# DOCKETED

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*Comment Received From: Catherine Burke*
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## CALII / Inglewood Proposal

*Additional submitted attachment is included below.*

# Transportation in Inglewood: A Catalyst for Enduring Change

California Infrastructure Institute
2017

# What is the *California Infrastructure Institute?*

- A group of interested private citizens with diverse and relevant professional qualifications
- A non-profit corporation formed in the public interest
  - Non-partisan
  - Entirely independent
  - Entirely *pro bono*
  - Technology agnostic
- A catalyst for real collaboration between government, business and academia
- A reliable repository of objective information
- An enduring voice of reason

# Who Are We – Our Board & Advisors

- **Michael Boyle**, Attorney, ret. Higgs, Fletcher & Mack, San Diego
- **Steven L. Burke**, Chief Operating Officer, ret. Newbury Electric Corporation, Los Angeles
- **Catherine G. Burke**, Associate Professor, Emerita. University of Southern California, Price School of Public Policy
- Roger Caves, Professor of City Planning, School of Pubic Affairs, San Diego State University
- **James A. Kelly**, Senior Vice President, ret. Transmission and Distribution. Southern California Edison
- **Erroll G. Southers**, Security Consultant and Director of Homegrown Violent Extremism Studies, Safe Communities Institute, University of Southern California

**ADVISORS**: **John R. Fielder**, President, ret. Southern California Edison
**Laurie Black**, past President Downtown San Diego Partnership
past Commissioner San Diego Port District

# OUR PROPOSAL

- City of Inglewood has agreed to partner with us in to help the development of an integrated transportation network that will be all electric, reduce energy use and GHG, provide a model for for improved transit in low-income areas as well as being commercially efficient, socially just and cost effective
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- The ideas we will be examining should provide a model for improved transit in low-income areas as well as demonstrating first/last mile solutions
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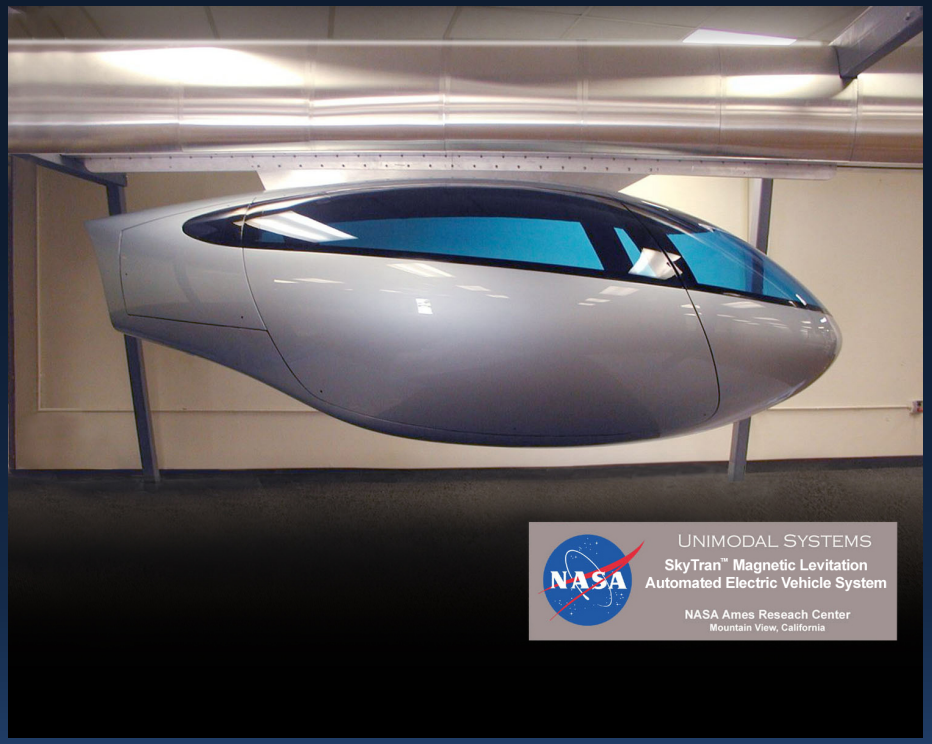
- We want Inglewood to succeed so that others will follow their lead in smart urban infrastructure.

# AUTOMATED TRANSPORTATION NETWORKS

## Personal Rapid Transit

- Driverless vehicles on their own guideway – out of traffic thus reducing congestion
- All electric, lower energy use, reduce greenhouse gases
- Operate on demand, available 24/7
- See example: https://www.youtube.com/watch?v=TIOA6ExOq6c

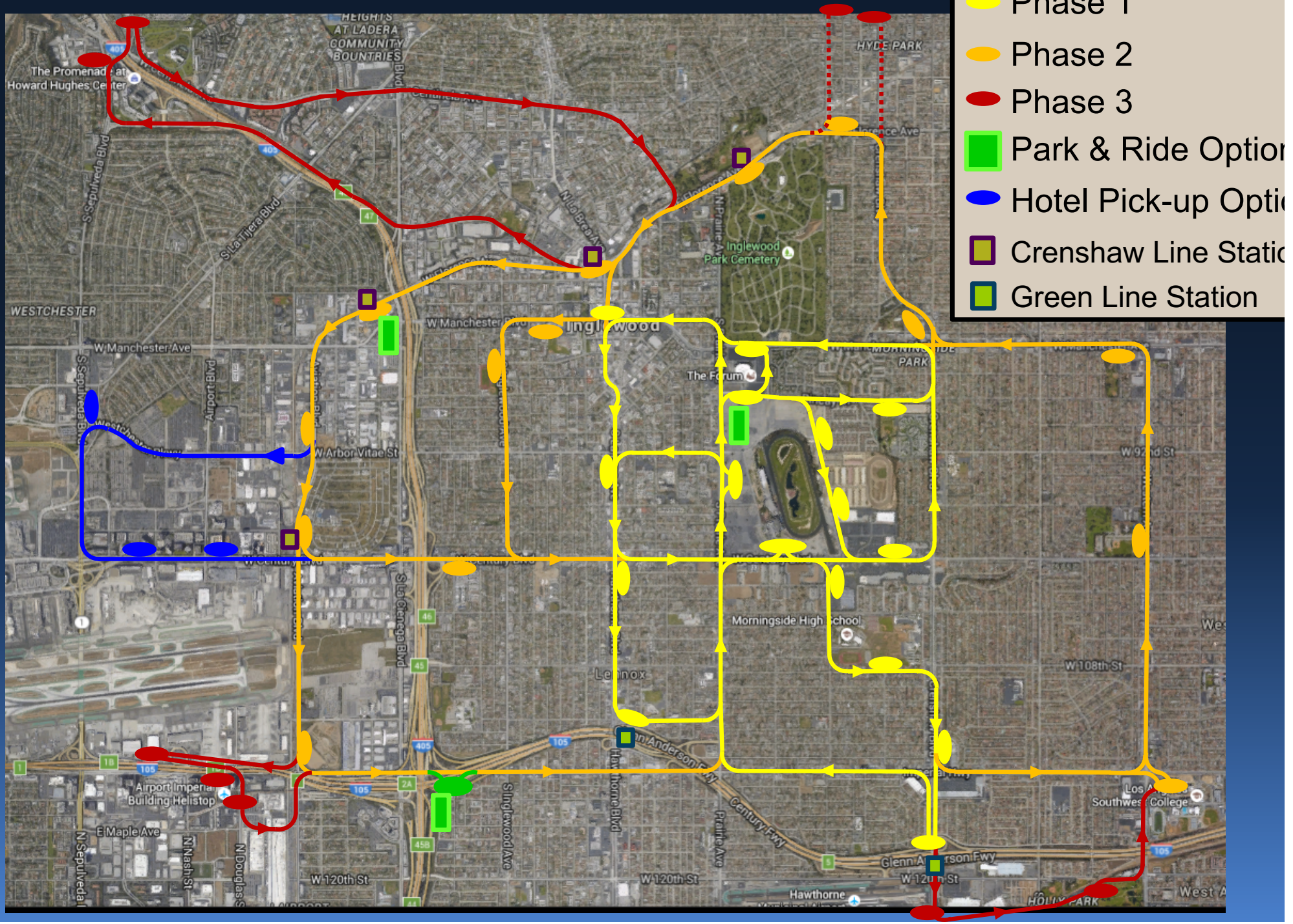
# ATN Systems in Development




# Closing the Public Transit "Gap" …


Map: Courtesy LA Metro, http://media.metro.net/projects_studies/crenshaw/images/Crenshaw-LAX_transit_corridor_map_eng.pdf

# Example Phased ATN Deployment …



# Why ATNs?

- Ride above congestion with off-line stations allowing non-stop service between origin and destination, using fully automated, computer controlled driverless vehicles
- All electric - GHG controlled at power plant
- Efficient to operate on demand, 24/7, with as many stops as needed
- Relatively inexpensive to build (est. $10-20 million per mile for guideway, 100 vehicles and two stops)
- Fast construction – once footings are in place, a city block in one day (reported by Cabintaxi, Germany)
- Supports light freight as well as passenger traffic

# Some Specifics:

- Studies report that replacing internal combustion vehicles with electric vehicles will reduce emissions by >70% *including the emissions from the power plants that provide the electricity* – and that this total will continue to rise as more states adopt renewable power standards.
    - ATNs are lighter and more efficient than EVs, so the total emission reduction should be *even higher*.

- Every parking space requires at least 180 square feet of land, whether used or not. ATNs can eliminate a portion of this waste, and move the remainder to less constrained remote areas (without long commutes).

- The probability of an accident, injury or fatality from ATN use is minimal. The Morgantown ATN has operated for 41 years and 22 million miles *without an injury or death*.

- Unlike cars, ATN ridership can be *pre-screened* with encoded ID cards, passwords and/or biometric (fingerprint) devices for travel to restricted areas

# POTENTIAL BENEFITS FOR INGLEWOOD

- Inglewood will be better able to set the objectives for systems in its jurisdiction
- Find solutions to potential energy waste and environmental hazard from transporation to/from new stadium complex
- Provide information to effectively procure complex technical systems
- Reduce risk before large decisions and expenditures must be made
- Develop technical and quality standards, allowing multiple vendors and reducing single-source risk
- Ensure the objectivity of the research
- Educate the public and public officials regarding new infrastructure technologies
- Reduce the City's environmental footprint

# POTENTIAL BENEFITS FOR CEC

- Provides a test of the feasibility, practicality and cost effectiveness of a new technology in a real urban setting
- Potential to reduce congestion, energy use and GHG
- A demonstration of support for existing rail transit
- Improve service in low-income areas providing access to employment and other urban destinations
- Relatively low cost exploration in a real urban environment of a low energy, low GHG system that, if proven, could serve many California cities
- Such a system could also serve other values – reducing congestion, providing access for physically challenged, reducing traffic injuries/deaths, improving land use and need for parking spaces