependencies are described in the table below:

Dependency and Interdependency Classes

Class	Description
Physical Interdependence	<ul style="list-style-type: none"> – Physical interdependencies involve disruptions that physically impact one or more other infrastructures.
Cyber Interdependence	<ul style="list-style-type: none"> – Cyber interdependencies occur when the operation of one infrastructure is dependent upon another infrastructure via information or communication links.
Geographic Interdependence	<ul style="list-style-type: none"> – Geospatial interdependencies involve the physical proximity of one infrastructure to another.

Logical Interdependence

- Logical interdependencies occur when the state of one infrastructure is dependent upon another due to some economic or political decision.

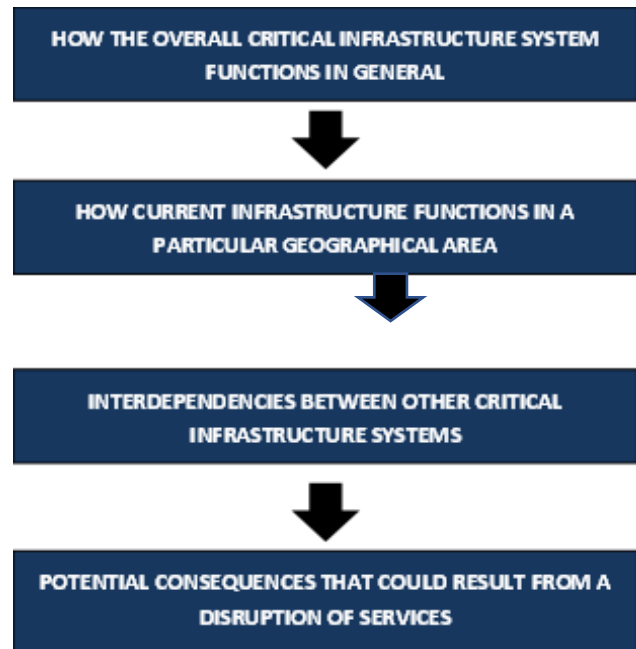
Source: “Analyzing Cross- Sector Interdependencies,” 40th Annual Hawaii International Conference on System Sciences (HICSS’07), James P. Peerenboom, Ronald E. Fisher, 2015, <https://publications.anl.gov/anlpubs/2015/06/111906.pdf>

APPROACHES TO CHARACTERIZING DEPENDENCIES

TOP-DOWN APPROACH:

Each dependency has its own characteristics; therefore, analyzing dependencies requires different approaches to successfully consider their category, class, and dimension(s). These approaches can generally be described as either top-down or bottom-up. Top-down approaches consist of analyzing a system in its entirety and then focusing on its component parts. Bottom-up approaches consist of analyzing the component parts of a system and building on this analysis to describe the system as a whole.

Infrastructure interdependencies are complex and dynamic and continue to grow in number and complexity, resulting in systems that are increasingly vulnerable to cascading and escalating effects across infrastructure sectors. There are numerous approaches to identifying interdependencies. To manage these complexities, this white paper uses a top-down approach of defining how the overall critical infrastructure system functions in general; current infrastructure functions in a particular geographical region context; the interdependencies between that sector and other critical infrastructure systems; and the potential consequences that could result from a disruption of services.



The following critical infrastructure sectors servicing the Palos Verdes Peninsula are analyzed in this white paper:

- Electricity (energy sector)
- Natural gas (energy sector)
- Telecommunication and information systems (communication sector)
- Water systems (water sector)
- Wastewater systems (wastewater sector)

PALOS VERDES PENINSULA PROFILE

The Palos Verdes Peninsula has a unique physiography, formed over millions of years of submerging and lifting from the Pacific Ocean. Once an island, the Peninsula is nine miles wide by four miles deep, now rises above the Los Angeles Basin, with the highest elevation at 1,480 feet. The terrain of much of the planning area is rolling hills, steep slopes, canyons, and coastal bluffs. Several active park sites and an extensive amount of preserved natural open space and passive parkland, particularly along the Peninsula's coastline, provide the majority of recreational resources for residents. The Palos Verdes Peninsula is made up of four cities: Rolling Hills, Rolling Hills Estates, Rancho Palos Verdes, and Palos Verdes Estates, as well as the unincorporated community of Westfield/Academy Hill. The Palos Verdes Peninsula is bounded on the north by Torrance, on the south and west by the Pacific Ocean, and on the east by Lomita and San Pedro (Los Angeles).

The Palos Verdes Peninsula has one of the most ideal climates in the world. Its average maximum and minimum temperatures range approximately between 67-68°F and 50-54°F, and the average annual precipitation is approximately 13 inches. The predominant wind, the sea breeze, is a primary factor in creating this climate and typically flows from the west-southwest in a day-night cycle with speeds generally ranging from 5 to 15 mph. The sea breeze maintains the cool temperatures and clean air circulation and generally prevents warmer inland temperatures and air pollution from permeating into the Peninsula, except under certain seasonal conditions such as the offshore Santa Ana winds.

The Palos Verdes Peninsula has a total population of about 67,067 (PVE 13,434, RPV 42,030, RH 1,513, RHE 8,169, and the unincorporated areas of the Peninsula 1,921). The Palos Verdes Peninsula includes an area of approximately 17.78 square miles (PVE 4.77 sq mi RPV 13.6 sq mi, RH 2.99 sq mi, and RHE 4.18 sq mi).⁴



MAP OF THE FOUR PENINSULA CITIES

THREATS AND HAZARDS

The Peninsula cities' hazard mitigation plans identify the following hazards posing a significant threat against the Palos Verdes Peninsula area:

- Earthquake
- Wildfire
- Earth movement
- Tsunami
- Hazardous materials
- Human-caused events
- Utility-related events

As an example of risks faced by the Peninsula cities can be found in the City of Rancho Palos Verdes Multi-Jurisdictional Hazard Mitigation Plan's Calculated Priority Risk Index ranking table for the city, as depicted below. This table indicates a generalized perspective of the community's vulnerability of the various hazards according to extent (or degree), location, and probability, with four (4) as the highest probability and one (1) as the lowest probability. For example, the probability of a wildfire in Rancho Palos Verdes is the highest probability with the probability of a three (3).

Hazard	Probability	Weighted 45% (x.45)	Magnitude Severity	Weighted 30% (x.3)	Warning Time	Weighted 15% (x.15)	Duration	Weighted 10% (x.1)	CPRI Total
Earthquake – Palos Verdes M7.3	3	1.35	4	1.2	4	0.6	1	0.1	2.98
Earthquake – San Andreas M7.8	3	1.35	3	0.9	4	0.6	1	0.1	2.95
Earthquake – Newport-Inglewood M7.2	3	1.35	3	0.9	4	0.6	1	0.1	2.95
Wildfire	3	1.35	2	0.6	4	0.6	3	0.3	2.85
Utility-Related Events	3	1.35	2	0.6	4	0.6	3	0.3	2.76
Earth Movement	3	1.35	1	0.3	4	0.6	4	0.4	2.65
Hazardous Materials	2	0.9	2	0.6	4	0.6	2	0.2	2.30
Human-Caused Events	2	0.9	2	0.6	4	0.6	2	0.2	2.30
Tsunami	1	.45	3	0.9	4	0.6	2	0.2	2.15

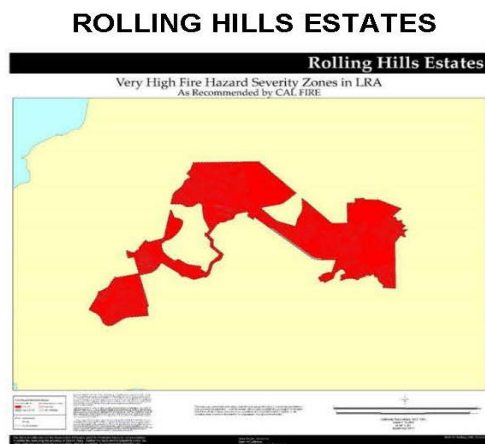
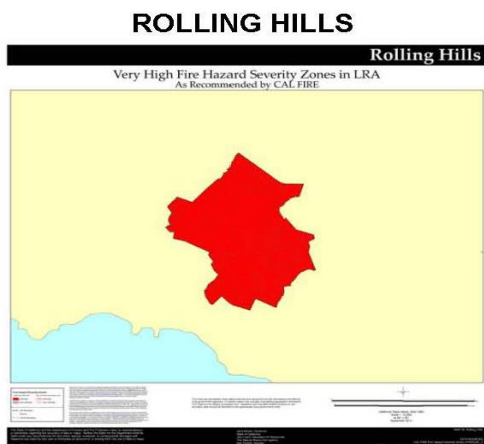
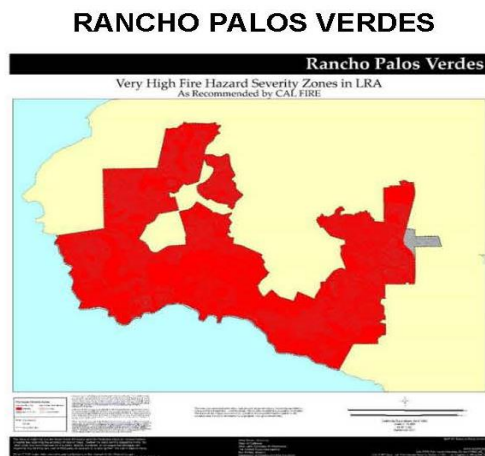
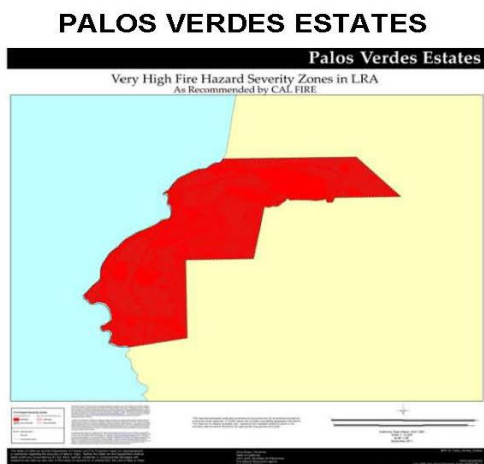
Source: City of Rancho Palos Verdes Multi-Jurisdictional Hazard Mitigation Plan

WILDFIRE VULNERABILITY

The Palos Verdes Peninsula has always been vulnerable to wildfire hazards due to its numerous steep canyons and open scrub brush-covered hillsides. The Palos Verdes Peninsula is surrounded by dense brush and other vegetation that, if ignited, could pose a threat to

residential areas via wind-borne embers and direct ignition from uncontrolled fires. The most recent significant fire igniting on the Peninsula was on August 27-28, 2009, when a wildfire burned through approximately 230 acres. The fire is believed to have originated from wildlife interference and was exacerbated by the wind in the Portuguese Bend Nature Reserve, located in the city, where 165 acres were charred. The remaining 65 acres burned in the neighboring Peninsula city of Rolling Hills. Dozens of homes were threatened, and approximately 1,200 residents were forced to evacuate.⁵

State law requires that all local jurisdictions identify very high fire hazard severity zones (VHFSZ) within their areas of responsibility. California Government Code section 51178 requires the California Department of Forestry and Fire Protection (Cal Fire) to identify VHFSZs using consistent statewide criteria. Fire hazard is established using a number of applicable criteria. Inclusion within these zones is based on vegetation density, slope severity, and other relevant factors that contribute to fire severity. Based on this criteria, the four Peninsula cities are generally classified as VHFSZs, as illustrated in the maps below.



IDENTIFICATION OF PRIMARY CONTACTS AND STAKEHOLDERS

The following primary contacts for utilities servicing the Peninsula:

UTILITY TYPE	VENDOR NAME
Water	California Water Service Company
Natural Gas	Southern California Gas Company
Electricity	Southern California Edison (SCE)
Communications/Internet	Cox Communications
Communications/Internet	DirectTV
Communications/Internet	Frontier Communications (FiOS)
Waste removal (PVE)	Athens
Sanitation	LA County Sanitation District
Waste Removal (RPV)	EDCO
Waste Removal (RH)	Republic Services
Waste Removal (RHE)	Waste Management

***Due to the sensitivity of the information in the identification of primary contacts, these are redacted from public view.

CRITICAL FACILITIES

Critical facilities are essential to the health and welfare of the whole population and are especially important following hazardous events. The most critical municipal facilities for the Palos Verdes Peninsula are those that support public administration and emergency operations, police, fire, and emergency medical and emergency communications.

Critical facilities are places that provide emergency services or serve people who would be impacted by an emergency. Examples include hospitals, fire stations, police stations, emergency services facilities, utility facilities, and communication facilities. Critical facilities can also include the transportation system and schools. Due to the size and composition of the Palos Verdes Peninsula, many of the critical facilities that serve the city are located outside of Peninsula.

CITY HALL LOCATIONS FOR THE PENINSULA CITIES

PENINSULA CITY	CITY HALL LOCATIONS	PHONE NUMBER
Palos Verdes Estates City Hall	340 Palos Verdes Drive West Palos Verdes Estates, CA 90274	310-378-0383
Rancho Palos Verdes City Hall	30940 Hawthorne Blvd. Rancho Palos Verdes, CA 90275	310-544-5200

Rolling Hills City Hall	2 Portuguese Bend Rd. Rolling Hills, CA 90274	310-377-1521
Rolling Hills Estates City Hall	4045 Palos Verdes Drive North Rolling Hills Estates, CA 90274	310-377-1577

EMERGENCY SERVICES

Law Enforcement Services:

The cities of Rolling Hills, Rolling Hills Estates, and Rancho Palos Verdes jointly contract with the Los Angeles County Sheriff's Department for law enforcement services. The Lomita Sheriff's Station provides police protection to these cities. The City of Palos Verdes Estates has its own police department. Officers are assigned to different divisions such as traffic, patrol, and detectives. The city also has its own dispatch center and jail.⁴

Fire Protection Services:

Currently, the four Peninsula cities contract with the Los Angeles County Fire Department for fire suppression, enforcement of the Fire Code, and paramedic services. Concurrently, Los Angeles County Fire also provides emergency ambulance service.⁴

FIRE AND POLICE STATIONS SERVICING THE PALOS VERDES PENINSULA

Type of Asset	Name	Address	Phone Number
Police (PVE)	Palos Verdes Estates Police Department	340 Palos Verdes Drive West Palos Verdes Estates, CA 90274	310-378-4211
Police (RPV, RH, RHE)	LA County Sheriff's Department - Lomita Station	26123 Narbonne Ave. Lomita, CA 90717	310-539-1661
Fire	LA County Fire Dept. Station 2	340 Palos Verdes Drive West Palos Verdes Estates, CA 90274	310-373-6539
Fire	LA County Fire Dept. Station 6	25517 S. Narbonne Ave. Lomita, CA 90717	310-326-2461
Fire	LA County Fire Dept. Station 53	6124 Palos Verdes Drive South Rancho Palos Verdes, CA, 90275	310-377-3333
Fire	LA County Fire Dept. Station 56	12 Crest Rd. West Rolling Hills, CA 90274	310-377-1584
Fire	LA County Fire Dept. Station 83	83 Miraleste Plaza Rancho Palos Verdes, CA 90275	310-831-4624
Fire	LA County Fire Dept. Station 106	27413 Indian Peak Rd. Rolling Hills Estates, CA 90275	310-377-9523

AREA HOSPITALS:

The the following acute care hospitals in Torrance and San Pedro are located approximately 15 minutes away from the Palos Verdes Peninsula.

AREA HOSPITALS

Name	Address	Phone Number
Del Amo Hospital Torrance	23700 Camino Del Sol Torrance, CA 90505	(310) 530-1151
Harbor - UCLA Medical Center	1000 W. Carson St. Torrance, CA 90502	(424) 306-4000
Providence Little Company of Mary Medical Center - Torrance	4101 Torrance Blvd. Torrance, CA 90503	(310) 540-7676
Providence Little Company of Mary Medical Center -San Pedro	1300 W. 7th St. San Pedro, CA 90732	(310) 832-3311
Torrance Memorial Medical Center	3330 Lomita Blvd. Torrance, CA 90505	(310) 325-9110

CYBER SECURITY VULNERABILITY CONSIDERATIONS

Cyber security refers to the protection of everything related to the internet, from networks, to the information stored in computer databases and other applications, to devices that control equipment operations via network connections. Without launching a physical attack, attackers can cause damage to physical infrastructure by infiltrating the digital systems that control physical processes, damaging specialized equipment, and disrupting vital services. While often dismissed as an issue only for information technology departments, cyber security is an area of increasing concern for infrastructure resiliency.

Almost every aspect of a critical infrastructure sector is vulnerable to a cyberattack. For example, the transmission and distribution system that transports power from the generator to the users is vulnerable to cyberattacks. Power misrouting, spoofed reports of power outages, and other malicious attacks could result in power outages even when the system was functioning normally. In the worst-case scenario, such an event could cause a cascading failure, in which one outage causes a power surge, which causes another outage. While their effects are not as immediate as those of direct threats, additional cyber security threats include data breaches, in which unauthorized users obtain personal or other confidential information, such as billing and account information or even meter data. Keeping all of these kinds of data is critical for retaining customer trust in the power distribution system.⁶

MITIGATING CYBER SECURITY THREATS

There are a variety of protocols and techniques for mitigating cyber security threats that may be appropriate to incorporate and address in emergency planning efforts, many of which are already widely used in the information technology industry. The first step is to understand the vulnerabilities. Once threats are identified, some common methods of mitigating them include:

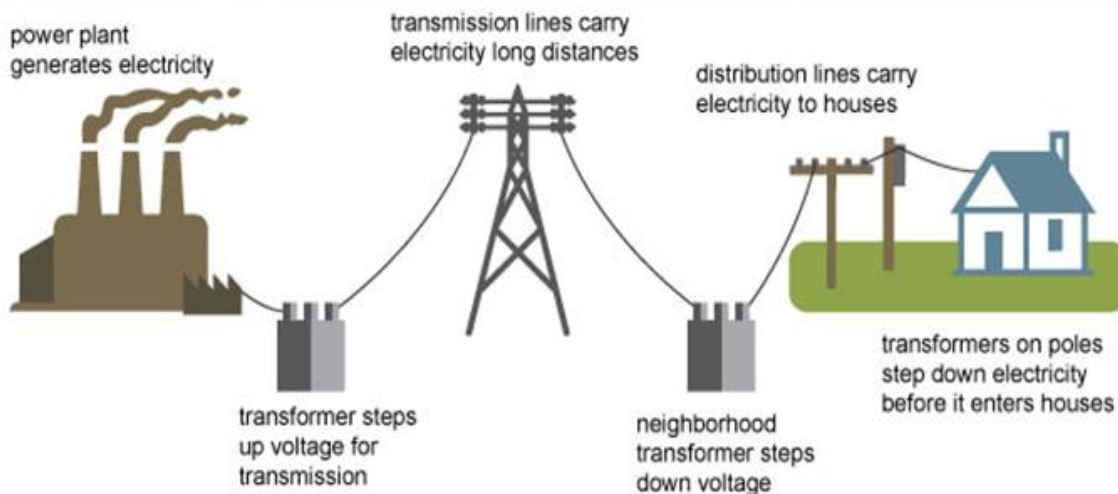
- **Instituting access control policies:** Restricting access to key terminals, files, and networks to individuals who have the training and the need to work with those resources.
- **Adopting security protocols:** In some cases, failure to use industry-standard antivirus software and failure to install security patches and upgrades have resulted in severe consequences.
- **Monitoring systems:** Constant monitoring of system usage and assessing abnormal usage patterns on systems can help identify vulnerabilities and attacks before major problems occur.
- **Training:** Individuals responsible for ensuring the reliability of the system need to be trained to recognize and respond to security threats, as even the most advanced security technology can be undermined by a lack of awareness.
- **Testing:** Security protocols and procedures need to be tested, and it may make sense for the planning process to include regular exercises (some of which simulate cyberattacks and responses), as well as penetration tests/ security evaluations by third parties to identify potential vulnerabilities.

ELECTRICITY GENERAL OVERVIEW

In the United States, the electricity infrastructure system is currently comprised of a complex network of power plants, transmission and distribution lines, and end users. The majority of Americans now get their electricity from centralized power plants that generate electricity through a variety of energy sources, including coal, natural gas, nuclear energy, and renewable energy sources such as water, wind, and solar energy. Often referred to as the electric power grid, this intricate system consists of electricity being generated at power plant stations, transmitted to substations via high voltage lines, and then distributed to end-users via the distribution system at lower voltages.⁷

All sectors of the critical infrastructure systems network rely on electricity to function, the failure of this sector has the potential for widespread impact and failures across all critical infrastructure sectors currently serving the Peninsula community.⁷

How Electricity Gets To Your Home



Source: Adapted from National Energy Education Development Project (public domain)

- (1) **Electricity generation:** Electricity is generated in a power plant using fossil fuels or renewable energy sources ranging from coal and natural gas to hydroelectric and wind energy. The forces of gas, steam, wind, water, solar, biomass, geothermal, and even nuclear fission are typically used to power large spinning turbines. These power plant stations generate electricity through the use of these spinning turbines, which are then connected to the transmission system.
- (2) **Transformers:** Once generated, the electrical current is then sent through transformers, which increase the voltage so the power can be pushed over long distances.

- (3) **Transmission lines:** The electrical charge is then transported over long distances from the generating facility to various locations via transmission lines that span across the United States.
- (4) **Substations:** At the other end of a transmission line is a substation that uses transformers to lower the voltage so the electricity can be distributed to customers at a usable voltage.
- (5) **Distribution lines:** The electricity is then sent through distribution lines to neighborhoods. Smaller transformers reduce the voltage again to make the power safe to use in homes. These smaller transformers may be mounted on power poles or sitting on the ground (they're the big green boxes, called pad mount transformers).
- (6) **Your home:** The electricity then connects to consumers' homes, where it passes through a meter that measures the amount of electricity used. Finally, electricity travels through wires inside the walls to the outlets and switches in consumers' homes.

Electricity Background - Palos Verdes

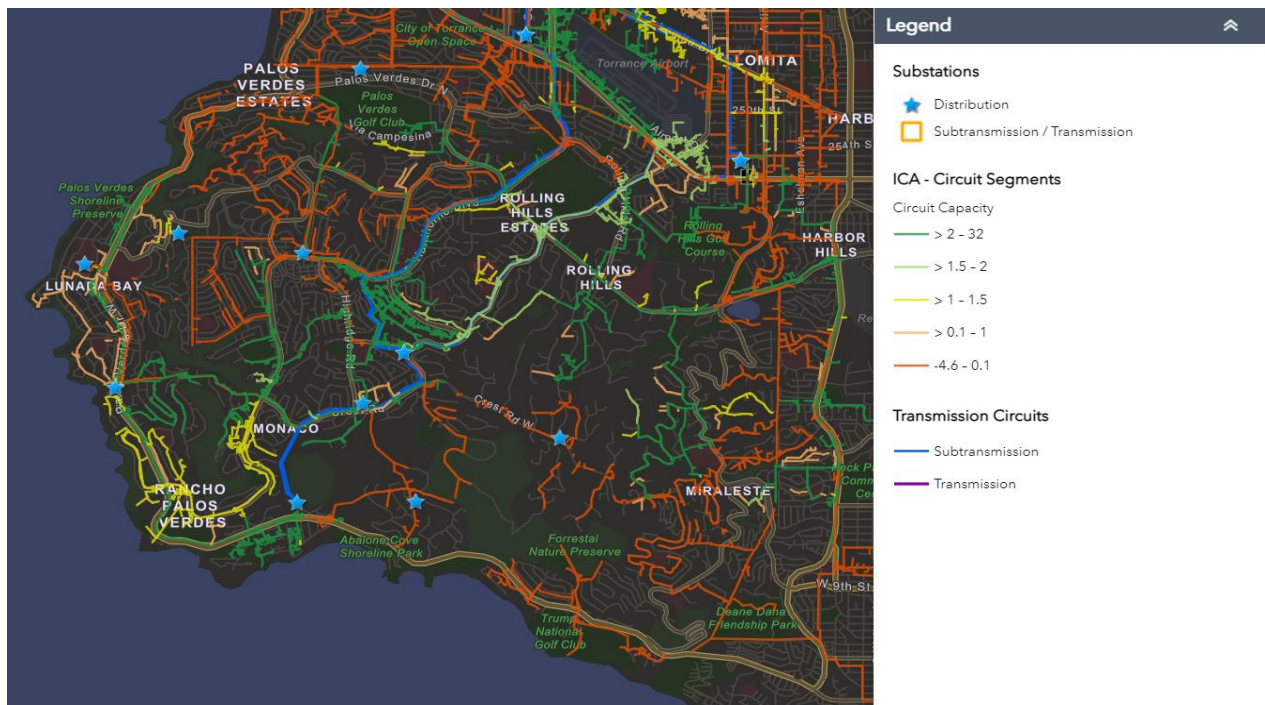
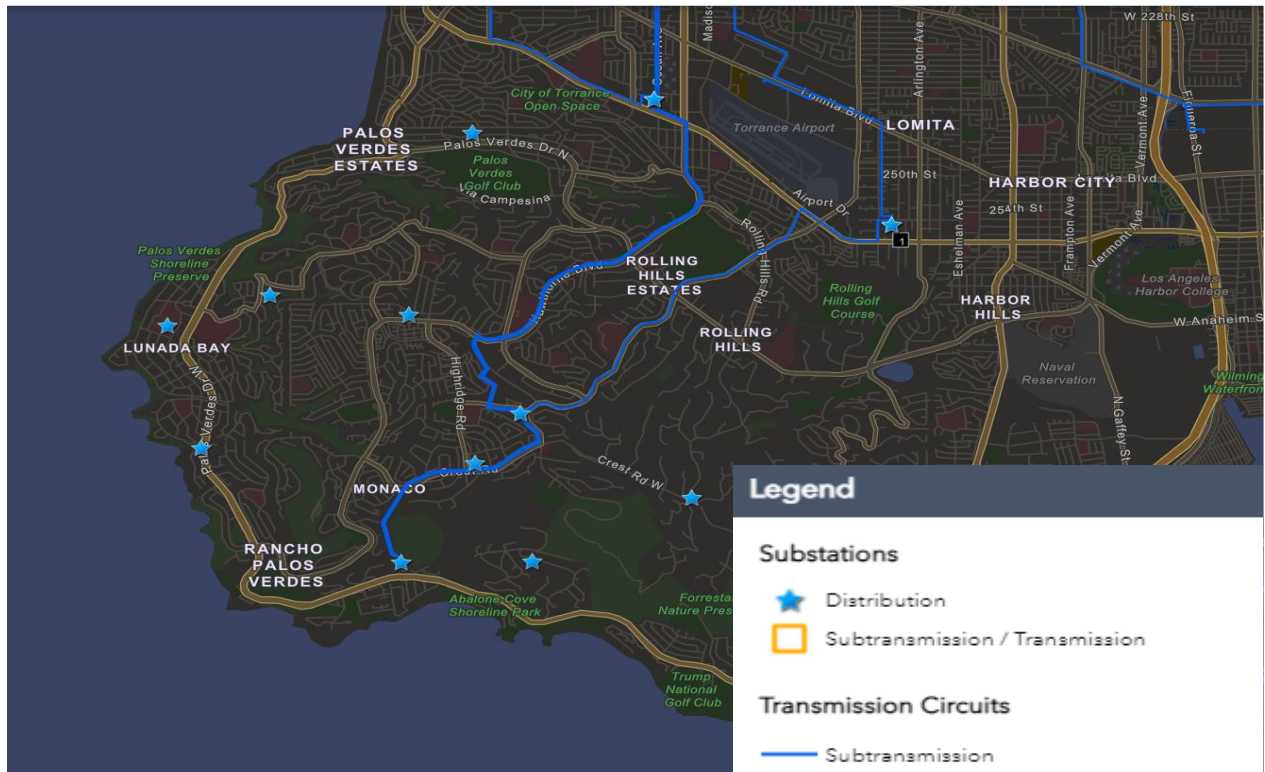
Southern California Edison (SCE) provides the supply of electrical power to municipal, commercial, and residential customers on the Palos Verdes Peninsula. SCE operates the Harbor Generating Station, a 474-megawatt natural gas facility located south of Wilmington, which supplies a majority of electrical power to the Palos Verdes Peninsula.

The electric infrastructure is made up of resource facilities and a distribution network. The power distribution network consists of major source lines (66 K.V.), which run from power generating resource facilities to local substations and the lesser transmission lines, which in turn deliver power to customers in a usable state. The electrical power distribution infrastructure in Rancho Palos Verdes is designed as an integrated grid system, principally for ease of maintenance and uniform current flow.⁷

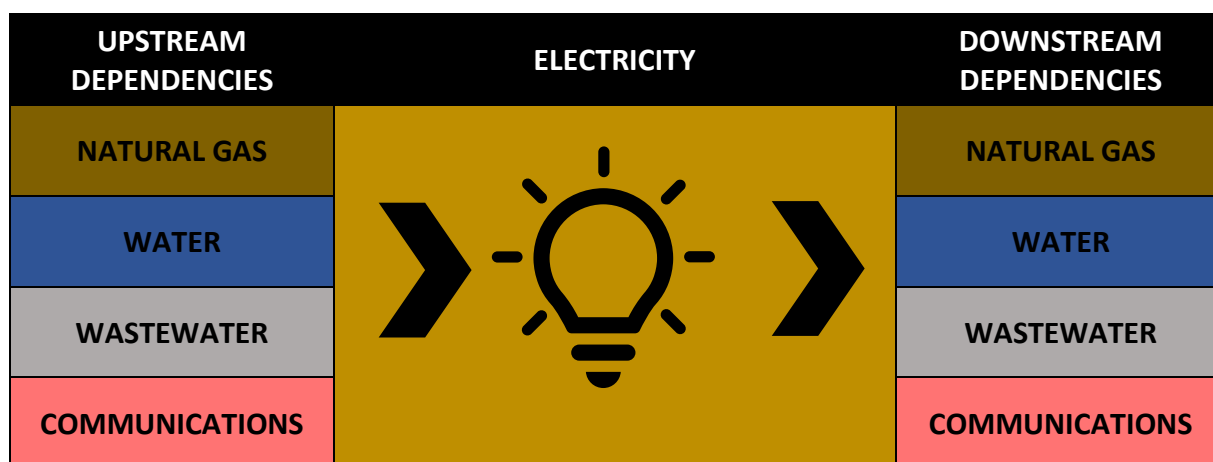
SCE operates two different types of overhead facilities on the Peninsula, namely transmission and distribution lines. The transmission line system provides high voltage service to a larger regional area. At the present time, the Peninsula's electrical power needs are being reliably met by SCE. A potential problem of electricity reliability for the Peninsula is that facilities in the area are susceptible to damage from earth movements, such as earthquakes and landslides. Additionally, overhead transmission lines, transformers, and associated poles potential do pose significant adverse safety hazards. Overhead wires and associated hardware are vulnerable to damage caused by natural conditions, such as high winds, lightning, and tree growth, and man-caused conditions, such as automobile accidents, thereby creating power outages and, in some cases, safety hazards if severed or broken.

SCE Peninsula Network of Transmission and Distribution Lines

(Source [Southern California Edison Power Site Search Tool](#))



ELECTRICITY SYSTEM INTERDEPENDENCIES



Electricity infrastructure is heavily interdependent with other infrastructure sectors. The diagram above depicts critical infrastructure sectors that are interdependent with the electricity subsector. The left side depicts which infrastructure sectors the electricity sector rely heavily on (upstream dependencies), while the right side depicts critical infrastructure sectors that rely on electricity (downstream dependencies).

ELECTRICITY UPSTREAM INTERDEPENDENCIES:

The electricity subsector depends heavily on other energy subsectors (i.e., natural gas, coal, and petroleum) supplying fossil fuels for power generation. All classes (i.e., physical, cyber, geographic, and logical) of interdependencies affect the operations of the electricity subsector. The characteristics of these interdependencies vary according to the level of assessment. These upstream dependencies can vary when considered at the asset level. The following table depicts critical infrastructure sectors that electricity depends on to function properly.

SERVICES/RESOURCES NEEDED	
NATURAL GAS	Fuel for power generation
WATER	Temperature control (e.g., cooling of equipment), fire suppression, potable water
WASTEWATER	Sewage wastewater services for facilities
COMMUNICATIONS	Telecommunication for daily operations; and SCADA systems

ELECTRICITY DOWNSTREAM DEPENDENCIES:

The Electricity Subsector has downstream dependencies with all critical infrastructure sectors, making it a fundamental need and community-wide requirement. Water treatment facilities, pumping stations, and communication systems rely heavily on electricity supply. Electricity is particularly important for heating, control systems, lighting, mechanical and electrical equipment, and security and safety. Additionally, electricity is required for the operation of petroleum refineries and distribution terminals.

SERVICES/RESOURCES PROVIDED	
NATURAL GAS	Power needed for pumping stations, storage, control systems and facilities.
WATER	Power is needed to energize control system monitoring and controls at remote sites, including IT and Communications equipment.
WASTEWATER	Power needed for control systems, sewage pumping and treatment, and for facilities
COMMUNICATIONS	Power is needed for SCADA communication, and customer service and crew repair communication

POTENTIAL EFFECTS OF ENERGY DISRUPTIONS ON ESSENTIAL INFRASTRUCTURE:

The Energy Sector is exposed to a diverse range of risks that are constantly evolving and may be difficult to assess or quantify due to the high degree of uncertainty surrounding the frequency or severity of the event. Cyber and physical security threats, space weather events, aging infrastructure, and an aging workforce, as well as climate change are just a few of these risks.

Energy infrastructure's ability to adapt to these threats is critical, even more so during disaster recovery, because many critical infrastructures and essential functions, such as hospitals, water, and wastewater systems, transportation, and telecommunications, rely on the reliable supply and delivery of electricity and other fuels to operate. According to the United States Department of Energy (DOE), interruptions in electric service have a significant impact on the reliability of other sectors of the energy sector. These losses are particularly concerning because outages caused by energy grid disruptions can be widespread and affect large geographic areas simultaneously, according to the DOE.

Electrical equipment failures (e.g., power lines, pumps) can result in the shutdown of steam boilers, cooling towers, pumps, and electrically operated safety control mechanisms in oil and

gas refineries, pumping stations, terminals, and other facilities. Apart from the revenue loss and other costs associated with equipment damage in these sectors, disruptions in fuel deliveries can exacerbate the effects of power outages on consumers.

A disruption to local or regional infrastructure has the potential to have a significant impact on the severity of a power outage and the restoration efforts required to restore normal operation to the system. The interdependencies of the Electrical infrastructure sector servicing the Palos Verdes Peninsula combined with impacts of natural disasters can lead to a ripple effect of disruptions of Critical Infrastructures serving the Palos Verdes Residents. Further understanding of the Electricity infrastructure sector interdependencies and critical failure points is therefore vital to achieving long-term resilience planning for the Palos Verdes Peninsula.

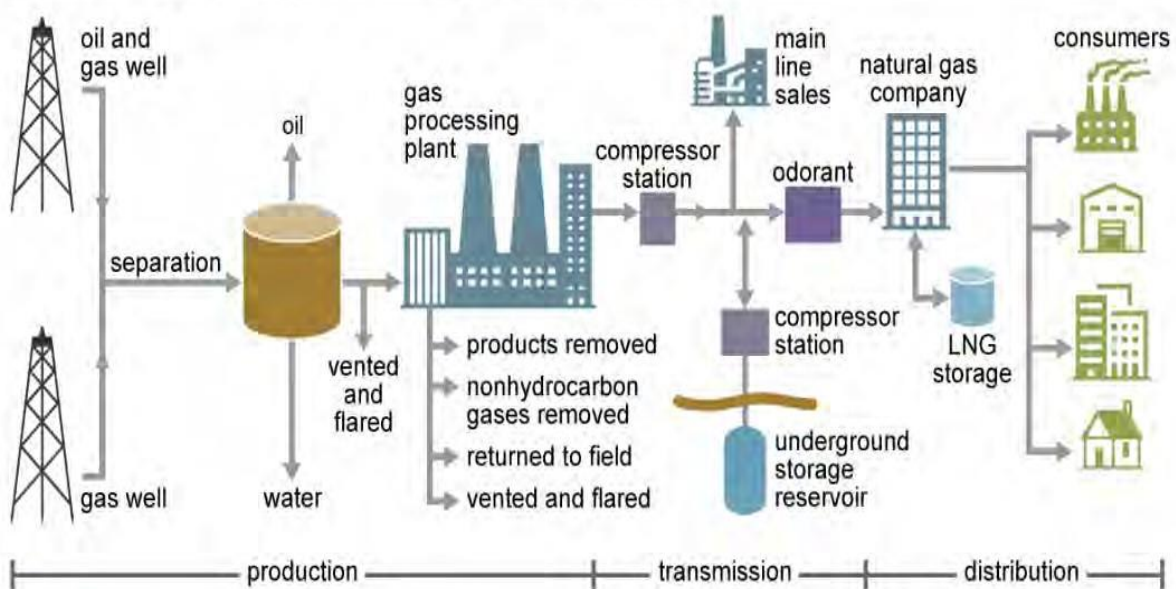
The following table illustrates the effects of electricity disruptions on critical services.

ELECTRICITY POTENTIAL EFFECTS OF DISRUPTIONS	
NATURAL GAS	<ul style="list-style-type: none"> – Curtailed Natural Gas Production leading to failure of fuel for power generators and lubricants for facilities. – Loss of heating and cooking abilities.
WATER	<ul style="list-style-type: none"> – Lack of potable water as a result of a reduction in supply from water mains, with the risk of contamination from various sources. – Water may not be able to be boiled, resulting in a scarcity of drinking water.
WASTEWATER	<ul style="list-style-type: none"> – Challenges in hygiene: reduced pressure in the water mains, toilets not flushing, difficult to maintain the sewer systems operational.
COMMUNICATIONS	<ul style="list-style-type: none"> – Failure of communication facilities and towers, Loss of electronic transactions and ability to obtain data. Customer service and repair crew communications failure.

NATURAL GAS GENERAL OVERVIEW

Natural gas accounts for a significant percentage of the primary energy consumed in the United States. Natural gas consumption in the United States is highly seasonal, with a higher demand in winter for heating and lower demand in summer. The natural gas section of the critical infrastructure sectors includes the production, processing, transportation, distribution, and storage of natural gas; and gas control systems.⁸

Natural gas production and delivery



Source: U.S. Energy Information Administration

There are three main parts of the national gas system: the gathering of the gas from multiple small wells, the transmission of the gas by long-distance pipelines, and the distribution of the gas to local customers.

- **Natural Gas Production** – A majority of natural gas comes from natural gas production fields in New Mexico, west Texas, and Oklahoma, as well as in the Rocky Mountains and Canada. The remaining natural gas supply percentage is produced locally in Central and Southern California from onshore and offshore fields.
- **Natural Gas Processing** – Natural gas processing consists of separating all of the various hydrocarbons and fluids from the pure natural gas to produce pipeline-quality dry natural gas.

- **Natural Gas Transmission**- The interstate natural gas pipeline network transports natural gas from processing plants in producing regions to areas with high natural gas demands, particularly large urban areas. Compression stations along the pipeline transmission route keep the gas moving at the desired pressure.
- **Natural Gas Storage** – Gas is typically stored underground and under pressure as an efficient way to balance discrepancies between supply input and market demand. Three types of facilities are used for underground gas storage: depleted reservoirs in oil and/or gas fields, aquifers, and salt caverns.
- **Natural Gas Distribution** – Local distribution companies typically transport natural gas from interstate pipeline delivery points to end-users through thousands of miles of distribution pipe. Delivery points for local distribution companies are often termed city gates, especially for large municipal areas, and are important market centers for the pricing of natural gas.

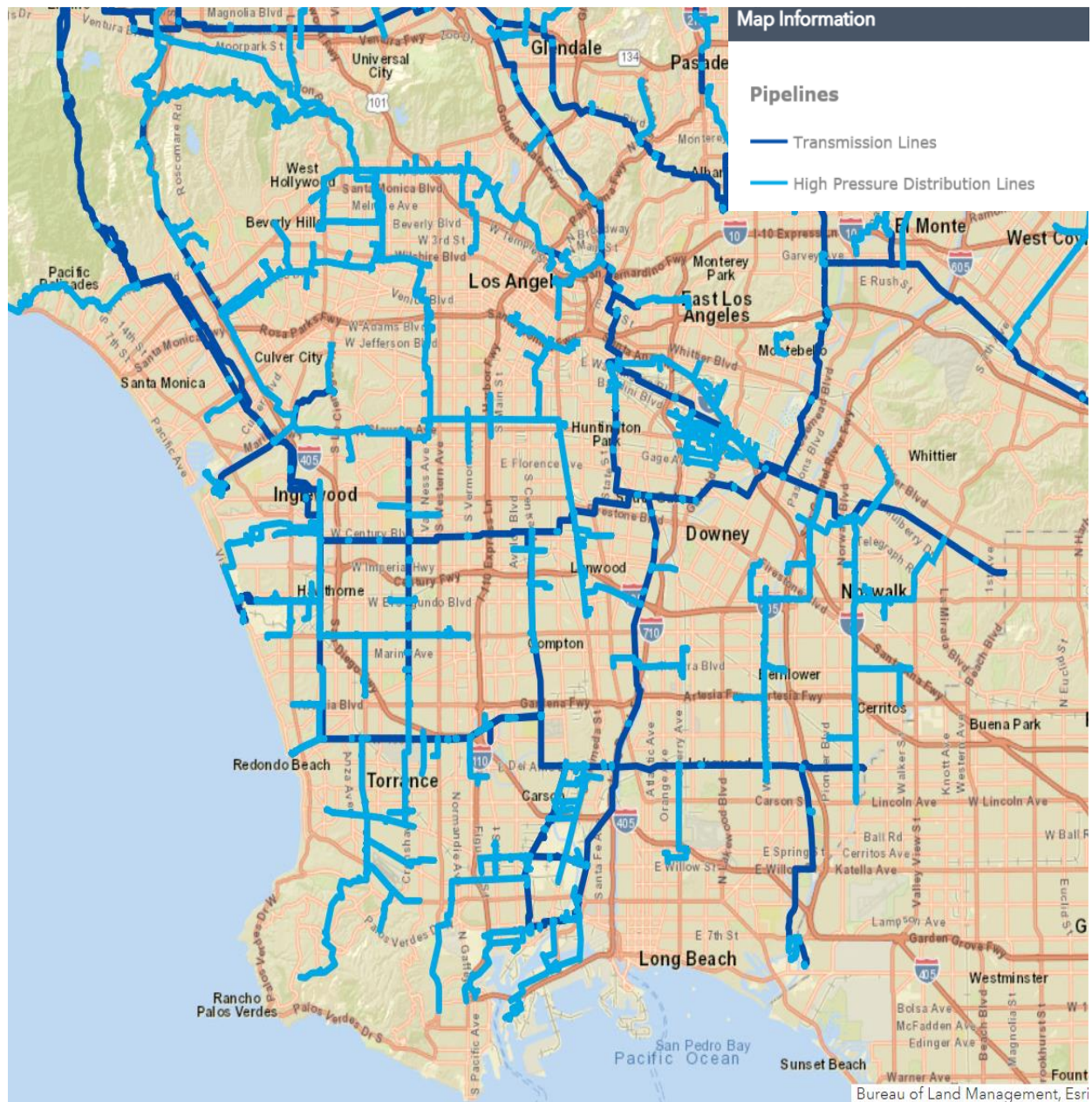
NATURAL GAS BACKGROUND- PALOS VERDES PENINSULA

Southern California Gas Company (SoCalGas) provides natural gas to the Palos Verdes Southern California Gas Company (SoCalGas) provides natural gas to the Palos Verdes Peninsula through a network of transmission lines, high-pressure distribution supply lines and medium pressure distribution pipelines. Although part of the larger SoCalGas system, the Peninsula is also included in SoCalGas distribution sections, which function principally as sub-administrative districts and are responsible for all lines and service systems that feed from transmission lines to the point of delivery⁸.

However, unlike the others, the Palos Verdes Peninsula lacks resource facilities. The processing and transmission of natural gas are all located outside of the Palos Verdes Peninsula. On the other hand, natural gas networks are quite similar to other types of networks in terms of configuration and, in many cases, even parallel to the water and electric networks. The gas distribution network is comprised of distribution lines (supply, headers, and mains), regulatory stations, isolation valves, and extremity gauges.

Southern California Gas Company utilizes an integrated grid system to ensure a consistent flow and efficient service capabilities during scheduled maintenance or an emergency. Natural gas is pumped under high pressure from the resource facility to the Palos Verdes Peninsula distribution network via transmission lines (there are none on the Palos Verdes Peninsula). Natural gas users' primary concern is the dwindling supply of natural gas and the economic realities that accompany it. As gas reserves diminish, the cost of locating and processing new sources rises, increasing the cost to gas custome

NATURAL GAS TRANSMISSION AND HIGH-PRESSURE DISTRIBUTION LINES: INFORMATION GATHERED [FROM SOCALGAS NATURAL GAS PIPELINE MAP](#)



NATURAL GAS INTERDEPENDENCIES

NATURAL GAS UPSTREAM DEPENDENCIES:

Significant Interdependencies exist between Natural Gas infrastructure and the Communications, Transportation, Water, and Wastewater Systems Sectors. Natural gas is used for generating electric power, while electric power is used for core operations in each fuels subsector (e.g., for pumping stations, storage, control systems). The table below depicts critical infrastructure sectors Natural Gas depends on to function properly.

SERVICES/RESOURCES NEEDED	
ELECTRICITY	Power needed for pumping stations, storage, control systems and facilities.
WATER	Temperature control (e.g., cooling of equipment), fire suppression, potable water.
WASTEWATER	Wastewater removal service, raw water supply for hydroelectric generation.
COMMUNICATIONS	Telecommunication for daily operations; and supervisory control and data acquisition (SCADA) systems.

NATURAL GAS DOWNSTREAM DEPENDENCIES:

Historically, natural gas was primarily used for heating. However, natural gas has been increasingly used to generate electricity since the late 1990s. Natural gas-fired generation was also increased by the advent of combined-cycle generation capacity additions. Additionally, the natural gas sector has downstream dependencies with all of the critical infrastructure sectors as natural gas provides all sectors with heating, steam generation, and cooking abilities. Table 7 depicts critical infrastructure sectors electricity depends on to function properly.

SERVICES/RESOURCES PROVIDED	
ELECTRICITY	Natural gas is needed for fuel for heat, power generation, and lubricants for electric facilities.
WATER	Natural gas is needed for heating, pumps and lift stations, and facilities.
WASTEWATER	Natural gas is needed for fuel for generators and facilities.
COMMUNICATIONS	Natural gas is needed for fuel for heat, generators, and facilities.

POTENTIAL EFFECTS OF NATURAL GAS DISRUPTIONS ON ESSENTIAL INFRASTRUCTURE:

An interruption or pressure loss in natural gas pipeline systems may result in the loss of multiple natural gas-fired power generators, significantly reducing available power and jeopardizing the reliability of the energy sector. Although underground natural gas storage facilities can provide a backup for the natural gas supply to certain power sources, natural gas pipeline disruptions would cause significant reductions in electric power services. The following table gives an example of the potential effects of natural gas disruptions on essential services.

NATURAL GAS POTENTIAL EFFECTS OF DISRUPTIONS

ELECTRICITY	<ul style="list-style-type: none">– Significant impact to power generation– Impact on fuel for heating, generators and for facilities
WATER	<ul style="list-style-type: none">– Lack of potable water as a result of a reduction in supply from water mains, with the risk of contamination from various sources– Water may not be able to be boiled, resulting in a scarcity of drinking water.
WASTEWATER	<ul style="list-style-type: none">– Challenges in hygiene: reduced pressure in the water mains, toilets not flushing, difficult to maintain the sewer system is working.
COMMUNICATIONS	<ul style="list-style-type: none">– Impact to facility lighting, telecommunications, electronic data. Impact on fuel for heating, generators, and for facilities.

COMMUNICATIONS SYSTEMS GENERAL OVERVIEW

The communications sector provides products and services that enable the efficient operation of our global information-based society. Communication networks enable people from all over the world to communicate with one another, instantly access information, and communicate from remote locations. This entails establishing a connection between a sender (including voice signals) and one or more recipients through the use of technology (e.g., a telephone system or the internet) in order to transfer data from one location to another. Communication networks comprise both physical infrastructure (structures, switches, towers, and antennas) and cyber infrastructure (routing and switching software, operational support systems, and user applications), posing significant interdependencies on all sectors of critical infrastructure.

The communications sector includes the following five component areas that have similar functions and operations.

Broadcasting Systems:

- Broadcasting systems are composed of free and subscription-based over-the-air radio and television (TV) stations that provide analog and digital audio, video, and data programming.
- Broadcasting systems operate on three different frequency bands: medium frequency (MF (AM radio)), very high frequency (VHF (FM radio and television)), and ultra-high frequency (UHF (TV)).

Cable:

- The cable industry provides bidirectional signal paths to customers via a combination of fiber and coaxial cable.
- This hybrid fiber/coaxial (HFC) network effectively benefits business and residential customers because it improves signal performance, expands available bandwidth, and increases overall network reliability.

Satellite:

- Satellites are launched into orbit to relay voice, video, or data signals as part of a telecommunications network. Earth station antennas transmit signals to the satellite, which are amplified and sent back to Earth for reception by other earth station antennas.
- Antennas stationed on Earth transmit signals to the satellite, which are amplified and received via other ground stations antennas. Satellites perform a variety of functions through the use of a combination of terrestrial and space-based components, including the bidirectional transmission of voice, video, and data services; data collection; event detection and timing; and navigation.

Wireless:

- Wireless refers to telecommunication in which electromagnetic waves rather than wire carry a signal over a portion of or the entire communication path.

- Wireless technologies consist of cellular phones, wireless hot spots (WiFi), personal communication services, high-frequency radio, and commercial and private radio services to provide communication services.

COMMUNICATIONS SECTOR BACKGROUND: PALOS VERDES PENINSULA

Communication systems are critical for disseminating news and information, relaying personal and business messages, providing audio and visual entertainment, and transmitting and receiving emergency messages. The communication component of the Palos Verdes Peninsula infrastructure system is a multifaceted and highly complex system of resource facilities and networks that contribute to the economic and social well-being of the Peninsula⁴.

Telephone systems on the Peninsula consist of a network of transceivers (telephones), transmission lines, and switching centers. Residents can contract their cell phones and laptops with any company of their choice.

Cable television on the Peninsula cable television is supplied by Frontier, AT&T, and Cox Communications. All three companies use fiber-optic lines to provide instant access to numerous television channels, high-speed Internet, and digital telephone for their customers. There is also satellite TV provided by companies such as DirectTV and DishNetwork, which can provide similar access to television channels. The difference is that with satellite TV, a satellite dish needs to be installed.

Broadcast communications are systems that have no wires or transmission lines but rather transmit signals through the airwaves. Of the three primary broadcast systems, radio and television are by far the most popular, while microwave remains a more specialized communications medium. Radio and television communication systems are operated by privately-owned companies that supply free audio and audio/visual communication to people with appropriate receivers. These broadcast systems are used primarily for the dissemination of news, information, and entertainment.

The County of Los Angeles currently owns and operates a microwave station near the intersection of Highridge Road and Crestridge Road in the City of Rancho Palos Verdes. The facility is a broadcast communication system designed to relay signals to and from the Palos Verdes Peninsula area. The prime users of the facility are the Los Angeles County Fire and Sheriff's Departments and other county agencies.

COMMUNICATIONS SYSTEMS INTERDEPENDENCIES

Many other sectors of critical infrastructure are highly dependent on the communications sector. The communications sector is one of the few sectors that affect all other sectors. Each sector relies on communications services to support its operations and associated daily communication requirements for corporate and organizational networks and services (e.g., internet connectivity, voice services, and video teleconferencing capabilities).

UPSTREAM DEPENDENCIES:

The communications sector's primary upstream dependency is on electricity, which is generated either commercially or on-site. Water can also be a limiting factor in the operation of buildings that require heating, ventilation, and air conditioning or cooling (e.g., data centers). Additionally, upstream dependencies of the communications system sector are depicted in the table below.

COMMUNICATIONS SYSTEMS UPSTREAM DEPENDENCIES

SERVICES/RESOURCES NEEDED	
ELECTRICITY	Power is needed for control facilities, communication towers, and remote monitoring capabilities.
WATER	Water is needed for temperature control (e.g., cooling of equipment), fire suppression, and potable water.
WASTEWATER	Wastewater removal service, raw water supply for hydroelectric generation.
NATURAL GAS	Telecommunication for daily operations; and SCADA systems.

DOWNSTREAM DEPENDENCIES:

The communications sector has downstream dependencies with all critical infrastructure sectors. All sectors rely on communications, making its reliability a fundamental need and requirement. Communication is particularly important for telecommunication for daily operations and supervisory control and data acquisition (SCADA) systems monitoring. The following table summarizes the extent to which other sectors rely on the communications sector.

COMMUNICATIONS SYSTEMS UPSTREAM DEPENDENCIES

SERVICES/RESOURCES PROVIDED	
ELECTRICITY	Telecommunication for daily operations and SCADA systems
WATER	Telecommunication for daily operations and SCADA systems
WASTEWATER	Telecommunication for daily operations and SCADA systems
NATURAL GAS	Telecommunication for daily operations and SCADA systems

POTENTIAL EFFECTS OF COMMUNICATION SYSTEMS DISRUPTIONS ON ESSENTIAL INFRASTRUCTURE

Large regional impacts across all infrastructure sectors can occur when communication systems are disrupted. California has seen an increasing number of large-scale disasters over the last two decades as a result of climate change. Our communications systems, which are normally extremely dependable, failed during recent disasters. These failures jeopardize situational awareness, impact alerts, and warnings, obstruct critical communications between multiple stakeholders, and can result in unnecessary deaths and other social harms.

During a community-wide crisis, efficient, rapid, and accurate information flow can save lives, especially during complex, evolving events like a wildfire. Given the importance of communication to the public in an emergency, it is critical to continue to examine the extent to which the communications sector depends on and impacts essential critical infrastructure servicing the Palos Verdes Peninsula. The following table summarizes the potential effects of disruptions of the communications Sector.

POTENTIAL EFFECTS OF DISRUPTIONS

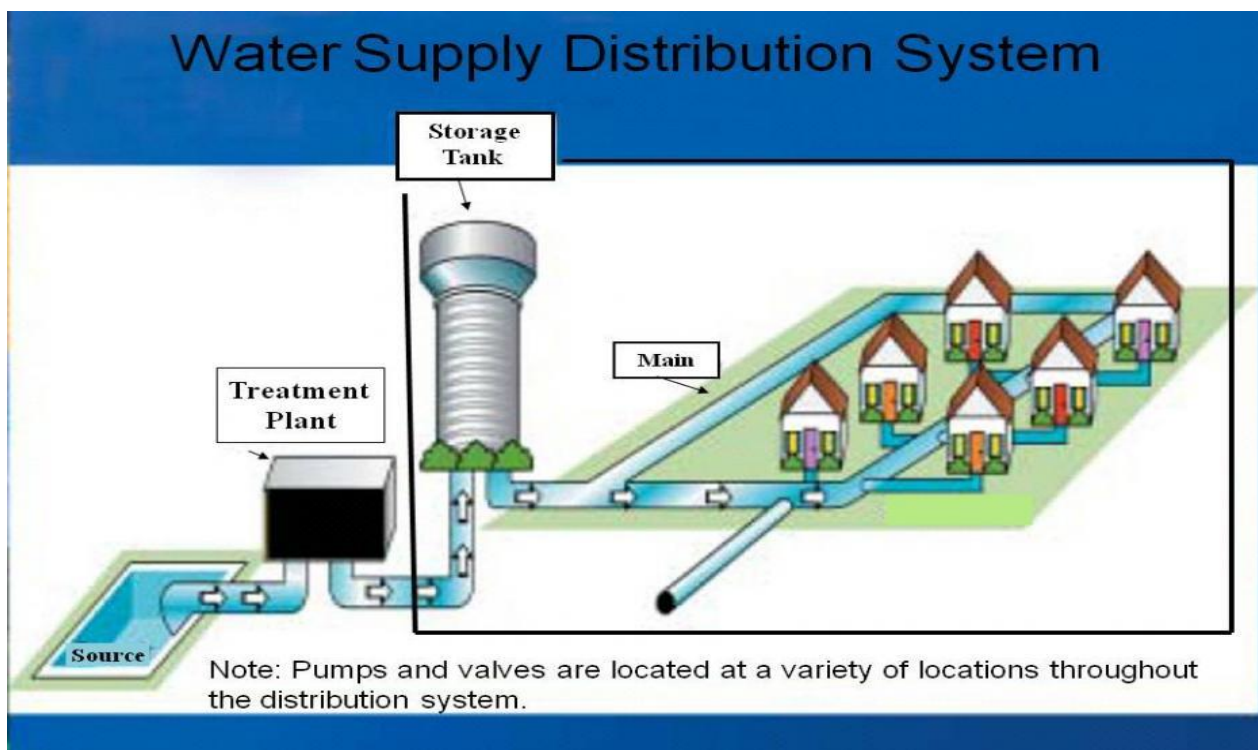
ELECTRICITY	<ul style="list-style-type: none">– Failure of communication facilities and towers, loss of electronic transactions and ability to obtain data. Customer service and repair crew communications failure.
WATER	<ul style="list-style-type: none">– Loss of monitoring of pipeline status, loss of situational awareness.
WASTEWATER	<ul style="list-style-type: none">– Monitoring equipment affected, restriction of sewage pumping and treatment for stationary, scale systems. Challenges in communicating with residents and business– Potential impact to facility lighting, telecommunications; electronic data
NATURAL GAS	<ul style="list-style-type: none">– Loss of monitoring of pipeline status, loss of situational awareness

WATER SYSTEMS GENERAL OVERVIEW

One of the most vital components in the infrastructure is the water distribution system. Unlike other infrastructure components such as flood control systems, which are primarily for convenience, water is a necessity of the most basic human settlement. In Rancho Palos Verdes, as in other developed areas, water is used for varied purposes, which can be grouped into four basic categories: safety requirements (fire); human consumption (drinking, food preparation); grounds maintenance (landscaping); and urban activities (sewage medium).

Water is drawn from a freshwater source, usually a lake, river, or stream, and treated before it is pumped to our homes and businesses. Water from reservoirs, streams, and rivers often contains a variety of organisms and dissolved chemicals or metals. This material must be removed from the water to ensure that it is safe for drinking or other uses. Most systems will include at least two to three filtration stages to remove harmful or dangerous particles such as bacteria, viruses, and other debris.

After treatment, the system works by transferring quantities of water into the established water distribution systems. Water distribution system infrastructure is generally considered to consist of pipes, pumps, valves, storage tanks, reservoirs, meters, fittings, and other hydraulic appurtenances that connect treatment plants or well supplies to consumers' taps.



Source: Environmental Protection Agency: <https://www.epa.gov/dwsixyearreview/drinking-water-distribution-systems>

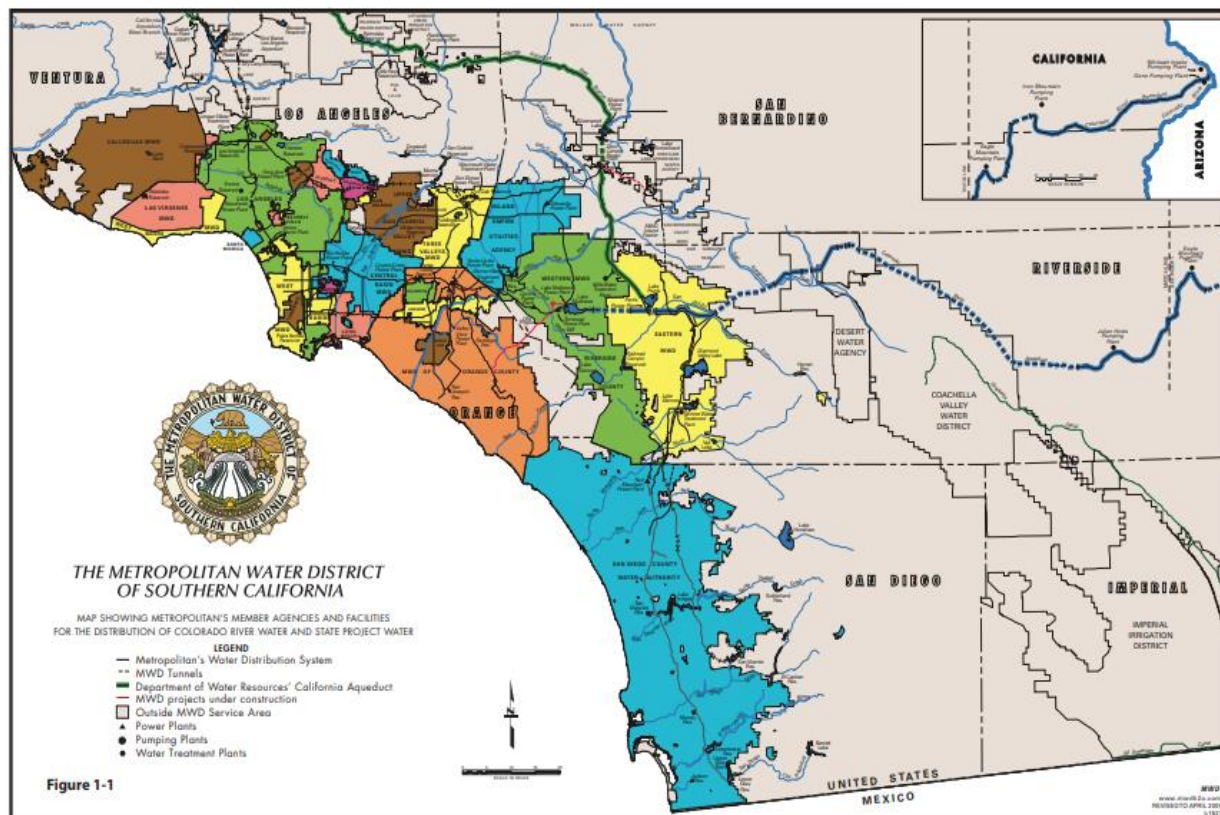
Fundamentally, a water supply system consists of three basic components: the source of supply, the processing or treatment of the water, and the distribution of water to the users.

- **Water Sources** – These include surface reservoirs, rivers, and ground water from aquifers via wells. Utilities often use a combination of multiple water sources to ensure an uninterrupted supply.
- **Treatment** – Drinking water in a public water system is treated to make sure it is safe to drink before it enters all those pipes. Water treatment plants filter the water to remove particles of dirt, minerals, microorganisms, and other contaminants. Chlorine is a chemical commonly used to disinfect water supplies.
- **Distribution and Collection** – Public drinking water systems include a series of pipes, storage tanks, pumps, valves, and gates. Flow rates are adjusted to ensure that the required pressure is available where it is needed.

WATER BACKGROUND - PALOS VERDES PENINSULA

The Palos Verdes Peninsula’s water needs are served by California Water Service Company (Cal Water). Cal Water supplies the area with sufficient fire safety requirements and adequate amounts of potable drinking water at a pressure consistent with accepted standards. Cal Water is a private company that operates within the regulations and standards of the California Public Utilities Commission. Cal Water purchases surface water imported by the Metropolitan Water District of Southern California from the Colorado River and the State Water Project in Northern California, which is then used to serve the entire Peninsula through the Palos Verdes water system.

The Palos Verdes Reservoir in Rolling Hills Estates is categorized as a surface water reservoir. Surface storage is a critical element of Southern California’s water resources strategy. Because California experiences dramatic swings in weather and hydrology, surface storage is important to regulate those swings and mitigate possible supply shortages. Surface storage provides a means of storing water during normal and wet years for later use during dry years when imported supplies are limited. According to the Metropolitan District of Southern California 2020 “Urban Management Plan,” the Metropolitan Water District of Southern California has a comprehensive Emergency Action Plan (EAP) for each of its dam and reservoir facilities.



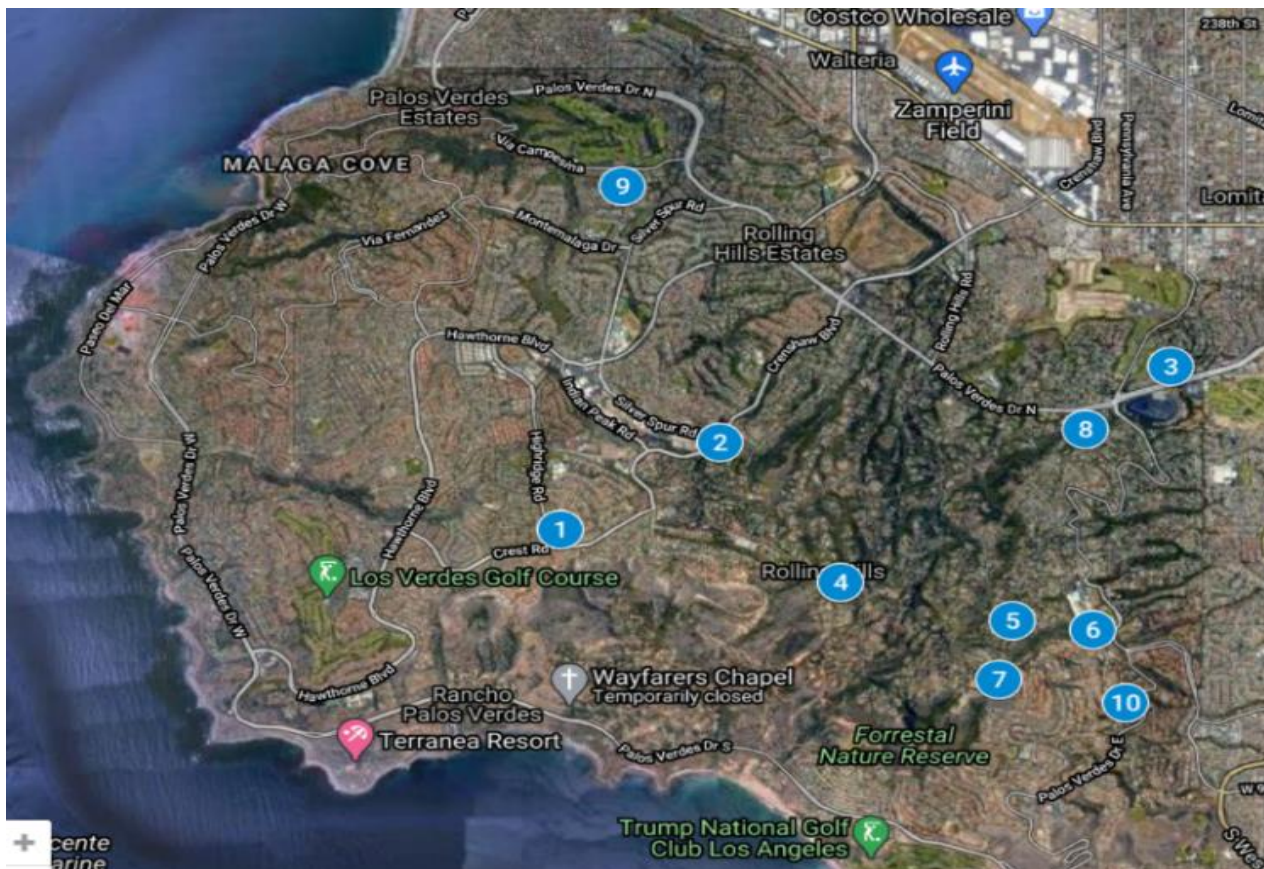
The Palos Verdes water system distributes water through two systems commonly referred to as the “D-500 System” and the “Ridge System.” The D-500 System serves the lower-elevation areas of the Peninsula, about 13% of the total demand, and the Ridge System serves the upper-elevation areas, comprising the remaining 87% of demand. The average daily demand and maximum daily demand of the D-500 and Ridge Systems combined are 12,500 gallons per minute (gpm) and 20,600 gpm, respectively. All of the supply to the Palos Verdes system is delivered through four connections located at the northeastern edge of the Peninsula⁴.

Recently, Cal Water completed the Palos Verdes Peninsula Water Reliability Project, which enhances the reliability of the drinking water infrastructure on the Palos Verdes Peninsula and will help ensure that all Peninsula residents continue to have safe, reliable water service. Prior to the project’s completion, 90% of the Palos Verdes Peninsula was served by one 60-year-old drinking water pipeline and a single pump station.

The project replaced a portion of the existing water pipeline and added a second pipeline to deliver drinking water to homes and businesses. In total, crews installed about seven miles of a new pipeline. Additionally, the project added a second pump station on a separate electrical grid



that will help guard against the risk of prolonged water service outages caused by disruptions such as natural disasters.



WATER SYSTEMS INTERDEPENDENCIES

UPSTREAM DEPENDENCIES:

The water sector is critical to all sectors and is dependent on several key sectors. Upstream dependencies of the water system sector are depicted in the following table.

WATER UPSTREAM DEPENDENCIES

SERVICES/RESOURCES NEEDED	
ELECTRICITY	Power is needed for pumping stations, storage, control systems, and facilities.
COMMUNICATIONS	Telecommunication for daily operations and SCADA systems
WASTEWATER	Essential and highly dependent infrastructure for health and safety
NATURAL GAS	Natural gas is needed for heating, pumps and lift stations, and facilities.

DOWNSTREAM DEPENDENCIES:

The water sector is considered one of the most critical lifeline sectors because its functions are essential to core operations in nearly every other critical sector. When water services are lost for relatively short periods (less than eight hours), the functioning of multiple sectors is significantly degraded.

WATER DOWNSTREAM DEPENDENCIES

SERVICES/RESOURCES PROVIDED	
ELECTRICITY	Temperature control (e.g., cooling of equipment), fire suppression, potable water
COMMUNICATIONS	Water is needed for cooling and facilities.
WASTEWATER	Wastewater removal service, raw water supply for hydroelectric generation
NATURAL GAS	Water is needed for production, cooling, emission reduction and facilities.

POTENTIAL EFFECTS OF WATER DISRUPTIONS ON ESSENTIAL INFRASTRUCTURE:

When water services are lost, even for short periods, the consequences can be widespread and dramatic. When these services are lost for an extended period of time, the results can be catastrophic. Potential impacts that a disruption in water service could cause include the following: loss of water for cooling, resulting in impacts to electrical and telecommunications equipment; lack of water for consumption, cooking, bathing, flushing, fire suppression, etc.; loss of water for commercial irrigation, food supply, and production to meet consumer needs; and a decreased public confidence in water supply.

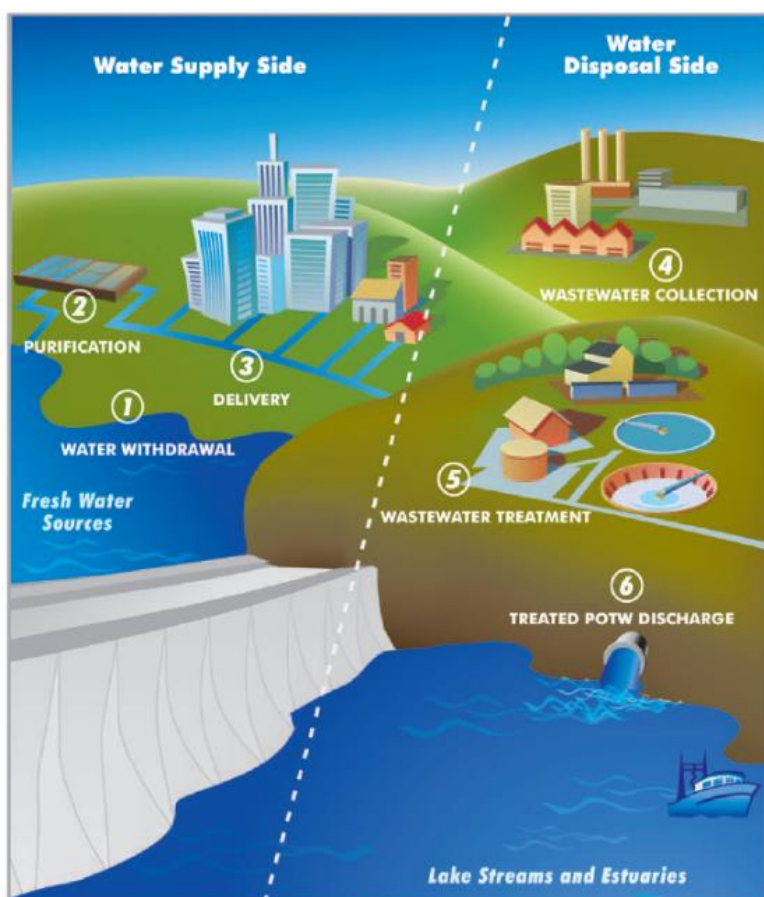
POTENTIAL EFFECTS OF DISRUPTIONS

ELECTRICITY	<ul style="list-style-type: none">– Loss of water for cooling (disabling electrical and telecommunications equipment)– Lack of water for consumption, flushing, fire suppression
COMMUNICATIONS	<ul style="list-style-type: none">– Loss of water for cooling (disabling electrical and telecommunications equipment)– Lack of water for consumption, flushing, fire suppression
WASTEWATER	<ul style="list-style-type: none">– Significant impact on wastewater treatment plants negatively affecting public health and the environment
NATURAL GAS	<ul style="list-style-type: none">– Impact on cooling and emissions reduction– Lack of water for consumption, flushing, fire suppression, etc.

WASTEWATER SYSTEMS GENERAL OVERVIEW

Wastewater collection and treatment are critical for public health and safe drinking water. Sewers collect and transport sewage and wastewater from residences, businesses, and industries to wastewater treatment plants. Wastewater systems utilize a collection system to transport raw wastewater from the producer to wastewater treatment plants. Physical, chemical, and biological processes are used to remove hazardous materials from wastewater before it is safely discharged into approved locations, which are typically reservoirs, streams, rivers, and the ocean.

Fundamentally, wastewater treatment's primary function is to accelerate the natural processes by which water is purified. Wastewater treatment consists of two basic stages. The primary and secondary stages are described in detail here. Solids are allowed to settle and are removed from wastewater in the primary stage. The secondary stage purifies wastewater further through biological processes. Occasionally, these stages are merged into a single operation.



WASTEWATER BACKGROUND PALOS VERDES PENINSULA

The four Peninsula Cities are located in Los Angeles County Sanitation District #5. The South Bay Cities Sanitation District is serviced by the Los Angeles County Sanitation Districts, which owns

and operates the wastewater collection system within the Peninsula cities.

Onsite wastewater treatment systems (OWTS), also known as septic systems, are used to treat wastewater that is contaminated by human use from a home or business and then released into the environment. OWTS are underground structures that treat and dispose of wastewater, typically from homes and businesses in suburban and rural locations. Instead of the wastewater being transported to a wastewater treatment plant, the wastewater is treated on-site. According to the Los Angeles Regional Water Quality Control Board & CA State Water Resources Control Board The Los Angeles County Department of Public Health (LACDPH) reviews and approves OWTS under the provisions of the Local Area Management Program (LAMP) to residents of unincorporated county areas and contracted cities.

The Los Angeles County Sanitation Districts operate 10 water reclamation plants, which treat an estimated 510 million gallons per day. The Joint Water Pollution Control Plant located in Carson is one of the largest wastewater treatment plants in the world and is the largest of the districts' wastewater treatment plants.

This facility provides both primary and secondary treatment for approximately 300 mgd of wastewater. This plant serves a population of approximately 3.5 million people throughout Los Angeles County, including the Palos Verdes Peninsula. Prior to discharge, the treated wastewater is disinfected with hypochlorite and sent to the Pacific Ocean through a network of outfalls. These outfalls extend 2 miles off the Peninsula to a depth of 200 feet.

WASTEWATER INTERDEPENDENCIES

UPSTREAM DEPENDENCIES:

Wastewater systems for the Palos Verdes Peninsula depend on a variety of external infrastructures to maintain normal operations. Electric power is one of the most important services necessary for maintaining pumping and treatment operations. Upstream dependencies of the wastewater system sector are depicted in the table below.

WASTEWATER UPSTREAM DEPENDENCIES

SERVICES/RESOURCES NEEDED	
ELECTRICITY	Power is needed for pumping stations, storage, control systems, and facilities.
COMMUNICATIONS	Telecommunication for daily operations and SCADA systems
WATER	Essential and highly dependent infrastructure for health and safety
NATURAL GAS	Natural gas is needed for heating, pumps and lift stations, and facilities.

WASTEWATER DOWNSTREAM DEPENDENCIES:

A wide range of physical infrastructure in industries and other critical infrastructure relies heavily on the proper functioning of wastewater systems. The following table demonstrates the interdependencies between wastewater infrastructure and other critical infrastructure.

WASTEWATER DOWNSTREAM DEPENDENCIES	
SERVICES/RESOURCES PROVIDED	
ELECTRICITY	Power needed for pumping stations, storage, control systems and facilities.
COMMUNICATIONS	Sewage wastewater services for facilities.
WATER	Essential and highly dependent infrastructure for health and safety
NATURAL GAS	Sewage wastewater services for facilities.

POTENTIAL EFFECTS OF WASTEWATER DISRUPTIONS ON ESSENTIAL INFRASTRUCTURE

The deterioration and subsequent failure of the wastewater sector impact the health of the community, the environment and has significant consequences for additional utility sectors. Wastewater system infrastructure is critical to a community's economic and social viability. Although these systems ensure the basic health and safety of residents, businesses, and industry, they are frequently taken for granted due to the high level of service and reliability provided by water and wastewater utilities. The critical nature of these systems is not appreciated until a water main breaks, or another type of service interruption occurs.

The interdependence of the water sector serving the Palos Verdes Peninsula, combined with the impact of natural disasters, can result in a ripple effect of critical infrastructure disruptions serving Palos Verdes residents. Understanding the interdependence and critical failure points of the water infrastructure sector is therefore critical for achieving long-term resilience planning for the Palos Verdes Peninsula.

The following table demonstrates the interdependencies between wastewater infrastructure and other critical infrastructure.

POTENTIAL EFFECTS OF DISRUPTIONS	
ELECTRICITY	– Lack of wastewater services, posing public health and sanitation issues.
COMMUNICATIONS	– Lack of wastewater services, posing public health and sanitation issues.
WATER	– Lack of wastewater services, posing public health and sanitation issues.

CONCLUSION/NEXT STEPS

It is important to recognize that infrastructure sectors interoperate together in myriad ways to form a “system of systems” that supports the quality of life, well-being, and overall security for residents of the Palos Verdes Peninsula. Understanding these interdependencies is crucial to ensure that the Peninsula cities are prepared to continue critical services to residents in times of emergencies. As critical infrastructures become more complex, the probability increases that infrastructure failures will cascade and escalate in multipart ways.

The Peninsula cities of Palos Verdes Estates, Rancho Palos Verdes, Rolling Hills, and Rolling Hills Estates comprehend the importance of the analysis of infrastructure interdependencies vulnerabilities in the belief that this analysis is a key in addressing the catastrophic challenges of infrastructure failures during an emergency response. Failures of one critical infrastructure sector can lead to the proliferation of cascading and escalating failures across all infrastructure sectors. It is essential to integrate the characterization of interdependencies into emergency planning methodologies.

This white paper serves as an initial framework for recognizing interdependencies in the analysis of critical infrastructures and is intended to provide emergency planners with a foundational understanding of infrastructure interdependencies and how they could inform future emergency operation protocols. The infrastructure sector analysis in this white paper provides a high-level summary of interoperations that affect infrastructure servicing the Palos Verdes Peninsula. This white paper is intended to convey this central concept. Future emergency planning efforts will address the specific interdependencies’ threats to the Palos Verdes Peninsula. Additional research is needed to better understand infrastructure sectors’ processes and interoperability with other infrastructures. It is essential to integrate the characterization of interdependencies into emergency planning methodologies.

APPENDIX A: PENINSULA-WIDE INCIDENT COMMUNICATION PROTOCOLS

The existing protocol for communication from the Los Angeles County Sheriff's Department (LASD) to the cities of Rancho Palos Verdes, Rolling Hills and Rolling Hills Estates typically involves an email and or text message from the Captain or Watch Commander to the City Managers. Depending on the particulars of the incident, a phone call may be made as well. Similarly, the Palos Verdes Estates Police Department (PVEPD) advises the City Manager in the most immediate and appropriate manner available. The City Managers then disseminate the information to their respective City Councils via email or phone depending on the situation. Appropriate information is then disseminated to the public via applicable electronic platforms.

LASD and PVEPD typically advise each other of incidents that may result in involvement by the other agency. This also occurs with other neighboring jurisdictions such as the Torrance and Los Angeles police departments. LASD and PVEPD also advise adjacent schools when warranted on a case-by-case basis.

ADDITIONAL STRATEGIES: IMPROVED FLOW OF COMMUNICATION

- 1) It would be appropriate to include the Superintendent of the Palos Verdes Peninsula Unified School District (PVPUSD) in any communication going to the City Managers.
- 2) All communication with City Council Members or School Board Members should come through their respective City Managers or Superintendent to relieve first responders from excessive communication burdens.
- 3) The city in which an incident occurs will act as lead agency in dealing with the media as well as posting and updating information as it becomes available.
- 4) As much as possible, the lead agency will communicate electronically with the other cities and PVPUSD immediately prior to posting or updating information.
- 5) Each city and PVPUSD will determine the information it wishes to post and where to post it.
- 6) During a regional emergency declared by the county, state, or federal government, the Peninsula cities will coordinate with the County Office of Emergency Management to ensure unified messaging about the incident.
- 7) To ensure unified messaging, the Peninsula cities will only post incident emergency information that has been approved by the agency that has jurisdiction over the incident. Individual Peninsula cities may still post emergency and incident information that is directly under the city's purview.

8) In the event of a power outage and/or a loss of cell service impacting the entire Palos Verdes Peninsula, the Peninsula cities will work cooperatively (to the best extent possible) to implement the following strategies for information distribution:

- Regional emergency phone hotline
- Deployment of Information Stations (large wooden sandwich boards) to post information when other means of communication are impaired at key locations (dependent on the situation and where it is needed.)
- Printed materials to distribute to Emergency Information Stations
- Flyers for in-person distribution
- Loudspeakers in vehicles

9) During an emergency of any level, the Peninsula cities will communicate and coordinate with one another, as well as with any other partner agency responding to or involved in the incident, to issue uniform coordinated emergency alerts via all appropriate and available notification platforms, including the individual cities' disaster and emergency alert systems, Wireless Emergency Alerts (WEA), and social media.

10) Each city and PVPUSD will provide the other agencies with priority contact lists for purposes of communicating during incidents of joint concern.

It is universally recognized that judgment is often required in determining when and whom to notify in any given circumstance. There is concern about inundating each other and the public with non-critical information. Generally speaking, the consensus would be to err on the side of over-communicating.

An emergency contact list has been developed and will be distributed to key staff in each agency to facilitate inter-agency communication. It is not meant to be publicly available. This list will be dynamic, and each agency will provide updated contact information as changes occur. The City of Rolling Hills Estates will act as the central point for receiving updates and then disseminating the updated information to all.

APPENDIX B - REFERENCES

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10. "Water and Wastewater Sector-Specific Plan Annex of the National Infrastructure Protection Plan." Department of Energy and Department of Homeland Security, 2010, <https://www.cisa.gov/sites/default/files/publications/nipp-ssp-water-2015-508.pdf>

COMMUNICATION PROTOCOL: PENINSULA-WIDE INCIDENT

The existing protocol for communication from LASD to RPV, RH and RHE typically involves an email and or text message from the Captain or Watch Commander to the City Managers. Depending on the particulars of the incident, a phone call may be made as well. Similarly, PVEPD advises the PVE City Manager in the most immediate and appropriate manner available. The City Managers then disseminate the information to their respective City Councils via email or phone depending on the situation. Appropriate information is then disseminated to the public via applicable electronic platforms.

LASD and PVEPD typically advise each other of incidents that may result in involvement by the other agency. This also occurs with other neighboring jurisdictions such as Torrance PD and LAPD. LASD and PVE also advise adjacent schools when warranted on a case by case basis.

ADDITIONAL STRATEGIES: IMPROVED FLOW OF COMMUNICATION

- 1) It would be appropriate to include the Superintendent of PVPUSD in any communication going to the City Managers;
- 2) All communication with City Council Members or School Board Members should come through their respective City Managers or Superintendent so as to relieve first responders from excessive communication burdens;
- 3) The City in which an incident occurs will act as lead agency in dealing with the media as well as posting and updating information as it becomes available;
- 4) Inasmuch as it is possible, the lead agency will communicate electronically with the other cities and PVPUSD immediately prior to posting or updating information;
- 5) Each City and PVPUSD will determine the information it wishes to post and where to post it;
- 6) During a regional emergency declared by the county, state, or federal government, the Peninsula Cities will coordinate with the County Office of Emergency Management to ensure unified messaging about incident.
- 7) To ensure unified messaging, the Peninsula Cities will only post incident emergency information that has been approved by the agency that has jurisdiction over the incident. Individual Peninsula Cities may still post emergency and incident information that is directly under the City's purview.
- 8) In the event of a power outage and/or a loss of cell service impacting the entire Palos Verdes Peninsula the Peninsula Cities will work cooperatively (to the best extent possible) to implement the following strategies for information distribution:
 - Regional emergency phone hotline

- Deployment of Information Stations (large wooden sandwich boards) to post information when other means of communication are impaired at key locations (dependent on the situation and where it is needed.)
- Printed materials to distribute to Emergency Information Stations
- Flyers for in-person distribution
- Loudspeakers in vehicles

9) During an emergency of any level, the Peninsula Cities will communicate and coordinate with one another, as well as with any other partner agency responding to or involved in the incident, to issue uniform coordinated emergency alerts via all appropriate and available notification platforms, including the individual Cities' disaster and emergency alert systems, Wireless Emergency Alerts (WEA), and social media.

10) Each City and PVPUSD will provide the other agencies with priority contact lists for purposes of communicating during incidents of joint concern.

It is universally recognized that many times judgment is required in determining when and whom to notify in any given circumstance. There is concern about inundating each other and the public with non-critical information. Generally speaking, though, the consensus would be to err on the side of over-communicating.

An emergency contact list has been developed and will be distributed to key staff in each agency to facilitate inter-agency communication. It is not meant to be publicly available. This list will be dynamic, and each agency will provide updated contact information as changes occur. RHE will act as the central point for receiving updates and then disseminating the updated information to all.

EMERGENCY ACTION / FIRE PREVENTION PLAN FOR PALOS VERDES LANDFILL

County Sanitation Districts of Los Angeles County

I RESPONSIBLE PARTIES

CUPA		(323)-890-4317
Mike Alarcon	Solid Waste Maintenance Supervisor	(626) 665-3560
Ethan Laden	Senior Engineer	(310) 373-9043
K.C. Irwin	Landfill Supervising Engineer Tech I	(310) 377-3514
Walter Ancheta	Solid Waste Operations Coordinator I	(310) 377-9043

Management and Supervisory Responsibility

- 1) Read, understand and be knowledgeable in all aspects of their site specific Emergency Action Plan (EAP).
- 2) Review and update the site specific EAP annually.
- 3) Reinforce District policies and procedures of the site specific EAP to employees.
- 4) Ensure employee responsibilities/assignments are understood through practical training.
- 5) Coordinate emergency evacuations including employee accountability when required.

II PURPOSE AND OBJECTIVE

To comply with state and federal statutes, the Districts have developed and implemented EAPs. Site Specific EAPs are located at each facility and are available for employee review. Site-specific EAPs have been prepared to comply with one or more of the following regulatory requirements:

1. Business Plan, California Health and Safety Code (CHSC), Section 25500-25520
2. Emergency Action Plan, CCR Title 8, Section 3220
3. Fire Prevention Plan, CCR Title 8, and Section 3221
4. Contingency Plan and Emergency Procedures, CHSC, Section 66265.50-66265.56
5. Preparedness and Prevention Plan, Title 22, Section 66265.30
6. Hazardous Substances Release, Title 8, Section 5192

Contact Environmental Health and Safety (EH&S) personnel if assistance is needed in complying with the above requirements.

III EMERGENCY TYPES

The purpose of this Emergency Action/Fire Prevention Plan is to minimize injuries, loss of life, or loss of property during emergencies. Some potential emergencies identified for this site include:

- Earthquake
- Chemical Spills
- Underground Fire
- Brush Fire
- Methane Explosion
- Landfill Gas Leak

The person identifying the emergency shall contact the Supervisor or individual in charge.

IV EVACUATION PROCEDURES

When an evacuation is necessary (e.g., when directed by the Supervisor or other Responsible Parties listed above), the following procedures shall be followed:

1. Notification for evacuation will be made by Public Address (PA) system, radio communication, and/or by phone.
2. Evacuation shall be by the nearest safe exit (site map posted at office).
3. Assist any disabled workers and those with known medical problems.
4. Notify any contractors or outside personnel on the site and evacuate them accordingly. If possible, check the equestrian/walking trails for outside personnel.
5. Personnel shall assemble in the designated assembly area (see Attachment, Map/Layout Plan, Evacuation Assembly Areas).
6. Accounting for personnel shall be conducted by the Supervisor or other Responsible Parties listed above.

V CRITICAL OPERATIONS

The following critical operations must be maintained during an emergency:

- Landfill gas recovery/treatment system.
- Landfill liquids collection/treatment system.
 - These systems should be restarted as soon as possible after any unscheduled shutdown.
 - If parts of the system are damaged, those parts should be isolated so as to prevent a release of gas or liquid spill. Crews should be called out as soon as possible to make necessary repairs.
 - If there is a potential for odors or a significant gas release or liquid spill, notify the local fire departments to apprise them of current conditions and activities.

- Remember to remain calm and gather necessary information to assist Districts staff and/or emergency professionals that respond to the emergency.
- Know the location of emergency equipment (refer to Sections V and VII).

VI MEDICAL / FIRST AID

Location of emergency medical provider:

Western Medical Group
21081 S. Western Avenue Ste. 150
Torrance, CA 90501
(310) 782-3333
(310) 212-6230

Kaiser Permanente Occupational
25965 Normandie Avenue
Harbor City, CA 90710
(310) 517-3739

Location of first aid supplies:

- Office Cabinets
- Vehicles

If a serious injury or illness occurs while working in the field or on District' premises, immediately contact emergency services, dial 911. **Do not move persons who are unconscious or cannot move under their own power.**

Designated personnel are qualified, trained and able to perform initial CPR/First Aid until emergency services personnel arrive on site.

VII POTENTIAL FIRE HAZARDS

- Brush
- Paper Refuse
- Trash
- Landfill Gases
- Methane Gas
- Hazardous/Flammable Materials

Ignition sources might include the following:

- Hot Engines
- Welding
- Cigarettes/Lighters

VIII FIRE PREVENTION AND CONTROL RESOURCES

The following equipment is available at this site for the prevention and control of fires:

<u>Equipment Name</u>	<u>Location</u>
Portable Fire Extinguishers	Office, trailers, and in vehicles
Smoke Alarms	Office
Mobile Equipment	Throughout site

Procedures for inspecting and maintaining equipment:

- Maintenance workers and Engineering Technicians check fire extinguishers around the facility and in vehicles monthly. New/recharged extinguishers may be obtained from JWPCP or Puente Hills warehouse.
- Fire alarms are serviced monthly by Electrical and Instrumentation Technicians.
- Mobile equipment is serviced regularly.

All Palos Verdes field employees are trained to respond to incipient stage fires.

DO NOT fight a fire, Call 911, in the following situations:

- The fire is spreading beyond the spot where it started.
- You cannot fight the fire with your back to an exit or escape route.
- The fire can block your only escape.
- You do not have adequate equipment.
- Any situation where the fire cannot be locally controlled, do not fight the fire yourself, call 911.

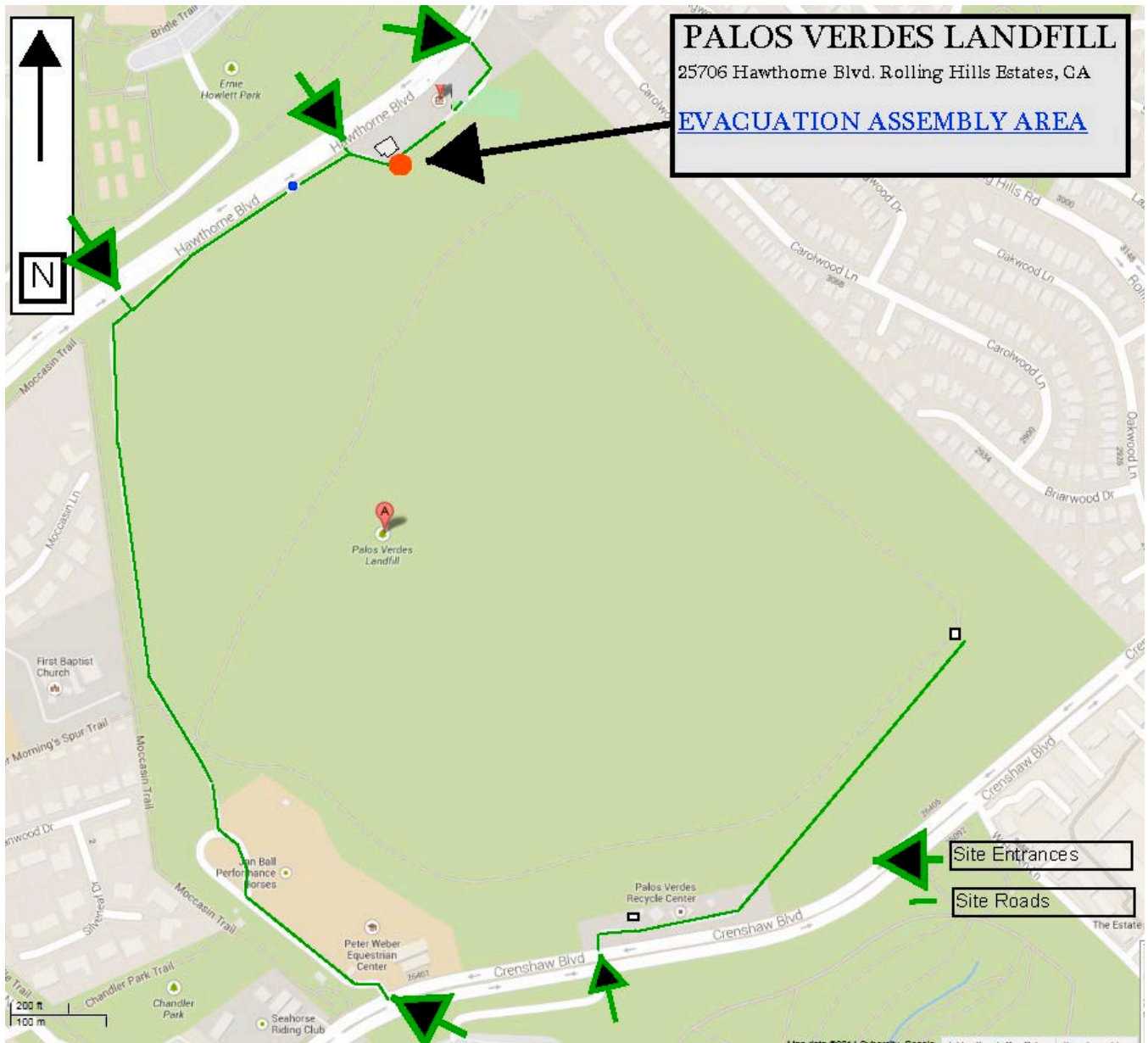
IX PROCEDURES FOR PREVENTING FIRES

All Palos Verdes field personnel are responsible for controlling the accumulation of combustible and flammable materials.

- Housekeeping – Keep site clean and organized.
- Storage – Keep incompatible chemicals separate.
- Permits – Hot work permits needed for specialty welding projects.
- Other – Grounds keepers cut back brush.

See Attachment, Map/Layout Plan, showing emergency routes.

Map/Layout Plan, Evacuation Assembly Areas





City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 14.B
Mtg. Date: 09/11/2023

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: CHRISTIAN HORVATH, CITY CLERK / EXECUTIVE ASSISTANT TO CITY MANAGER

THRU: DAVID H. READY

SUBJECT: DISCUSSION REGARDING RESIDENT'S COMPLAINTS AND CONCERNS ABOUT REPUBLIC SERVICES FIELD OPERATIONS (MAYOR PRO TEM MIRSCH)

DATE: September 11, 2023

BACKGROUND:

While staff handles calls and emails daily and coordinates with Republic Services for response and correction, the level of service issues has grown over the past 4 months. As a result, staff held a virtual meeting on Friday, August 25, 2023 with the Operations Supervisor and the Operations Manager to discuss ongoing complaints and operational issues that residents have brought to staff's attention.

The meeting was productive and led to a follow-up in-person meeting with Felipe Vazquez, the Operations Supervisor, on Monday, August 28, 2023. Staff set-up new protocols to ensure clearer communications between Republic, staff and our residents on a daily basis – particularly when there is an issue of Republic personnel shortages on a given day and how it will impact service. Felipe indicated an earnest effort to correct these issues, particularly working with their personnel to ensure problems are dealt with at the line level. Republic is currently training new permanent drivers for the city and cross training substitute drivers for days when individuals call out sick. Staff has also requested adding and moving the "mother truck" staging areas around to other already approved locations so as to minimize the disruption on certain streets multiple times a week. It should be noted that Republic has had a great deal of turnover in Rolling Hills including supervisors, managers and even the general management.

At the August 28, 2023, City Council meeting, Mayor Pro Tem Mirsch requested an agenda item to discuss the many resident complaints. Mayor Pro Tem Mirsch also met with staff on Friday, September 1, 2023 to discuss issues and potential solutions moving forward. Staff plans to institute a standing monthly meeting with the Operations Supervisor.

DISCUSSION:

None.

FISCAL IMPACT:

None.

RECOMMENDATION:

Provide direction to staff.

ATTACHMENTS:

[PW_REF_181003_RepublicServices_MotherTruck_StagingLocations.pdf](#)

[CL_AGN_100222_CC_Item3H_FrontLoaderStaging_Request&Recs.pdf](#)

Approved Citywide "Mother Truck" Staging Locations

Meeting Material
provided by Republic
at October 03, 2018
standing monthly mter.

Area 1

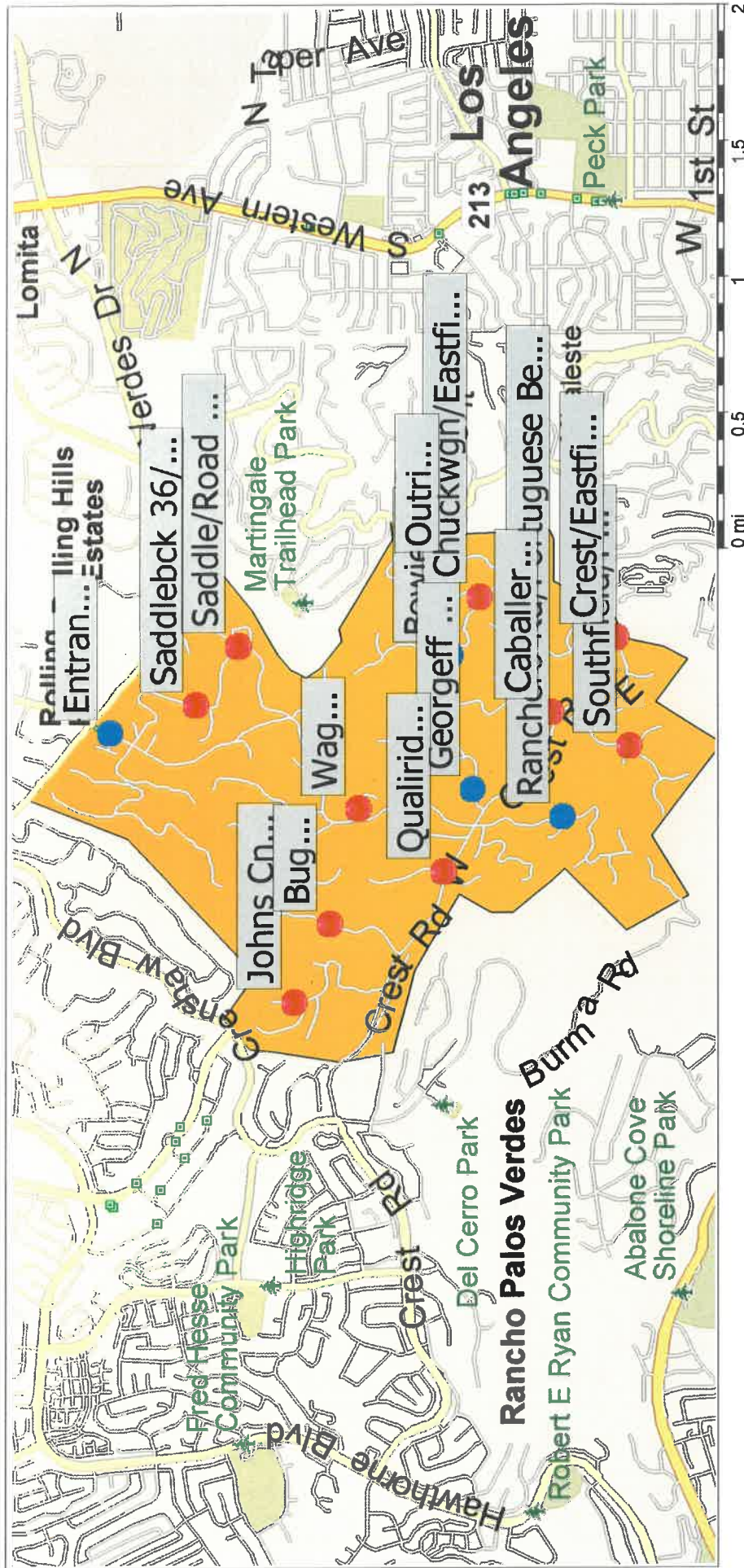
Location	Approved
Saddleback Road and Roadrunner Road	X
Wagon Lane	X
* Georgeff Road	X
Saddleback Road (between 36 and 42)	X

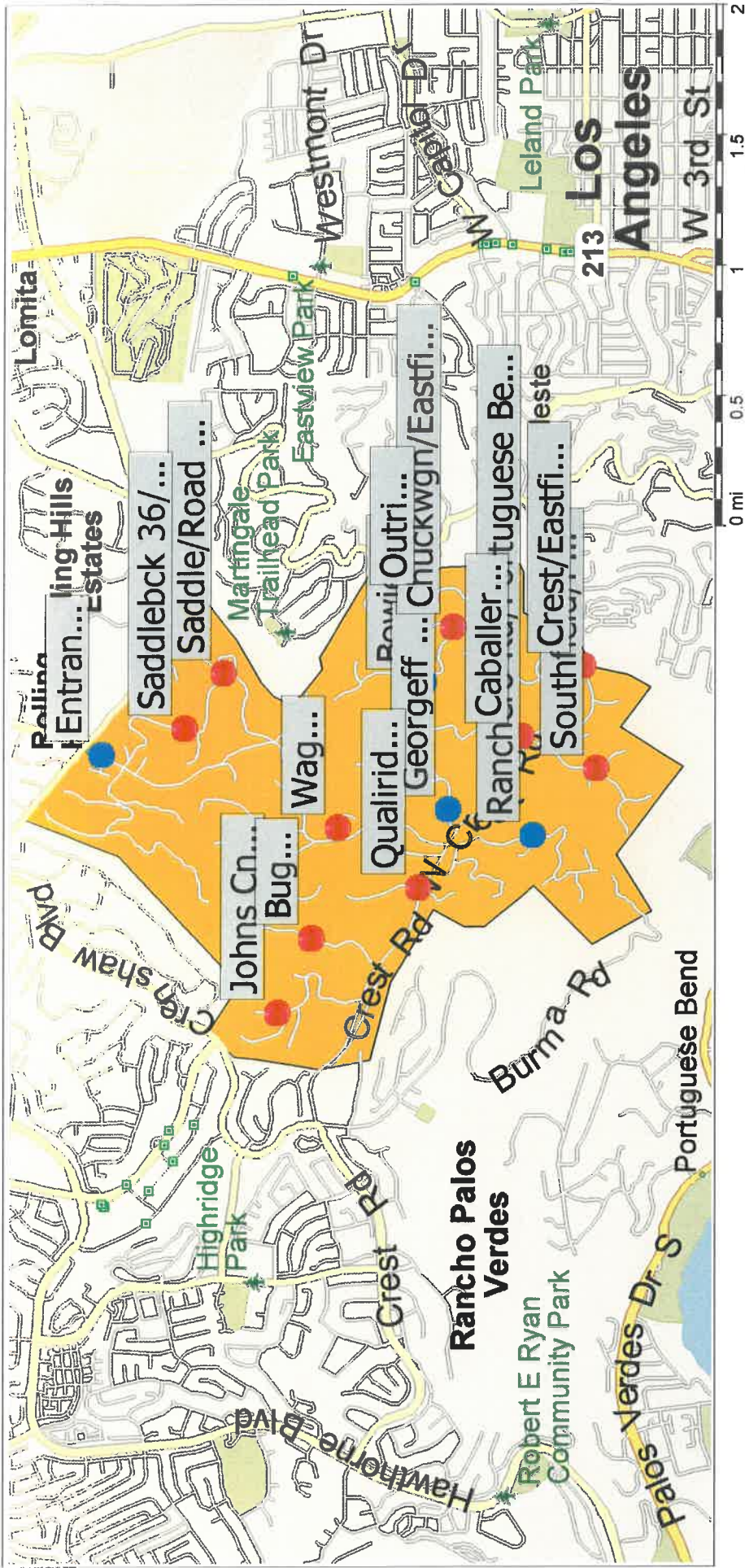
Area 2

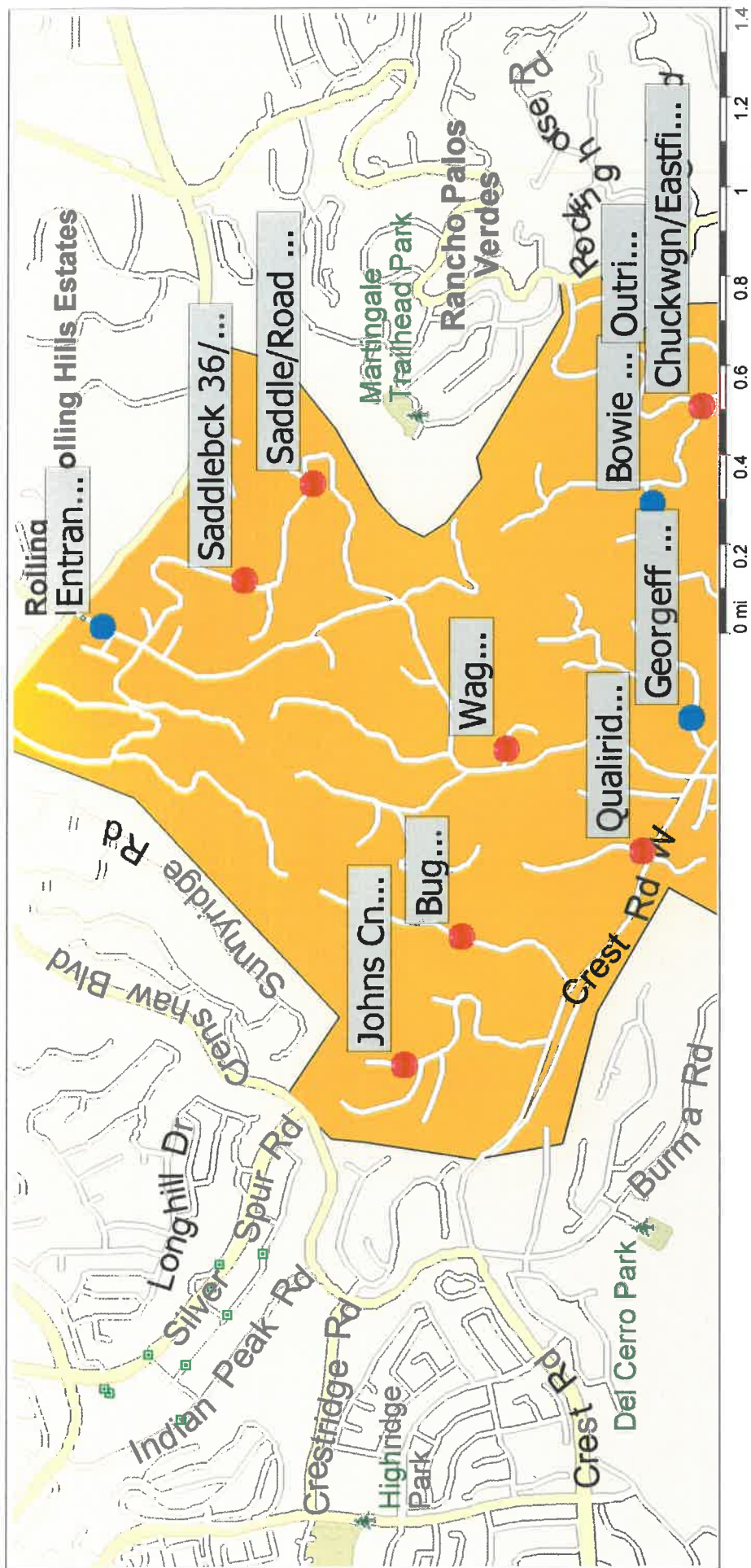
Location	Approved
Caballeros Road and Crest Road East	X
Crest Road East and Eastfield Drive	X
Chuckwagon Road and Eastfield Drive	X
Outrider Road and Eastfield Drive	X
* Southfield Drive and Packsaddle Road East	X

Area 3

Location	Approved
Southfield Drive and Packsaddle Road East	X
* Portuguese Bend Road South and Ranchero Rd.	X
Qualiridge Road North	X
Buggy Whip Drive	X
Johns Canyon Road	X









City of Rolling Hills

INCORPORATED JANUARY 24, 1957

NO. 2 PORTUGUESE BEND ROAD
ROLLING HILLS, CALIF. 90274
(310) 377-1521
FAX: (310) 377-7288

February 23, 2010

Mr. James Castro
General Manager
Consolidated Disposal Service
14905 S. San Pedro Street
Gardena, CA 90248

Mr. Samuel Peña
Municipal Cities Liaison
Consolidated Disposal Service
14905 S. San Pedro Street
Gardena, CA 90248

Dear Messrs *James* Castro and Peña,

At its meeting of February 22, 2010, the Rolling Hills City Council approved the Traffic Commission's recommendation of 14 locations as staging sites for the "Mother Truck" during solid waste collections. Attached you will find a list of the approved locations.

It is necessary that Allied Waste maintain each staging site in excellent condition, clear of debris and litter. Moreover, we request that operations at each site be mindful of the nearby residences by minimizing, to the fullest extent possible, the noise, driving speed of the "Scouts" and operational time of the "Mother Truck".

If you have any questions with regard to these locations, please do not hesitate to call me.

Sincerely,

Anton
Anton Dahlerbruch
City Manager

AD:hl

02-23-10AlliedStagingLocations.doc

Enclosure

c: Mayor and City Council
Vanessa Munoz, Traffic Engineer



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

NO. 2 PORTUGUESE BEND ROAD
ROLLING HILLS, CA 90274
(310) 377-1521
FAX (310) 377-7288

Agenda Item No.: 5-A
Mtg. Date: 07-23-09

TO: MEMBERS OF THE TRAFFIC COMMISSION

FROM: ANTON DAHLERBRUCH, CITY MANAGER

SUBJECT: STAGING LOCATIONS FOR REFUSE HAULER'S "MOTHER TRUCK"

DATE: JULY 23, 2009

ATTACHMENTS:

07-07-09 Memo from Traffic Engineer concerning staging locations
03-05-09 Memo from Traffic Engineer concerning staging locations
List of addresses adjacent to proposed staging locations
Photos of proposed staging locations
Staging location map

RECOMMENDATION

It is recommended that the Traffic Commission consider Allied Waste's request for designating staging locations and forward its' recommendation to the City Council for approval.

BACKGROUND

The City's refuse hauler, Allied Waste, operates through "scouts" that collect refuse at each residence and transports it to a "mother truck" at a central location. The "mother truck" moves throughout each day to different locations in the City that are central to the collection efforts in a particular area the "scouts" are working.

There are three operational areas of the City for Allied Waste. One area receives refuse collection on Mondays and Thursdays. One area receives refuse collection on Tuesdays and Fridays. One area receives refuse collection on Wednesdays and Saturdays.

Within each area, Allied Waste desires five locations for the "mother truck" to be stationed, waiting for "scouts" to bring refuse. With five locations, the "scouts" cover between 27 and 65 residences.

In two of the three operational areas, because of resident complaints, the number of "mother truck" staging locations has been reduced. In one operational area, it has been reduced to three staging locations; in another operational area, it has been reduced to four staging locations. As such, the "scouts" are servicing 86 to 126 residences, significantly more than their desired 27 to 65 residences. The reduction in "mother truck" staging locations has resulted in "scouts" driving longer between residences and the "mother truck" and, it causes the "mother truck" to be stationed in one location for a longer period of time.

At its meeting of March 26, 2009, the Traffic Commission considered Allied Waste's request for the designation of staging locations and the City Traffic Engineer's evaluation of each location for traffic safety. The Traffic Commission also received input from residents about the locations, specifically in regard to the staging locations identified at Portuguese Bend Road/Ranchero Road (for visibility); Crest Road East, east of Eastfield Drive (for noise and traffic); and Saddleback Road near Hillside Lane (for impact on horses). As a result, the Allied Waste representative and City Traffic Engineer were asked to re-evaluate these three locations for functionality, safety and alternatives and return to the Traffic Commission.

DISCUSSION

The Allied Waste representative and City Traffic Engineer re-evaluated the three staging locations identified by residents at the last Traffic Commission meeting. As the attached report indicates, there is no change recommended for the staging locations at Portuguese Bend Road/Ranchero Road and at Crest Road East, east of Eastfield Drive. Both represent the best functional location for Allied Waste, do not present a traffic concern to the City Traffic Engineer and, are not adjacent to residential structures (relative to noise). Moreover, there is not an effective alternative to these staging locations and, without them, the impact of "scouts" traveling longer distances and the "mother truck" being stationed in one location longer is greater on the community. However, for the Crest Road East site, Allied Waste will operate on the southside rather than the northside of the roadway.

It is proposed that the staging location identified on Saddleback Road near Hillside Lane be located north on Saddleback where it will not be adjacent to a coral, will be between residential structures, where for a period of time, it had been previously stationed, and where there is adequate visibility for passing traffic. The recommended staging location has been identified as being between 36 and 42 Saddleback Road.

Finally, since the last Traffic Commission meeting, a complaint was received from 2 Chuckwagon Road with regard to location of the "mother truck" at Chuckwagon Road

and Eastfield noting the noise was loud in the morning hours. The Traffic Engineer and Allied Waste have been asked to re-evaluate this location prior to the Traffic Commission meeting.

With the updated information contained in this report, the Traffic Commission is asked to review the proposed locations for staging the "mother truck" and recommend the locations to the City Council for approval.

NOTIFICATION

Residents at 1 Wagon Lane, 76 Eastfield Drive and 3 Hillside Lane that previously expressed concern regarding the staging locations and Rolling Hills Community Association have been notified that the Traffic Commission will be hearing this matter by being sent a copy of this staff report. The residents at 2 Chuckwagon Road and 35, 36, 38 and 42 Saddleback Road have also been advised of the Traffic Commission meeting.

CONCLUSION

Allied Waste is fully aware that they must keep their staging sites clear of debris and residue, contain refuse that falls out of their "scouts" and maintain their high quality service. Such conditions, in combination with the topography of the City and service levels desired by the community, leave few options for the method of refuse collection in the City. The "mother truck"/"scout" collection method of refuse collection appears the only functional means of collecting refuse at this time so designated staging locations are necessary.

AD:hl

Memorandum

TO: Anton Dahlerbruch, City Manager
FROM: Vanessa Munoz, City Traffic Engineer
DATE: July 7, 2009
SUBJECT: Citywide Allied Waste "Mother Truck" loading stationing areas

This memo is in response to the Traffic Commissioner's request to re-evaluate three (3) staging locations for the Allied Waste "Mother Truck." The locations being re-evaluated are:

- Area 1- Saddleback Road (near Hillside)
- Area 2 - Crest Road E. and Eastfield Drive
- Area 3 - Portuguese Bend South and Ranchero Road

On May 21, 2009, Sam Pena, from Allied Waste, and I went out and re-evaluated the three locations for:

- Visibility for Allied Waste vehicles, other vehicles, pedestrians and equestrians;
- Width of street;
- Traffic volumes;
- Driving distance for each Scout to the "Mother Truck" location;
- Impact to passing traffic at each location.

The Area 1 location of Saddleback Road (near Hillside) was re-evaluated. The main concern expressed by the resident of 3 Hillside Lane was that her horse would get easily scared when the "Mother Truck" parked between the Saddleback easement and the riding fence. The roadway characteristics along Saddleback Road in this particular area of the City allow for the truck to be stationed further north from this location. I recommend the "Mother Truck" be stationed between 36 and 42 Saddleback Road. This location provides visibility for vehicles, equestrian riders and the Allied Waste truck.

The Area 2 location of Crest Road E. and Eastfield was re-evaluated. The main concern was noise and its proximity to the resident's home. The parking of the truck on Eastfield Drive east of Crest Road is an acceptable location; the "Mother Truck" does not impede vehicle visibility and gives the Allied Waste vehicles easy access, the roadway has a low traffic volume and has the least impact to passing traffic. However, to accommodate the concerns of the residents, I recommend the truck be parked on the south side of Eastfield Drive. This should eliminate some of the noise and the truck would not be adjacent to the resident's home.

The Area 3 location of Portuguese Bend South and Ranchero Road was re-evaluated. The main concern was visibility for northbound traffic. The parking of the truck at the present location is an acceptable location. From my field observation the northbound traffic is able to see the truck

Memorandum

when driving up hill. Additionally, since drivers are traveling at low speeds due to the grade on the hill, most drivers have enough time to react and stop if needed. I also evaluated the recommendation of 52 Portuguese Bend Road south as a possible staging location, however the "Mother Truck" cannot park on dirt roads and unless this area gets asphalt it cannot serve as a staging area.

VM:mec (06160)
16878/1002/M02

Agenda Item No.: 6-A
Mtg. Date: 01-22-09

TO: MEMBERS OF THE TRAFFIC COMMISSION

FROM: ANTON DAHLERBRUCH, CITY MANAGER

SUBJECT: STAGING LOCATIONS FOR REFUSE HAULER'S "MOTHER TRUCK"

DATE: JANUARY 22, 2009

BACKGROUND

The City's refuse hauler, Allied Waste, operates through "scouts" that collect refuse at each residence and transports it to a "mother truck" at a central location. The "mother truck" moves throughout each day to different locations in the City that are central to the collection efforts in a particular area the "scouts" are working.

There are 3 areas of the City. One area receives refuse collection on Mondays and Thursdays. One area receives refuse collection on Tuesdays and Fridays. One area receives refuse collection on Wednesdays and Saturdays. Within each area, Allied Waste desires 5 locations for the "mother truck" to be parked waiting for "scouts" to bring refuse. With 5 locations, the "scouts" cover between 27 and 65 residences.

In two of the three areas, because staging locations have been eliminated, the "mother truck" has only been parking in 3 staging locations (instead of the desired 5 staging locations in each area). As such, the "scouts" serve significantly more than 65 residences from a "mother truck" location (e.g., 86, 119 and 126 from 3 of the 6 locations in the 2 areas). The reduction in "mother truck" staging locations has resulted in "scouts" driving longer between residences and the "mother truck" and, it causes the "mother truck" to be stationed in one location for a longer period of time. If the two areas had 5 staging locations each, instead of the 3 currently within each (in total, 10 instead of 6), the 86, 119 and 126 residences served from 3 individual locations would be divided among 4 additional locations and reduce the number of residences served from each staging location to between 27 and 65.

Four staging locations within the 2 areas have been eliminated due to resident complaints. Residents have complained about the noise and cleanliness of where the "mother truck" has parked.

DISCUSSION

For effective and efficient refuse collection services, Allied Waste has requested 5 locations within each area for staging the “mother truck.” In turn, City staff has asked the Traffic Engineer to evaluate and identify where in the City it is safe and practical for Allied Waste to stage. The Traffic Engineer will consider existing and former staging locations as well as any other, new locations that would be acceptable. Her report is due for the next Traffic Commission meeting.

At its’ next meeting in March, the Traffic Commission will be asked to review the identified locations for staging the “mother truck” and recommend the locations to the City Council for approval. For the meeting, staff will inform residents of the topic via the City newsletter and send letters to residents adjacent to each proposed staging location.

RECOMMENDATION

No action is recommended at this time. This report is to advise the Traffic Commission of this topic for future discussion. Feedback and suggestions for consideration of this topic are welcome.

AD/

Public:2009 TRAFFIC COMMISSION AGENDAS:01-22-09 TC AGENDA:Mother Truck Staging Locations.doc

Subject: RE: City Council report

Date: Friday, September 7, 2018 3:23:50 PM Pacific Daylight Time

From: Grothaus, Raymond <RGrothaus@republicservices.com>

To: Yolanta Schwartz <ys@cityofrh.net>, Harris, Dawn <DHarris@republicservices.com>

CC: Pacheco, Luis <LPacheco@republicservices.com>, Elaine Jeng (ejeng@Elmonteca.gov) <ejeng@Elmonteca.gov>

Yolanta,

Here are the responses to the questions you provided. Should you need anything else please don't hesitate to reach out.

How many "areas" is the City divided into for trash/green waste pick up?

We run 5 scooter routes each day and service each customer 2x/week. So the city is split up into 5 routes on Monday and 5 routes on Tuesday then repeat that for Thursday/Friday. So we have the city split into 10 unique routes or areas.

What are the days you pick up in each area?

Mon/Thursday and Tuesday/Friday

Do you have a MAP of the areas?

Yes. We will send in a separate email or bring them by City Hall.

Do you pick up trash waste in the morning and greens in the afternoon?

Correct

How many Mother trucks are parked in the city?

One Mother truck

What would be the ideal number of staging locations in each area of service? How many locations in each area you use now?

We believe 4 would be ideal. We are rotating between 3 areas currently.

What are the Staging areas (approx. addresses) you use the most?

Georgeff

Is the Mother truck moved from one location to another location within the area being serviced on any one day; or does it stay in one location for the entire day of pick up from that area?

Yes, only on Georgeff – Monday and Thursday. Tuesday and Friday, the mother truck moves two times.

If the Mother Truck moves to a different location, how do you communicate to your drivers that it moved;

The Drivers know the daily and weekly routine but we communicate by text / phone – cell phone signal is poor in the area

Do the same drivers pick up the morning and afternoon waste?

Yes

How many scouts you have in the City at any one time?

5

How many residences are served by each scout now; what is the ideal number (if you were to have more locations for mother truck)

It is approx. 69 homes/scout truck/day.

What do you find as the obstacles and what are your challenges in doing your job given the nature of the City's service?

The style of service requires manual labor which increases risk and reduces efficiency. The narrow and winding roads can cause hazards for the scooter and mother trucks. We process all the waste removed as recycling so this increases the processing cost of the material.

Ray Grothaus

General Manager

14905 South San Pedro

Gardena, CA 90248

e rgrothaus@republicservices.com

o 310-436-7313 c 325-370-3341

w RepublicServices.com



We'll handle it from here.

From: Yolanta Schwartz [mailto:ys@cityofrh.net]

Sent: Thursday, August 30, 2018 9:09 AM

To: Grothaus, Raymond; Harris, Dawn

Cc: Pacheco, Luis

Subject: City Council report

Note that (ys@cityofrh.net) is an external email. Forward unfamiliar emails to infosec.phishing@republicservices.com

Good morning;

The Council asked me for a report on staging of the mother truck, issues of staging, how many places are used for staging (where/what days), etc..In 2009, the City's Traffic Engineer & Traffic Commission together with Allied Manager studied areas for staging and came up with 11 possible areas. Through the years some were eliminated

and some are not used by Republic, bcs of residents asking you to leave, or there reasons. So, the Council would like to re-visit this issue. I'm enclosing the staff report that went to CC in 2010. Apparently there was a short period of time when Allied serviced the City on Wednesday/Saturdays as well.

I need help from you. This will be on the Sept 24 CC meeting, but I need the information ASAP. Depending on how we want to present this to CC, it may be appropriate for someone from Republic to come to the meeting (7:00pm, Monday Sept 24)). Or maybe, once they decide to study the issue further, we'll have you there. For now, they asked for a REPORT on how is the service running/operated/managed and where are the staging areas. Could you pls answer the following questions;

How many "areas" is the City divided into for trash/green waste pick up?

What are the days you pick up in each area?

Do you have a MAP of the areas?

Do you pick up trash waste in the morning and greens in the afternoon?

How many Mother trucks are parked in the city

What would be the ideal number of staging locations in each area of service? How many locations in each area you use now?

What are the Staging areas (approx. addresses) you use the most

Is the Mother truck moved from one location to another location within the area being serviced on any one day; or does it stay in one location for the entire day of pick up from that area?

If the Mother Truck moves to a different location, how do you communicate to your drivers that it moved;

Do the same drivers pick up the morning and afternoon waste

How many scouts you have in the City at any one time

How many residences are served by each scout now; what is the ideal number (if you were to have more locations for mother truck)

What do you find as the obstacles and what are your challenges in doing your job given the nature of the City's service?

Thank you

Yolanta Schwartz

Interim City Manager
City of Rolling Hills
2 Portuguese Bend Road, Rolling Hills, CA 90274
310 377-1521 F: 310-377-7288

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Subject: Staging locations

Date: Thursday, July 12, 2018 at 1:21:26 PM Pacific Daylight Time

From: Ewa Nikodem_City of Rolling Hills

To: Yolanta Schwartz

BCC: Yvette Hall

Yolanta, please see below and attached

07/23/2009 TC Minutes
OLD BUSINESS

STAGING LOCATIONS FOR REFUSE HAULER'S 'MOTHER TRUCK'

City Manager Dahlerbruch reviewed Allied Waste's operations in the City providing background concerning the requested staging locations for the refuse hauler's Mother Truck. He stated that Allied Waste originally requested fifteen locations for staging the Mother Truck and upon initial review of those sites, the Traffic Engineer recommended 12. He stated that those were presented for consideration at the March 23, 2009 meeting of the Traffic Commission and that based on public testimony received at that meeting staff was directed to further review the staging locations at Portuguese Bend Road/Ranchero Road, Crest Road East/Eastfield Drive and Saddleback Road/Hillside Lane.

He also commented on a recent complaint of the staging location at 2 Chuckwagon Road and a concern from the resident at 76 Eastfield Drive requesting that specific location be considered at a later date. Additionally, he stated that another resident express concern regarding the location at Saddleback relative to traffic and staining of the asphalt.

City Manager Dahlerbruch stated that upon further review of the Portuguese Bend Road/Ranchero Road location it was confirmed that the location is suitable and there are no feasible options. Additionally, he stated that the Saddleback Road/Hillside Lane location was re-evaluated and it was suggested that it be moved north. Lastly, he stated that concerning the Crest Road East/Eastfield Drive location it is recommended as a feasible staging site and upon review it was suggested that the staging location be moved to the eastbound lane of Crest to alleviate some of the concern, but it has been requested by the resident at the corner of Crest and Eastfield that it be continued until September 24, 2009.

Mel Kausen, 42 Saddleback Road addressed the Commission concerning the staging location on Saddleback Road/Hillside Lane stating that the noise and activity are bothersome. He also stated that it is unsafe and causes traffic problems.

Ed McGrath, 38 Saddleback Road addressed the Commission also concerning the staging location on Saddleback Road/Hillside Lane stating that he feels the location is unsafe and has the potential to cause accidents. He also stated that the noise is bothersome. He suggested if a location is required on Saddleback the most logical place would be at the far end where it intersects with Portuguese Bend. He also stated that the trucks leak fluid causing environmental damage. He presented a photograph showing stains on the asphalt.

Carol Hoffman, 3 Hillside Lane addressed the Commission also concerning the staging location on Saddleback Road/Hillside Lane which is next to her riding arena. She stated that it creates an unsafe environment for the horses and makes the arena unusable during the time the truck is there. She presented a photograph showing the staging location in proximity to the riding arena.

Sam Pena, Republic Services (Allied Waste) addressed the Commission stated that Allied's intention is to provide service and get guidance from the community concerning the staging locations. He stated that having more locations would allow the mother trucks to be at a particular location for a shorter period of time.

Chair Hill stated that the discussion will be continued concerning the Saddleback Road/Hillside Lane location and Crest Road East/Eastfield location at the next meeting.

Commissioner Virtue noted that that the suggested location at Saddleback Road/Portuguese Bend Road may not be feasible as the location is not paved.

City Manager Dahlerbruch responded that the staging locations do need to be paved and that is important to have a location in the vicinity of Saddleback Road/Hillside Lane to provide service to the other side of Portuguese Bend Road where is not feasible, from an engineering perspective, to have a staging location.

Vanessa Munoz, City Traffic Engineer stated that the locations were reviewed from a safety point of view and due to the roadway characteristics of the City options are limited.. She stated that based on her review, these locations are the best options based on the City's

characteristics.

Following public comment and discussion, the Traffic Commission directed staff to further review the location on Saddleback Road. Chair Hill stated that Crest Road East/Eastfield Drive and Saddleback Road locations will be considered at the next meeting of the Traffic Commission.

09/24/2009 TC Minutes

OLD BUSINESS

CONTINUED DISCUSSION OF STAGING LOCATIONS FOR REFUSE HAULER'S 'MOTHER TRUCK'

Chairman Hill stated that Traffic Commission would commence discussion of the staging locations of the refuse hauler's mother truck noting that letter was received from Carol Hoffman, 3 Hillside Lane restating her position that she would like to avoid the truck being staged at the location on Saddleback Road near her riding ring citing concern for the safety of the horses and riders. Chairman Hill then asked for further comments from the audience.

Tina Greenberg, 32 Portuguese Bend Road addressed the Traffic Commission stating that she is concerned about the staging location at Wagon Lane which is just above her property. She stated that she is concerned not only about the noise and congestion, but also about the pollution which is what concerns her the most. She stated that they are exposed to approximately 8 hours of pollution each week further suggesting that the staging be fairly distributed throughout the community. Further discussion ensued concerning the number of residences served by the staging site at Wagon Lane and the feasibility of considering other locations.

City Manager Dahlerbruch reviewed Allied Waste's current operations in the City providing background concerning the current staging location. He further stated that the City, along with Allied Waste and the Traffic Engineer, has reviewed alternative sites for safety and feasibility and the Traffic Engineer has not been able to identify any safe locations on Portuguese Bend Road. Mrs. Greenberg suggested an alternative site at the top of Pine Tree Lane or Upper Blackwater.

Chairman Hill then noted that a correspondence was also received from Victor George, 76 Eastfield Drive concerning the staging location at Crest Road East and Eastfield Drive stating that he is unable to attend the meeting today, but requests that the Traffic Commission continue their consideration of this location to a later date so that he may be present. Following brief discussion concerning the feasibility of moving the staging location across the street, consideration of the Crest Road East and Eastfield Drive location was continued to the next meeting of the Traffic Commission.

Recognizing that a representative from Allied Waste had arrived, Chairman Hill asked if Allied is currently working on their equipment relative to pollutants. Sam Pena, Allied Waste addressed the Traffic Commission stating that when the new collection schedule began earlier in the month, the trucks were replaced with newer trucks that have been retrofitted so that they produce fewer emissions.

Discussion then ensued concerning the staging location on the lower portion of Saddleback Road relative to Ms. Hoffman's concern and the concern raised during previous consideration. City Manager Dahlerbruch stated that it is being proposed that the staging site on the lower portion of Saddleback be located between 35 and 42 Saddleback Road. He further stated that the Traffic Engineer has determined that the location is safe to accommodate a staging location and Allied has identified it as a preferable location. He stated that the affected residents were notified that the proposed location would be considered further noting that Allied Waste has addressed the previous concern regarding the staining of the asphalt. Commissioner Black stated that the situation requires cooperation and he does not mind the staging site being located in the vicinity of his property.

Following further discussion, the Traffic Commission recommended approval of the staging location between 36 and 42 Saddleback Road. Staff was directed to review/identify additional staging locations in the vicinity of the Wagon Lane location for consideration at the next meeting. Discussion concerning the staging location at Crest Road East and Eastfield Drive was continued to the next meeting.

01/24/2010 TC Mtg Minutes:

OLD BUSINESS

CONTINUED DISCUSSION OF STAGING LOCATIONS FOR REFUSE HAULER'S 'MOTHER TRUCK'

City Manager Dahlerbruch presented the staff report, providing the background of the Traffic Commission's consideration of the staging locations for the Allied Waste's 'Mother Truck'. He stated that in total 14 locations in 3 different areas were proposed to be used as staging locations and that with the exception of the Crest Road East/Eastfield Drive location, all of the locations have been recommended as acceptable by the Traffic Commission. He stated that before the Commission is a letter from a resident adjacent to the Crest Road East/Eastfield Drive location expressing their concerns regarding that specific location. He stated that the resident met with Allied Waste

and staff on Wednesday to discuss where the truck would be located and to discuss the timeframes during which it would be used. He further stated that Allied Wasted has indicated that they would like that staging location approved for use, but at this time they do not intend to use it and it would be used as a back up if the need arises in the future. He stated that the Traffic Engineer has reviewed the location and feels it meets the criteria to be used as a staging location. The Traffic Commission recommended approval of the staging location at Crest Road East and Eastfield Drive and directed staff to present the summary list of recommended staging locations to the City Council for approval. Hearing no objection, the Chairman so ordered.

Stephanie Culver, 76 Eastfield Drive addressed the Traffic Commission stating that she was encouraged by the meeting that she had with Allied and her hope is that her concerns will be addressed.

Discussion ensued concerning the feasibility of the location, the duration of the truck being located at the location and the fact that Allied is proposing to only use the location as a back up. Following further discussion, the Traffic Commission recommended approval of the staging location at Crest Road East and Eastfield Drive and directed staff to present the summary list of recommended staging locations to the City Council for approval. Hearing no objection, the Chairman so ordered.

Then, on 2/22/2010 the recommendation from the TC was on the Consent Calendar and considered with all other items on Consent. Below are the 2/22/10 CC Minutes:

MINUTES OF A REGULAR MEETING OF THE
CITY COUNCIL OF THE CITY OF ROLLING HILLS, CALIFORNIA
MONDAY, FEBRUARY 22, 2010
CONSENT CALENDAR

Matters which may be acted upon by the City Council in a single motion. Any Councilmember may request removal of any item from the Consent Calendar causing it to be considered under Council Actions.

A.

Minutes - Regular Meetings of January 25, 2010.

RECOMMENDATION: Approve as presented.

B.

Payment of Bills.

RECOMMENDATION: Approve as presented.

C.

Financial Statement Month of January, 2010.

RECOMMENDATION: Approve as presented.

D.

Allied Recycling Tonnage Report for January 2010.

RECOMMENDATION: Receive and file.

E.

Consideration of approval of the General Services Agreement between the City and the County of Los Angeles and Adoption of Resolution No. 1081 - A Resolution of the City Council of the City of Rolling Hills Adopting the General Services Agreement between the City of Rolling Hills and the County of Los Angeles.

RECOMMENDATION: Approve as presented.

F.

Correspondence from Cox Communications regarding Rate Adjustments March 1, 2010

RECOMMENDATION: Receive and file.

G.

Consideration of modifications to the City of Rolling Hills Investment Policy and to the City of Rolling Hills Financial, Budget and Debt Policies.

RECOMMENDATION: Approve as presented.

H.

Palos Verdes Peninsula Regional Law Enforcement Committee meeting minutes of November 17, 2009.

RECOMMENDATION: Receive and file.

I.

Fire Code Ad Hoc Committee meeting notes of February 16, 2010.

RECOMMENDATION: Receive and file.

ITEMS FROM THE TRAFFIC COMMISSION

J.

Consideration of Traffic Commission recommendation of Staging Locations for the Refuse Hauler's 3rd Mother Truck².

RECOMMENDATION: Approve as presented.

K.

Consideration of a request from the South Coast Chapter of the California Native Plant Society for a Garden Tour at 4 Appaloosa Lane and 20 Cinchring Road on Saturday, April 17, 2010.

RECOMMENDATION: Approve as presented.

City Manager Dahlerbruch stated that on item 3B, check number 20961 to Group Delta should be removed from consideration in the request for approval. Councilmember Black asked that item 3G be removed from the Consent Calendar for individual consideration. The Mayor so ordered. Councilmember Hill moved that the City Council approve the remaining items on the consent calendar. Councilmember Lay seconded the motion, which carried unanimously by those Councilmembers in attendance.

Thank you,

Ewa

Ewa Nikodem, Administrative Assistant
City of Rolling Hills, 2 Portuguese Bend Road, Rolling Hills, CA 90274

310-377-1521 Fax: 310-377-7288 www.Rolling-Hills.org

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City of Rolling Hills

INCORPORATED JANUARY 24, 1957

NO. 2 PORTUGUESE BEND ROAD
ROLLING HILLS, CA 90274
(310) 377-1521
FAX (310) 377-7288

Agenda Item No.: 3-H
Mtg. Date: 02-22-10

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: ANTON DAHLERBRUCH, CITY MANAGER

**SUBJECT: CONSIDERATION OF A TRAFFIC COMMISSION
RECOMMENDATION OF STAGING LOCATIONS FOR THE
REFUSE HAULER'S "MOTHER TRUCK".**

DATE: FEBRUARY 22, 2010

ATTACHMENTS:

07-07-09 Memo from Traffic Engineer concerning staging locations
03-05-09 Memo from Traffic Engineer concerning staging locations
Summary List of Recommended Staging Locations
Notice Data for Addresses Adjacent to Proposed Staging Locations

RECOMMENDATION

It is recommended that the City Council approve the Traffic Commission's recommendation of 14 locations for Allied Waste to stage its "mother truck" (front loader) for the collection and transport of solid waste.

BACKGROUND

The City's refuse hauler, Allied Waste, operates through "scouts" that collect refuse at each residence and transports it to a "mother truck" at a central location. The "mother truck" moves throughout each day to different locations in the City that are central to the collection efforts in a particular area the "scouts" are working. Allied Waste states that the "scouts," for optimal operations, should cover an area consisting of 27 to 65 residences. As such, on each day refuse is collected, Allied Waste desires 7 to 8 locations where the "mother truck" can be strategically stationed. The "mother truck" would be (is) in each location for approximately 2 hours.

Over the years, residents have complained about the staging location of the “mother truck” citing issues of noise, emissions, visual impact, leftover debris and leakage with the vehicles. To address the complaints, Allied Waste has reduced and relocated the “mother truck” staging locations to a point where, according to Allied Waste, operations have been impacted. Allied Waste reports that the reduction of staging locations has caused the “scouts” to cover 86 to 126 residences, drive longer from residences to the “mother truck” and, for the “mother truck” to be stationed in one location for extended periods of time. As such, Allied Waste has requested the formal designation of staging locations.

In response to Allied Waste’s request, the City’s Traffic Engineer and City Manager, on multiple occasions toured the City with Allied Waste representatives to identify locations that served Allied Waste operationally while also addressing the Traffic Engineer’s concerns for traffic safety. Fourteen (14) locations were identified that met both parties’ interests. Thereafter, at its meetings of March 26, July 23 and September 24, 2009, and its meeting of January 28, 2010, the Traffic Commission considered Allied Waste’s request for approval of the 14 locations to stage the “mother truck.”

For Traffic Commission meeting on March 26, 2009, notice of the agenda item was mailed to all residents adjacent to proposed staging locations and information about the meeting was included in the City Newsletter. In response, the Traffic Commission received input from residents about the locations at Portuguese Bend Road/Ranchero Road (for visibility); Crest Road East, east of Eastfield Drive (for noise and traffic); and Saddleback Road near Hillside Lane (for impact on horses). As a result, the Allied Waste representative and City Traffic Engineer re-evaluated the three locations for functionality, safety and alternatives.

For the July 23, 2009 Traffic Commission meeting, notice of the agenda item was mailed to the resident from Portuguese Bend Road/Ranchero Road; the residents closest to the proposed staging location at Crest Road East; and the residents from 26 Saddleback Road to Hillside Lane. At the meeting, the Traffic Commission concluded that there was no alternative for the staging locations at Portuguese Bend Road/Ranchero Road and at Crest Road East and both represented the best functional location for Allied Waste, presented no traffic concern to the City Traffic Engineer and was not immediately adjacent to a residential structure (relative to noise). Additionally, it was noted without these staging locations, the impact of “scouts” traveling longer distances and the “mother truck” being stationed in one location longer is greater on the community. In regard to the Crest Road East site, Allied Waste proposed operating on the southside rather than the northside of the roadway. Also, in response to the residents of 76 Eastfield Drive, the Traffic Commission agreed to continue the discussion of this location to September 24.

For the September 24, 2009 Traffic Commission meeting, notice of the agenda item was mailed to 76 Eastfield Drive, and two other residents who had expressed interest on the topic - a resident adjacent to Wagon Lane and a resident on Chuckwagon Road at

Eastfield Drive. At the meeting, the Traffic Commission received input from the resident adjacent to Wagon Lane (32 Portuguese Bend Road) about the emissions generated from the “mother truck” when stationed on Wagon Lane, expressing concern about its health impacts. In response, Allied Waste reported that their vehicles meet the State’s emissions requirements and, replacement “mother trucks” would soon be employed that will reduce emissions further. Allied Waste and the Traffic Engineer also stated that there was no operational and safe alternative to this staging location. However, in recognition of the concern, staff was directed to re-consider locations. In regard to the Crest Road East staging location, the residents of 76 Eastfield Drive, who could not attend the meeting, asked that the matter be continued.

For the January 28, 2010 Traffic Commission meeting, notice of the agenda item was mailed to 32 Portuguese Bend Road and 76 Eastfield Drive. With regard to the proposed staging location on Crest Road East, Allied Waste stated that it would be used on an as-needed basis and, when utilized, the “mother truck” would be stationed in a location to minimize the noise impact on the residence. Despite the resident’s desire to limit the number of days Allied Waste might use this area, the Traffic Commission supported this site as a staging location.

DISCUSSION

The Traffic Commission has reviewed and supports the 14 locations identified by Allied Waste and the City’s Traffic Engineer for staging the “mother truck” for the collection of solid waste. As such, the City Council is requested to consider and approve the Traffic Commission’s recommendation per Allied Waste’s request.

NOTIFICATION

Notice of this matter before the City Council has been provided to the community through the routine procedure of publishing the agenda in the citywide newsletter as well as through legal posting at City Hall.

CONCLUSION

Allied Waste is fully aware that they must keep their staging sites clear of debris and residue, contain refuse that falls out of their “scouts” and maintain their high quality service. Such conditions, in combination with the topography of the City and service levels desired by the community, leave few options for the method of refuse collection in the City. The “mother truck”/“scout” collection method of refuse collection appears the only functional means of collecting refuse at this time so designated staging locations are necessary.

AD:hl

Memorandum

TO: Anton Dahlerbruch, City Manager
FROM: Vanessa Munoz, City Traffic Engineer
DATE: July 7, 2009
SUBJECT: Citywide Allied Waste “Mother Truck” loading stationing areas

This memo is in response to the Traffic Commissioner’s request to re-evaluate three (3) staging locations for the Allied Waste “Mother Truck.” The locations being re-evaluated are:

- Area 1- Saddleback Road (near Hillside)
- Area 2 - Crest Road E. and Eastfield Drive
- Area 3 - Portuguese Bend South and Ranchero Road

On May 21, 2009, Sam Pena, from Allied Waste, and I went out and re-evaluated the three locations for:

- Visibility for Allied Waste vehicles, other vehicles, pedestrians and equestrians;
- Width of street;
- Traffic volumes;
- Driving distance for each Scout to the “Mother Truck” location;
- Impact to passing traffic at each location.

The Area 1 location of Saddleback Road (near Hillside) was re-evaluated. The main concern expressed by the resident of 3 Hillside Lane was that her horse would get easily scared when the “Mother Truck” parked between the Saddleback easement and the riding fence. The roadway characteristics along Saddleback Road in this particular area of the City allow for the truck to be stationed further north from this location. I recommend the “Mother Truck” be stationed between 36 and 42 Saddleback Road. This location provides visibility for vehicles, equestrian riders and the Allied Waste truck.

The Area 2 location of Crest Road E. and Eastfield was re-evaluated. The main concern was noise and its proximity to the resident’s home. The parking of the truck on Eastfield Drive east of Crest Road is an acceptable location; the “Mother Truck” does not impede vehicle visibility and gives the Allied Waste vehicles easy access, the roadway has a low traffic volume and has the least impact to passing traffic. However, to accommodate the concerns of the residents, I recommend the truck be parked on the south side of Eastfield Drive. This should eliminate some of the noise and the truck would not be adjacent to the resident’s home.

The Area 3 location of Portuguese Bend South and Ranchero Road was re-evaluated. The main concern was visibility for northbound traffic. The parking of the truck at the present location is an acceptable location. From my field observation the northbound traffic is able to see the truck

Memorandum

when driving up hill. Additionally, since drivers are traveling at low speeds due to the grade on the hill, most drivers have enough time to react and stop if needed. I also evaluated the recommendation of 52 Portuguese Bend Road south as a possible staging location, however the “Mother Truck” cannot park on dirt roads and unless this area gets asphalt it cannot serve as a staging area.

VM:mec (06160)
16878/1002/M02

Memorandum

TO: Anton Dahlerbruch, City Manager

FROM: Vanessa Munoz, City Traffic Engineer *vm*

DATE: March 5, 2009

SUBJECT: Citywide Allied Waste "Mother Truck" loading stationing areas

This memo is in response to a request from Allied Waste to the City of Rolling Hills for additional locations to station its "Mother Truck" throughout the City during its daily operation. Presently Allied Waste has the City separated into three areas for Monday/Thursday, Tuesday/Friday and Wednesday/Saturday collections and, for efficiency they have requested that each area include five (5) "Mother Truck" locations.

On January 14, 2009, the City Manager, an Allied Waste representative and I visited every location currently utilized to station the "Mother Truck" as well as the newly requested locations. During the field verification, each location was reviewed for safety as well as feasibility. The factors considered for each location were:

1. Visibility for Allied Waste vehicles, other vehicles, pedestrians and equestrians;
2. Width of street;
3. Traffic volumes;
4. Driving distance for each Scout to the "Mother Truck" location;
5. Impact to passing traffic at each location.

The following table details the stationing locations and identifies if the location is currently being used, if it is one of the requested loading areas, and if any current or requested locations are acceptable.

Area 1

Location	Current Stationing Location	Requested as a Stationing Location	Acceptable as a Stationing Location
Saddleback and Road Runner	x		x
Wagon Lane	x		x
Georgeff Road	x		x
Lower Blackwater and Middleridge North		x	
Saddleback Road	x		x

Area 1 consists of five (5) locations with four (4) of them currently utilized and one (1) being requested as an additional loading area. I understand the requested area of Lower Blackwater and Middleridge North used to be utilized as a location to station the “Mother Truck”, but presently it is not. Based on my field observation, this location is not recommended due to the proximity to the stop sign, as well as the steep grade on Lower Blackwater. Both of these issues create an unsafe condition for on-coming traffic as well as the “Mother Truck.” The existing four (4) loading areas that are currently used are acceptable.

Area 2

Location	Currently Loading Area	Requested as a Loading Area	Acceptable as a Loading Area
Caballeros and Crest		x	x
Crest Road E. and Eastfield		x	x
Chuckwagon and Eastfield	x		x
Outridge and Eastfield	x		x
Southfield and Packsaddle East	x		x

Area 2 consists of five (5) locations with three (3) of them currently utilized and two (2) being requested as additional locations for the “Mother Truck”. I understand the requested loading areas of Caballeros and Crest and Crest Road E. and Eastfield were utilized as loading areas, but presently are not. Based on my field observation both of the loading areas requested are acceptable. Additionally the existing three (3) loading areas that are currently used are acceptable.

Area 3

Location	Currently Loading Area	Requested as a Loading Area	Acceptable as a Loading Area
Southfield and Packsaddle East	x		x
Portuguese Bend South and Rancho	x		x
Quailridge North	x		x
Buggy Whip	x		x
Johns Canyon	x		x

Area 3 consists of five (5) locations with all five (5) of them currently utilized. Based on my field observation, the existing five (5) locations being used are acceptable.

During our field visit, we also discussed the possibility of finding other loading areas by adding asphalt to current dirt pull-out locations within the City that might allow the "Mother Truck" to park and load freely without impeding traffic. However, based on the field observations, further discussion with Allied Waste, and that the City does not own or maintain property serving as roadways, there are no locations where new pavement could be added to accommodate "Mother Truck" locations. Moreover, most dirt pull-out areas were too small to accommodate the "Mother Truck" loading area.

In conclusion, of the existing eleven (11) loading areas and four (4) requested loading areas, I recommend fourteen (14) out of the fifteen (15) be utilized as "Mother Truck" locations for stationing. Exhibit "A" shows the location of staging within each area.

VM
16878/06160/M01

Summary of Citywide "Mother Truck" Staging Locations

Area 1

Location	Current Staging Location	Requested as Staging Location	Recommended
Saddleback Road and Roadrunner Road	X		X
Wagon Lane	X		X
Georgeff Road	X		X
Lower Blackwater Canyon Rd. and Middleridge Lane North		X	
Saddleback Road (between 36 and 42)	X		X

Area 2

Location	Current Staging Location	Requested as Staging Location	Recommended
Caballeros Road and Crest Road East		X	X
Crest Road East and Eastfield Drive		X	X
Chuckwagon Road and Eastfield Drive	X		X
Outrider Road and Eastfield Drive	X		X
Southfield Drive and Packsaddle Road East	X		X

Area 3

Location	Current Staging Location	Requested as Staging Location	Recommended
Southfield Drive and Packsaddle Road East	X		X
Portuguese Bend Road South and Ranchero Rd.	X		X
Qualiridge Road North	X		X

Summary of Citywide "Mother Truck" Staging Locations

Buggy Whip Drive	X		X
Johns Canyon Road	X		X

Notice Data for Addresses Adjacent to Proposed Staging Locations

as of 01/28/10

Staging Area	Address	City	State	Zip	DATE NOTICED			
					3/20/09	#####	9/18/09	1/22/10
1	1 Georgeff Road	Rolling Hills	CA	90274	X			
1	1 Wagon Lane	Rolling Hills	CA	90274	X	X		
1	3 Hillside Lane	Rolling Hills	CA	90274		X	X	
1	32 Portuguese Bend Rd.	Rolling Hills	CA	90274			X	X
1	35 Saddleback Road	Rolling Hills	CA	90274	X	X	X	
1	36 Saddleback Road	Rolling Hills	CA	90274		X	X	
1	38 Saddleback Road	Rolling Hills	CA	90274		X	X	
1	42 Saddleback Road	Rolling Hills	CA	90274		X	X	
1	67 Saddleback Road	Rolling Hills	CA	90274	X			
2	2 Chuckwagon Road	Rolling Hills	CA	90274	X	X		
2	2 Outrider Road	Rolling Hills	CA	90274	X			
2	34 Crest Road East	Rolling Hills	CA	90274	X			
2	76 Eastfield Drive	Rolling Hills	CA	90274	X	X	X	X
3	12 Johns Canyon Road	Rolling Hills	CA	90274	X			
3	13 Buggy Whip Drive	Rolling Hills	CA	90274	X			
3	2 Ranchero Road	Rolling Hills	CA	90274		X		
3	3 Crest Road West	Rolling Hills	CA	90274	X			
2 & 3	19 Southfield Drive	Rolling Hills	CA	90274	X			



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 14.C
Mtg. Date: 09/11/2023

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: CHRISTIAN HORVATH, CITY CLERK / EXECUTIVE ASSISTANT TO CITY MANAGER

THRU: DAVID H. READY

SUBJECT: DISCUSSION ON LETTER FROM RESIDENTS CHARLIE AND PIA RAINE REGARDING WATER RUNOFF INTO KLONDIKE, LITTLE KLONDIKE AND PAINTBRUSH CANYONS (MAYOR WILSON / MAYOR PRO TEM MIRSCH)

DATE: September 11, 2023

BACKGROUND:

On August 30, 2023 staff received the attached letter and pictures from residents Charlie and Pia Raine and forwarded it to the City Council. The Raine's expressed concerns about water runoff emanating from storm drains on driveways, roads and homes in the Flying Triangle landslide areas, specifically Klondike, Little Klondike and Paint Brush canyons.

The letter proposes the following steps be taken:

1. Invest in effective stormwater management infrastructure that can handle increased volumes of water during heavy rainfall events and ensure the flow of water also exits the city without damaging properties along its route.
2. Containment of runoff water in approximately 1600 feet of drainage pipes or contained runoff through landslide areas is crucial for preventing further damage.
3. The formation of a joint task force comprising representatives from the City of Rolling Hills, the RHCA and the City of Rancho Palos Verdes to coordinate efforts, share resources, and devise a comprehensive plan for runoff containment in and through the landslide area.

DISCUSSION:

The Rolling Hills Community Association (RHCA) will also be discussing this at their September 7, 2023 Board Meeting. Staff will provide any information from this meeting or the RHCA as a blue folder supplemental item on Monday September 11, 2023.

FISCAL IMPACT:

None.

RECOMMENDATION:

Receive and file. Provide direction to staff.

ATTACHMENTS:

[CL_AGN_230911_CC_Raine_RunoffCanyons_Email.pdf](#)

[CL_AGN_230911_CC_Raine_RunoffCanyons_Pics.pdf](#)

From: [Charlie Raine](#)
To: [Kristen Raig - RHCA](#); [David Ready](#); [Christian Horvath](#); publicworks@rpvca.gov; aram@rpvca.gov
Cc: [Pia Raine](#); [John Mackenbach](#); [Heidi Mackenbach](#); [Greg Stager](#); kbrown@calmicroturbine.com; [Ryan Brown](#); [Heidi Stager](#); [Justin Carlson](#)
Subject: Little Klondike Canyon- pending disaster
Date: Wednesday, August 30, 2023 9:42:29 PM
Attachments: [inky-injection-inliner-Ou4cfKRiY1wLxloI-bzGsO.png](#)
[inky-injection-inliner-b0LUiNNIz82Gv_IJfK-faq.png](#)
[Screenshot 2023-08-30 at 8.29.30 AM.png](#)
[Screenshot 2023-08-30 at 8.31.15 AM.png](#)



External (charlie.raine10@gmail.com)



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August 30th, 2023

To: City of Rolling Hills Administration and Council Members, RHCA
Administration and Board Members and City of Rancho Palos Verdes

I am writing to express my concern regarding the ongoing issue of water runoff generated by storm drains from homes, driveways and roads that create runoff into the canyons (Klondike, Little Klondike and Paint Brush) that traverse the Flying Triangle neighborhood and landslide. In particular and needing immediate attention is the drainage ability of Little Klondike Canyon, which should have acted to drain watershed runoff from 28+ inches of rain this past winter but did not flow at all. **Not a drop.** (Artie Beckler checked the Pinto drain throughout the winter and also noted there was never any flow). See the videos below to get an idea of what DID NOT drain to the ocean this year. Instead, the water disappears into the slide plane somewhere above our property and adjacent to or below the Mackenbach property. This "greases" the slide plane and is causing movement and additional damage to the properties below. Without intervention, it will get worse.

The frequency and intensity of storms in our area have increased, 28.4 inches in the winter of 2022/2023 and 2 weeks ago another 3 inches in August. That, coupled with a predicted "historically strong El Nino" for the upcoming winter is a huge concern for residents in my neighborhood and should also be a huge concern for the City of Rolling Hills and the RHCA, the two local entities that have approved all the impermeable surfaces that

have created this runoff- and provided the drains to send it down our canyons. I believe it is essential that you take proactive measures to minimize the adverse effects of the runoff you send down our canyons.

I propose the following steps be taken:

1. Invest in effective stormwater management infrastructure that can handle increased volumes of water during heavy rainfall events, not only into drains as has already been done, but to ensure that the flow of water also exits the city without damaging properties along its route.
2. Containment of runoff water in approximately 1600 feet of drainage pipes or contained runoff through landslide areas is crucial for preventing further damage. (Bold Red on map)

There is a critical need for our City and Homeowners Association to work hand in hand to address the impending threat of runoff through the landslide area prior to the arrival of the next winter storms. Taking proactive measures now is crucial to prevent further damage to the properties situated below. I urge you to expedite a plan and if necessary, a permit process, taking into account the urgency of the situation. Along with adjacent property owners, by working together, we can address this issue promptly and effectively.

Furthermore, I encourage the formation of a joint task force comprising representatives from the City of Rolling Hills, the RHCA and the City of Rancho Palos Verdes to coordinate efforts, share resources, and devise a comprehensive plan for runoff containment in and **through** our landslide area. Collaboration between all stakeholders is key to achieving long-term success in protecting our properties and those properties in Rancho Palos Verdes we affect below.

Attached to this email are maps detailing the location where containment of runoff in Rolling Hills would likely need to occur along with videos I sent to the City and RHCA in 2017 showing the runoff (and lack thereof) as the drains capture and distribute water down Little Klondike Canyon. I sent

those at that time to show how much water flows into Little Klondike, the volume is huge. Where this past season rainfall was 28.4 inches with NO FLOW down the canyon- the videos below are from the 2016/2017 winter where we had appx 19 inches. Along with an enormous volume of water, there IS a disaster brewing underneath us..a nearly 50 percent higher volume that **sank into the slide** compared to what you see flowed through in 2017.

Thank you for your attention to this matter. I look forward to your prompt response, a Palos Verdes disaster making the national news again is not good for anyone.

Regards,
Charlie and Pia Raine

2 Pinto Road
4 Pinto Road
64 Portuguese Bend Road

See attachments

Video #1, about 12:50 January 22nd.

 [P1223979.MOV](#)


Video #2, a few minutes later . Top of Mackenbach property at confluence of the two canyons coming from 23 Crest Road East

 [P1223980.MOV](#)

Video #3. This is about 5 minutes after the second video and taken of the outflow from the drain at 18 Crest Rd East, the same drain that feeds the west side of the canyon of the Hynes property and would converge (IF there was water coming from the east side of the Hynes property) to go under the Mackenbach shared driveway and on down Little Klondike Canyon

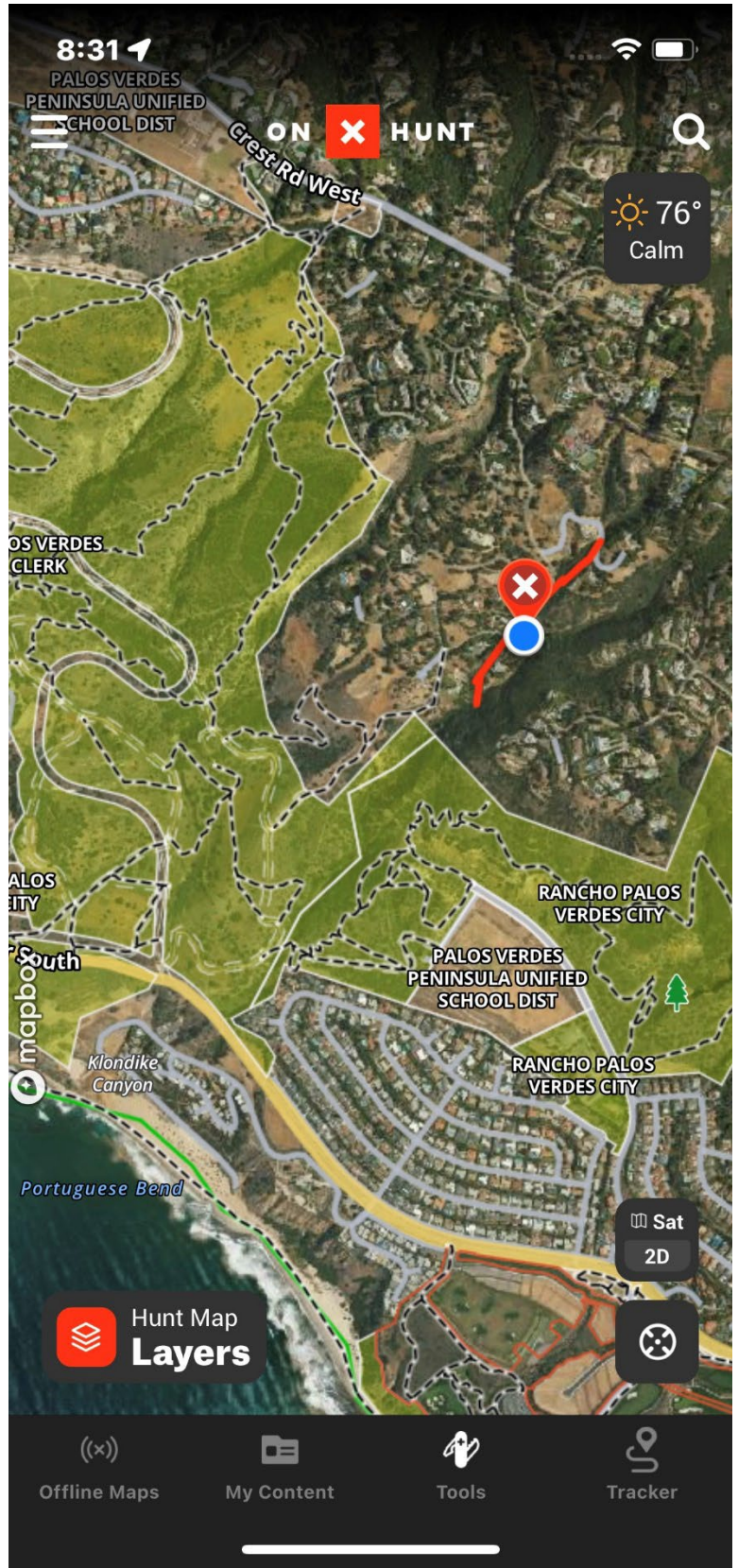
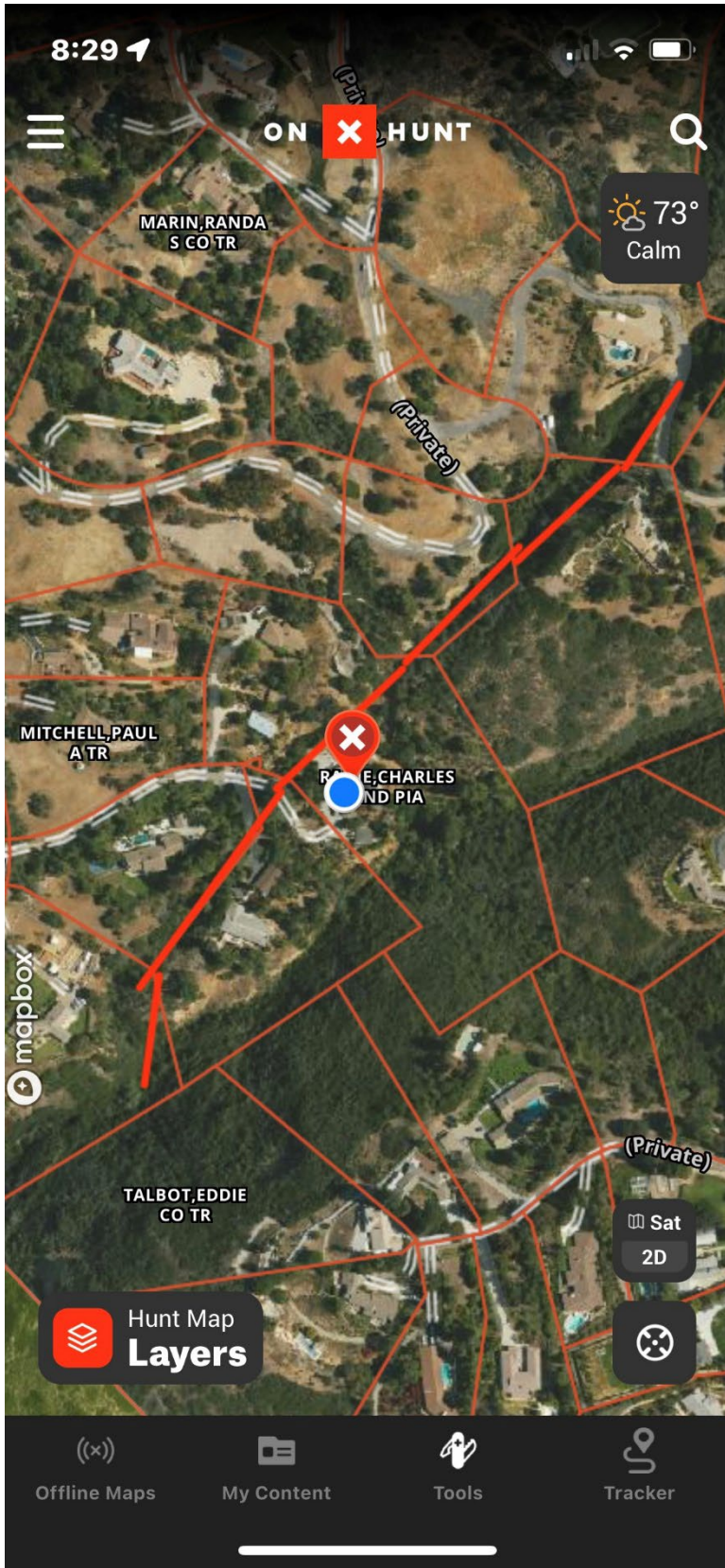
 [P1223981.MOV](#)

Video #4. This is about 1:30 PM on January 22nd and shows the arrival of the "first running" of water in the canyon in 8+ years.

 [P1223989.MOV](#)

Video #5. This is 10 minutes later and shows the increased flow in Little Klondike and how close the pipe under Pinto is to maximum capacity.

 [P1223991.MOV](#)





City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 16.A
Mtg. Date: 09/11/2023

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: CHRISTIAN HORVATH, CITY CLERK / EXECUTIVE ASSISTANT TO CITY MANAGER

THRU: DAVID H. READY

SUBJECT: PERSONNEL PURSUANT TO GOVERNMENT CODE SECTION (B) 54957
THE CITY COUNCIL MAY MEET IN CLOSED SESSION TO CONSIDER THE APPOINTMENT/EMPLOYMENT OF A PUBLIC EMPLOYEE. (CITY MANAGER)

DATE: September 11, 2023

BACKGROUND:

None

DISCUSSION:

None

FISCAL IMPACT:

None

RECOMMENDATION:

None.

ATTACHMENTS: