



Meeting Report for July 19, 2010
by Richard Bort

Valley VOTE Board members, community leaders, and concerned citizens convened on July 19, 2010 at Galpin Ford to hear featured speakers, Victor J. Gill, who updated Valley VOTE on developments at Bob Hope Airport and Ron Kaye, speaking about "L.A. Clean Sweep,"

Victor J. Gill

Victor J. Gill is Director of Public Affairs and Communications for Bob Hope Airport, where he supervises community and media relations for the Airport Authority and represents the airport in business and civic circles. He joined the airport in 1984 as Manager of Community Relations.

The Bob Hope Airport is celebrating 80 years of service to the Valley area. It is owned and operated by the Burbank-Glendale-Pasadena Airport Authority, which is a separate government agency created under a joint powers agreement among the three cities of Burbank, Glendale and Pasadena in 1977 for the sole purpose of owning and operating the airport. The airport was built by the United Airports Company of California and opened in 1930 as United Airport. In 1940, as World War II approached, Lockheed purchased the airport to support the war effort on adjacent land and changed the airport's name to Lockheed Air Terminal, which Lockheed continued to operate as a commercial airport.

After the war, all the major carriers moved to what is now known as LAX, but airline service returned to Burbank in a big way when jet airliners capable of using Burbank's short runways came along in the late 1960s. Lockheed sold the airport in 1978 to the Burbank-Glendale-Pasadena Airport Authority, which changed its name to Hollywood-Burbank Airport. The airport was renamed in 2003 in honor of entertainer Bob Hope, and it is a vital part of the Southern California airport system, serving 5 million passengers each year.

The mission of the Airport Authority is to provide state-of-the-art regional airport facilities and related services which are efficient, safe, convenient, and user friendly, while being a good neighbor.

Victor Gill's purpose in meeting with Valley VOTE was to explain the Airport Authority's plans for meeting its mission by becoming a state-of-the-art regional airport, as well as to address noise issues and the Authority's efforts to create a clean and sustainable environment at the airport.

Perhaps the greatest concern of Valley residents has been the noise issue. The airport has had agreements for some 30 years with the airlines for a voluntary curfew after 10 PM, although there is no curfew on military, cargo, or general aviation aircraft. Complementing the voluntary curfew, the Airport Authority has been operating a Residential Acoustic Treatment Program since 1984 that initially focused on schools and in 1997 expanded to residential areas. To date, five schools and more than 1,700 homes have been sound-insulated at the Airport Authority's cost.

Generally, the Federal Aviation Agency (FAA) prohibits mandatory airport curfews, but the Airport Authority sought an exception to Part 161 of the FAA regulations to permit a permanent 10 PM curfew to replace the voluntary curfew. In its Part 161 application, the airport demonstrated that if there were a permanent curfew, fewer homes would require noise mitigation, thereby saving some \$60 million.

Last fall, the FAA accepted the Authority's Part 161 application but it rejected the curfew request. The FAA said that there should be a compromise: that in lieu of a mandatory curfew, the airlines could use quieter aircraft. The Authority then sat down with the airlines, but the negotiations for quieter aircraft failed this past June when the airlines declined to enter into a contractual agreement that would make the voluntary 10 PM to 7 AM curfew contractually binding on the carriers. The Authority's next move, which is currently underway, is to work with the City of Burbank and local Congressmen Howard Berman and Adam Schiff to have Congress approve a mandatory curfew for all aircraft. Mr. Gill pointed out that such a mandatory curfew would apply to all airports in the Valley, including Van Nuys Airport, in order to avoid the expected reaction of shifting night time air traffic from Burbank to Van Nuys.

The Airport has been leading the way in environmentalism and sustainability. For example, Gill noted that the airport is recycling some 70 percent of its waste, and it is using recycled water for landscape irrigation. Also, it has installed energy-efficient lighting in its terminals and parking structure and energy-efficient LED lighting on its runways and taxiways.

Perhaps the most dramatic announcement that Victor Gill brought to Valley VOTE is the Airport Authority's plan to transform Bob Hope Airport into a Regional Intermodal Transportation Center. This will link the airport with the MetroLink rail line to Ventura County along the southern side of the airport along Empire Avenue, and the MetroLink rail line running between Union Station and the Antelope Valley. The City of Burbank is campaigning for a downtown Burbank station on the High Speed Rail Line that can connect with the MetroRail's Red Line subway and Orange Line Busway across the Valley.

The Airport would plan to use a shuttle system between this Burbank transit center and the airport. Mr. Gill said that this complex would require a 2-3 year study of the ground access facilities. In the meantime, the Airport pays for a SuperShuttle link between the Airport and the downtown Burbank train station for the Antelope Valley MetroLink rail line, and the Authority is presently "thinking about" adding shuttle service between the North Hollywood Red Line station and the Airport.



To accommodate the rail and shuttle connections, the Airport Authority is planning to build within the next two years a building spanning Empire Avenue to reach the Ventura County rail line. That building will have a moving walkway to the airport terminal and will connect with a new parking structure on the north side of Empire Avenue. The parking structure will also house a consolidated car rental facility and Burbank Water &Power will own and operate a large solar panel array on the roof (seen in blue in the accompanying illustration). This will be a \$120 million facility, with Phase 1 to open in December 2012.

For more information about the Bob Hope Airport, including the plans for the Regional Intermodal Transportation Center, Victor Gills encouraged us to visit the new website at www.BobHopeAirport.com

To view the Power Point presentation that Victor Gill made on the Bob Hope Airport in July: [click here](#)

Ron Kaye

Ron Kaye is the former editor of the Los Angeles Daily News where he spent 23 years helping to make the newspaper the voice of the San Fernando Valley and fighting for a city government that serves the people and not special interests. He is now committed to carrying on his crusade for a greater Los Angeles as an ordinary citizen. He firmly believes that the people can change L.A. by being informed, involved and organized. His blog, www.RonKayeLA.com, is extremely popular and he supports www.OurLA.org, a community-based online nonprofit newspaper that brings together the content of local websites and bloggers, professional journalists, and experts into a single comprehensive alternative L.A. news site.

"Today was a historic day," Ron Kaye announced. "All public libraries in the City of Los Angeles were closed today because of the budget crisis." He charged that the City Council has been unable for two years "to come to grips with the budget crisis," so the pain goes on and will only get worse.

When Kaye visited with Valley VOTE last April, he unveiled the "L.A. Clean Sweep" campaign, which formally kicked off the campaign on July 17th in North Hollywood. Today he filled us in on some of the details.

L.A. Clean Sweep is a political action committee organized to back candidates with integrity and a broad vision for Los Angeles, and to sweep out of office City Council members responsible for the budget crisis that threatens to force the city into bankruptcy despite soaring taxes, utility rates, and government fees. It is a citizens' grass roots movement focused on cleaning up and breaking the cycle of failure at City Hall by electing City Council members who will serve the public interest instead of themselves and special interests.

Kaye is a realist who understands the inner workings of City Hall and he knows the players. His objective is to mobilize concerned citizens and potential candidates for the March 2011 election. L.A. Clean Sweep already has garnered important support from former Mayor Richard Riordan as well as multiracial groups, labor leaders, education reformers, and community activists ... and he is seeking more. Kaye said he is trying "to bring a lot of people under a big tent" in order to succeed against the entrenched politicians.

The seven even-numbered City Council districts will be up for election or reelection in March, 2011. They are: CD #2 – Paul Krekorian ;CD #10 – Herb Wesson; CD #4; – Tom LaBonge; CD #12 – Greig Smith ;CD #6 – Tony Cardenas; CD #14 – Jose Huizar; CD #8 – Bernard Parks;

To date, only Councilman Greig Smith has announced his intention not to run for reelection. Kaye fervently believes that L.A. Clean

Sweep candidates can win at least one or two seats in the March 2011 election if the right candidates, adequate financial support, and citizens' backing can be mobilized. The L.A. Clean Sweep campaign will continue toward the 2013 election, when the eight incumbents in the even-numbered council districts, and the office of Mayor, will be up for reelection.

L.A. Clean Sweep will fire up the campaign engine for the 2011 election after this coming Labor Day with a Candidates' Forum, where the public can meet the potential candidates on the slate of L.A. Clean Sweep slate and discuss their positions on all the issues facing the City. Kaye urged his audience to contact friends and family to let them know about the L.A. Clean Sweep campaign and what it can mean for the City of Los Angeles.

Valley VOTE Committee Reports and Announcements

Valley VOTE to Honor Bert Boeckmann

Richard Leyner, Valley VOTE Chairman, announced that Valley VOTE will honor Bert Boeckmann on Thursday, December 2, 2010 for his many years of support and encouragement of Valley VOTE. The event will be held at the Skirball Cultural Center in the Sepulveda Pass, with hors d'oeuvres and very few speeches. The event will be an opportunity for formerly active Valley VOTE members to be reacquainted with each other and with the currently active members. There will be a small charge of only \$15 per person to encourage all Valley VOTERS to come. Please mark your calendar for the evening of Thursday, December 2, 2010.

Nuclear Power Report – Joe Vitti

Joe Vitti continued his series of reports on the current status of nuclear power around the world. He chided the LA DWP for not having included any additional nuclear power in its plans to reduce reliance on coal and gas-fired power generation, and he encouraged the city's utility to include additional nuclear power in its future energy portfolio.

The use of nuclear power is currently undergoing a worldwide expansion, Vitti said, especially in Asia. India will be adding 60 Gigawatts of Energy (GWE) by 2032; Japan is increasing its power mix to 26% nuclear by 2018; and Korea will be 48% nuclear by 2022. China plans a huge nuclear power capacity in the future, estimated to be 240 GWE by 2050. That is two-thirds of the world's current nuclear capacity!

China's target for 2020 is about 40 GWE of installed nuclear capacity, with many more reactors under construction. (One GWE is 1,000 megawatts of energy. Putting this into perspective, the two reactors at San Onofre are each rated about 1,200 MWE, or 1.2 GWE, or 2.4 GWE for the whole plant.)

China will be phasing out its coal fired plants in the future and replacing them with nuclear power, but China has limited uranium resources. This is just one reason why they decided a number of years ago to transition from first generation nuclear power plants using uranium to second generation plants using recycled fuel from their first generation plants. The first generation plant fuel elements are removed from the reactor after their useful life and are transferred to a reprocessing facility. The fissionable material is extracted and then sent to a refabrication facility, where new fuel elements are made using the extracted fissile material. These new fuel elements are then placed into a second generation nuclear plant for power production. One significant advantage of this so called "closed fuel cycle" is that the volume of irradiated, or spent, material to be stored is only 4% of the total amount currently being moved to storage from first generation plants around the world. Joe Vitti pointed out that the "closed fuel cycle" approach could be a solution to the issue in the U.S. – and especially California – of how to dispose of spent fuel rods from a nuclear power plant. The reprocessing and refabrication facilities can be co-located with the power plant.

It is clear that the Chinese, with their successful development of the "closed fuel cycle," will be a world leader in producing low cost clean energy by the middle of this century. It should be noted that the U.S. was the world's leader in nuclear technology in the 1960's and 1970's. At that time, the U.S. Department of Energy funded a number of U.S. companies to design second generation nuclear plants and reactor cores. The Chinese designs being planned today for their second generation plants are **essentially identical** to those American designs developed 30 to 40 years ago.

For the U.S. to remain competitive in the world markets and maintain its stature as a major economic power in the future, it must reestablish its capability to build safe, clean, and cost effective nuclear power plants. Fortunately, the Obama administration supports this renewed effort. The first U.S. nuclear reactors to be constructed in 30 years are now being built near Atlanta, Georgia at the Vogtle generating station, which will add two reactors rated at a total of 2,204 MWE (2.2 GWE) to its existing facility.

Vitti also reminded the audience that in his previous reports he called upon the LA DWP to include nuclear power in its future plans as a base loaded power source as we phase out our dependence on coal. "A nuclear power plant generates electricity even at night and when the wind doesn't blow," said Vitti in defining the term "base loaded."

Los Angeles World Airports (LAWA) – Denny Schneider

"LAX is in the eye of a storm," Denny Schneider proclaimed. He said that airline passenger traffic growth at LAX was expected to reach the 78 Million Annual Passenger (MAP) level well before 2020, but LAWA now concedes that it will be at least 2025 or longer. Passenger counts at other airports are rebounding faster than LAX with the exception of Ontario Airport, which is owned by LAWA. Passenger counts at ONT are down substantially from two years ago, partly because of ticket affordability, according to Cheapflights.com, which rated Bob Hope, Long Beach, and John Wayne Airports ahead of LAX.

The Associated Press reports a substantial increase in near-collisions in the northeastern region of the U.S. This was a local concern around LAX in the past when air traffic was heavier, making the present time an opportunity to redistribute the air traffic among other area

airports before demand exceeds capacity. The High Speed Rail system can help with local stops at Palmdale, Ontario, and possibly Bob Hope Airports.

Construction of the new Tom Bradley International Terminal and Central Utilities Plant at LAX is moving forward. Other major projects, such as a Consolidated Rental Car Facility, which would reduce traffic in the Central Terminal Area, remain stalled despite being "green lighted" in the 2004 LAX Settlement Agreement with the airport's neighbors. A new Master Plan cycle is scheduled to begin later this year. Alternative proposals for study have not been released, but it is expected that several controversial ones like moving runways north will be included.

Major repairs of LAX infrastructure still need to be made. CalTrans inspection reports of the upper roadway in the Central Terminal Area, which is actually a bridge connected to the terminal buildings, indicate that expansion joints have been "failed" since 2003 and subsequent inspections have been more critical. Schneider said, "Things will get worse before they get better."

Housing – “TRA\$H TALK” – Vic Viereck

Vic Viereck noted that some of our Los Angeles City Council members express concern over the amount of rent apartment owners charge the tenants. But they show no consideration for the excessive sanitation charges, referred to as Solid Resource Fees, assessed on the bimonthly Department of Water and Power bills. That is for apartments, which are many, that still have their trash picked up by the city's Department of Sanitation.

On each DWP bill the tenants are charged over \$48 for the Solid Resources Fee. On a 7-unit apartment building, that amounts to about \$338 bimonthly (\$169 monthly). An independent trash hauler would charge between \$100 and \$133 monthly. The amount over the \$100 occurs if the trash bin has to be manually pushed along a long driveway. Although apartment owners used to be allowed to switch service to private trash disposal companies, but not switch back to the city, that all changed, effective April 1, 2009. As of that date, apartment owners are no longer allowed to switch to a private trash company. The Solid Resources Fee for my own home is \$72.84 every two months.

The change in policy is obviously to be able to continue funding the department's excessive costs. While I do not believe that the city is necessarily making an identifiable profit on the mandatory service, the situation is symbolic of the city's excessive costs throughout its operations. Tenants, homeowners, and LA taxpayers in general would fare better if all were allowed to transfer their rubbish service to a private disposal company. The private disposal companies even pay taxes and earn a profit out of what they charge.

Allowing all apartment owners and homeowners to switch to a private disposal company might even net the city's taxpayers some money.

Land Use: Expansion of Enterprise Zones – Pauline Tallent

Ms. Tallent discussed the benefits to businesses and the community from state-authorized "Enterprise Zones," which has been a hot topic in the news lately. The 5,444 acre Enterprise Zone in the West Valley was recently expanded to cover a large commercial/industrial area in parts of Chatsworth, Canoga Park, Warner Center, and Northridge.

Enterprise Zones are designed to encourage business in depressed areas. Businesses located, or locating, in these areas, are given all sorts of incentives, including, but not limited to tax credits, fee waivers and reduced utility bills. This effort to stem the flight of light manufacturing companies relocating and taking their jobs out of the Los Angeles area has to be applauded. But are these government subsidies placing businesses outside this zone at a competitive disadvantage?

It is easy to sympathize with those businesses that have "hung in there" and are not eligible for help. If we look at the big picture, however, those within the Zone will be hiring and improving their bottom lines, and supporting many ancillary businesses and suppliers; in short, they will be putting money back into the economy and will be creating jobs.

Studies of other states that have adopted Enterprise Zones show that both the unemployment rate and the poverty rate have been lowered.

According to a Fact Sheet published by the city's Community Development Department, there are many incentives provided by the program, including:

- 5-Year electric power rate reduction.
- Hiring tax credit up to \$35,100 over five years.
- Credit for 100% of sales or use tax paid for "qualified property".
- Tax free interest for lenders who make loans to Enterprise Zone businesses.
- 100% of net operating losses may be carried forward for 15 years.
- Significantly reduced parking requirements for Enterprise Zone businesses.

For more information visit the web site: http://business.lacity.org/assess_incentives/index.htm.

Transportation – Bart Reed

Bart Reed reported that the Metro recently released its "vision" of a busway on the 405 Freeway, instead of Reed's favorite option of having a rail line connect the Valley with Westwood via a tunnel through the Sepulveda Pass. Bart said he is scheduled to meet with VICA and Councilman Tony Cardenas in the next few days to discuss the rail tunnel idea, and to consider having the rail line run under Van Nuys Blvd. to Roscoe Blvd. This would relieve traffic from Van Nuys Blvd., which he said is the 10th busiest corridor in Southern California, and make the trip from Roscoe Blvd. to Westwood in only six minutes!

At the June Valley VOTE meeting, Reed reported that he had traveled on a Sunday on the Antelope Valley rail line with John E. Fenton, new CEO of Metro, which resulted in Fenton ordering service on the July 4th holiday. Reed reported that the July 4th experiment was very well received – especially by people who needed to work on the holiday – and that Metro is now planning to remain in service over the Labor Day holiday as well. He said that Fenton is also considering introducing food service on trains, and running express service by skipping some stations.

Bart reported that the northward extension of the Orange line busway, from Warner Center to Chatsworth along Canoga Avenue, is running on-time and on-budget, which is certainly good news.

NEXT MEETING: The next regular meeting of Valley VOTE will be on Monday, September 20, 2010 at Galpin Ford. As is our policy we will not have a monthly Valley VOTE Board meeting in August

Valley VOTE is a diverse coalition of San Fernando Valley residents, business people, educators, community activists, and organizations, committed to exploring and fostering the implementation of programs that empower the people of the San Fernando Valley and the City of Los Angeles, to improve local governance, education and public participation on policy matters.

For additional information about Valley VOTE, for an upcoming meeting agenda, or for previous meeting reports and press releases, we encourage you to go to the Valley VOTE website: www.ValleyVote.org.

Please forward this e-mail to interested individuals and organizations. If you would like to be removed from our distribution list please send a e-mail to javittisr@cs.com.