



REDONDO  
BEACH

FISCAL YEAR  
2025-2026

# BUDGET RESPONSE REPORTS



## CITY OF REDONDO BEACH

### BUDGET RESPONSE REPORTS

### FY 2025-26 BUDGET

The following is a list of Budget Response Reports to be delivered with the FY 2025-26 Budget. A glossary with full Department names is at the end of the document.

#	Dept	Question	Submitted
1.	FS	What changes or corrections have been made to the FY 2025-26 Proposed Budget and CIP since the initial publishing on May 16, 2025?	
2.	FS/CM	What written correspondence and/or motions have Commissions provided to the City Council regarding the FY 2025-26 Proposed Budget?	
3.	PW	What is the cost to construct a sound wall on the Prospect median between Beryl St. and Diamond St.?	06/03/25
4.	CA	What is the cost for an inclement weather shelter, and what is the possibility of partnering with local churches?	
5.	CCO	What is the cost to enhance and make the process to record meeting minutes more efficient, including the possibility of using technological solutions?	
6.	CCO	What were the final costs for FY 2024-25 elections? What are the options, and costs, to implement a resident survey and educational outreach program related to Ranked Choice Voting?	
7.	CD	What position changes does the recently completed Community Development Organizational Assessment recommend, and what are the associated costs?	
8.	CD/PW	Can the Big Lots parking lot be reopened for use?	06/03/25
9.	CM	What are the costs and revenue opportunities for licensing the City logo for resale purposes?	
10.	CM/FS	What costs related to Measure FP implementation does the City expect to incur in FY 2025-26 and are they eligible for Bond reimbursement?	

#	Dept	Question	Submitted
11.	CS	What is the Metro GO pass / Ride-for-Free on Beach Cities Transit (BCT) program, and what is the cost to add this program to the BCT system?	
12.	CS	What are the usage statistics for City-owned facilities that are leased or rented daily over the last three years? How does the City make these facilities available, and what external groups have used them? What revenue has the City collected associated with the use of these facilities?	
13.	FS	What percentage of the City's major revenue sources does each zip code generate? What primary economic activities occur in these areas?	
14.	FS/CT	What is the status of ongoing legislation related to Utility Users' Tax and streaming services? What actions would the City need to take to benefit from rulings favorable to cities?	
15.	Police	What is the status of Sworn personnel staffing in the Police Department?	06/03/25
16.	Police	What is the status of Civilian personnel staffing in the Police Department?	06/03/25
17.	Police	How is the Police Department addressing traffic enforcement and safety on residential streets and the enforcement of truck routes, and what are the costs associated with these efforts?	06/03/25
18.	Police	What is the status of parking meter permit revenue and what are the options to prorate the parking meter permit fee?	06/03/25
19.	Police	What is the status of revenue collection following the Police Department's 24-25 Master Fee Schedule update?	06/03/25
20.	Police	What technology platforms does the Police Department utilize to increase transparency and build trust, and what are the plans for the evolution of these programs to meet changing needs?	06/03/25
21.	Police	How does the Police Department's Wellness Program support employee health and morale, what are the plans for the evolution of these programs to meet changing needs, and what are the anticipated long-term benefits of investing in this initiative?	06/03/25
22.	PW	What are the options and costs to address speeding concerns on the Prospect frontage road?	06/03/25
23.	PW	What tools can be acquired to expand the maintenance capacity of the Public Works Department, including the cost to purchase an asphalt zipper? Can	06/03/25

#	Dept	Question	Submitted
		the City partner with neighboring cities to defray roadway maintenance costs?	
24.	PW	What is the cost to add raised crosswalks and a speed table on Ford Avenue, and is it a feasible solution to improve pedestrian safety?	06/03/25
25.	PW	What would it cost to replace the fencing along the north side of Grant Avenue, west of the railroad bridge?	06/03/25
26.	PW/ CS	What is the cost to replace the basketball hoops, resurface the court, and install a mini dog run at General Eaton parkette?	
27.	CS	What improvements have been completed at the Perry Park Teen Center to date, what additional amenities have been identified by the community and Youth Commission for installation, what is the estimated cost, and how much funding is available/recommended in the CIP for these items?	
28.	IT/CM	What is the cost of an AI software tool (information agent) to assist City residents and customers with online information and service requests?	06/03/25
29.	IT/CM	What is the cost to replace/upgrade the City's current Comcate customer service request/referral software program?	06/03/25
30.	PW/ CS	What is the cost to paint the Artesia & Grant train crossing bridges and what funding is available in the proposed Budget to complete this work?	
31.	CS	What special events were designated as Signature Events and received City subsidy in Fiscal Year 2024-25?	
32.	CS	What was the cultural and entertainment rental activity at the RBPAC in FY 2024-25, and what rental activity is expected in FY 2025-26?	
33.	CS	Can an additional fee (surcharge) for use of the Redondo Beach Performing Arts Center be implemented to fund facility upgrades?	
34.	WED	What is the cost for an additional Economic Development staff member?	06/03/25
35.	Library	What is the cost to create a sensory room in the Public Library?	06/03/25
36.	PW	What is the cost to repaint the King Harbor entryway (at PCH) sign poles and to replace the plastic sign face/logo?	06/03/25
37.	CS	What projects have received funding from the John Parsons Public Art Fund, and what amount remains unallocated and available in the fund?	
38.	WED/ PW	What is the cost to replace the flags above International Boardwalk with new City/Pier branding?	06/03/25

#	Dept	Question	Submitted
39.	FS	How did the City's current pension unfunded accrued liability (UAL) develop following the 2021 UAL payoff using lease revenue bonds?	06/03/25
40.	PW/ Police	Can the City add parking meters on Herondo Street, west of Francisca Ave.? What is the cost for installation, if so, and what additional revenue would be estimated as a result of the implementation? Can some of the spaces be used to create an additional vehicle lane to assist with east bound traffic throughput at PCH?	06/03/25
41.	PW/ WED	What is the cost to replace the light pole banner hardware in Riviera Village?	06/03/25
42.	WED	What are the costs of installing and maintaining LED string lights on the trees in the Artesia Blvd. median?	
43.	Police	What is the fiscal impact of staffing the current 27 Crossing Guard locations in the City, plus two additional locations at the Greenbelt pedestrian crossing on Artesia and at the intersection of Inglewood and Grant Avenues? What do neighboring cities and school districts contribute to crossing guard services?	
44.	PW	What is the estimated cost to repair critical public infrastructure in the waterfront including the beach pedestrian path, the storm drain outfall facilities south of Topaz, and the sea walls in King Harbor?	06/03/25
45.	PW	What would be the cost to replace the fencing at the Perry Park baseball field, and would a replacement project be eligible for Quimby Funds?	06/03/25
46.	PW	What is the cost to conduct an in-depth structural analysis of the Pier Parking Structure's upper deck?	
47.	PW	What are the options, and associated cost, to install dedicated bicycle lanes on Palos Verdes Boulevard?	06/03/25
48.	PW	What is the cost to systematically replace aging street signs and traffic signal poles throughout the City?	06/03/25
49.	PW	What are the cost estimates and funding options to identify and perform major reconstruction on non-residential City streets that are currently unfunded through other City programs?	
50.	PW	What are the costs and options to paint murals in intersections using the City's new logo?	06/03/25

#	Dept	Question	Submitted
51.	WED	What are the costs associated with adding hardware and banner signs to the street light poles along Artesia Blvd, and what are the costs anticipated to maintain the existing banners along Harbor Drive?	06/03/25
52.	HR	AB 2561 was signed by Governor Newsom and became effective January 1, 2025. Under this new law, what are the City's new reporting obligations regarding vacant job positions?	
53.	PW	How does the City's Vehicle and Heavy Equipment Replacement Program work and what City vehicles and equipment are scheduled for replacement in the 2025-2026 Fiscal Year?	
54.	IT	How does the City's Information Technology Equipment Replacement Program work, and what equipment is recommended for replacement in the 2025-2026 Fiscal Year?	06/03/25
55.	Police/ CS	What are the public safety and traffic control costs to close Catalina Avenue between Ave I and Vista Del Mar for pedestrian oriented special events? How much additional parking revenue was generated in Riviera Village in 2024 as a result of the change to the Holiday free parking waiver period?	06/03/25
56.	CS	When did the City last update Seaside Lagoon Fees? What are options to increase these fees, and what revenue could this generate?	
57.	PD	How many preferential parking zones does the City maintain? How many permits are issued in each of the zones? What are the current permit fees and when were they last adjusted? What is the estimated cost to maintain and enforce the preferential parking program?	
58.	PW	What would it cost to trim the palm trees on Artesia Boulevard every year?	

## CITY OF REDONDO BEACH

### Budget Response Report

#### #03

June 3, 2025

#### Question:

*What is the cost to construct a sound wall on the Prospect median between Beryl St. and Diamond St.?*

#### Response:

The Public Works Department Parks Division is currently working on irrigating and replanting the median on Prospect as part of the Department's regular annual work plan.

Recent data from Caltrans indicates that the current estimated cost for a masonry block wall in the median on Prospect Avenue between Beryl St. and Diamond St., built to Caltrans sound wall specifications, is \$2.3M (per the table below). The below table includes a cost escalation / inflation factor of 35% to account for the time required to complete design, procurement, and installation. When including anticipated inflation, staff estimates that \$3.1M would need to be budgeted for a masonry sound wall project. Additional research would be required to determine whether installation of a sound wall is technically feasible due to the limited size of the median and the potential for underground conflicts.

SOUNDWALL (MASONRY BLOCK)	
Length (LF)	1,050
Height	24
Square foot (Sq ft)	25,200

Price/Sq ft*	\$ 68.22	\$ 1,719,144.00
CM Inspection	10%	\$ 171,914.40
Design	15%	\$ 257,871.60
Contingency	10%	\$ 171,914.40
Subtotal		\$ 2,320,844.40
Inflation budgeting factor	35%	\$ 812,295.54
<b>Total Estimated Budget Cost</b>		<b>\$ 3,133,139.94</b>

\*2025 Caltrans Cost Data: <https://d8data.dot.ca.gov/contractcost/results.php?item=582001&cs=1>

Another option to improve the median is to add a wrought iron fence and guardrail, similar to the installation on PCH across from South High School in Torrance. Including the same

35% escalation / inflation factor, staff estimates \$1M would need to be budgeted for a wrought iron fence and guardrail, (per the table below).

<b>GUARDRAIL</b>		
Price/LF*	\$ 58.59	\$ 61,519.50
CM Inspection	10%	\$ 6,151.95
Design	15%	\$ 9,227.93
Contingency	10%	\$ 6,151.95
Subtotal		\$ 83,051.33
Inflation budgeting factor	0.35	\$ 29,067.96
<b>Total Estimated Budget Cost</b>		<b>\$ 112,119.29</b>

\*2025 Caltrans Cost Data:

<https://d8data.dot.ca.gov/contractcost/results.php?item=832007&ob=0&DISTRICT%5B%5D=07&Year%5B%5D=y2025&Year%5B%5D=y2024&min=&max=&minU=&maxU=&unit=none&start=Search>

<b>8' WROUGHT IRON FENCE</b>		
Price/LF	\$ 450.56	\$ 472,983.00
CM Inspection	10%	\$ 47,298.30
Design	15%	\$ 70,947.45
Contingency	10%	\$ 47,298.30
Subtotal		\$ 638,527.05
Inflation budgeting factor	0.35	\$ 223,484.47
<b>Total Estimated Budget Cost</b>		<b>\$ 862,011.52</b>

\*2025 Caltrans Cost Data:

<https://d8data.dot.ca.gov/contractcost/results.php?item=iron+fence&min=&max=&minU=&maxU=&unit=none&DISTRICT=07&Year=y2025%2024&sortby=adiprice&desc=&convert=&ob=0>

Total Guardrail Cost	\$ 112,119.29
Total Wrought Iron Fence Cost	\$ 862,011.52
<b>Total Estimated Budget Cost</b>	<b>\$ 974,130.81</b>

The budget estimates are only for the installation of these features and do not include any significant changes to the existing infrastructure. During the design process, it may be determined that these features would require existing physical constraints to be altered, such as widening the median, or the removal of parking on the frontage road, to accommodate construction requirements or minimum travel distances.



## CITY OF REDONDO BEACH Budget Response Report

### #08

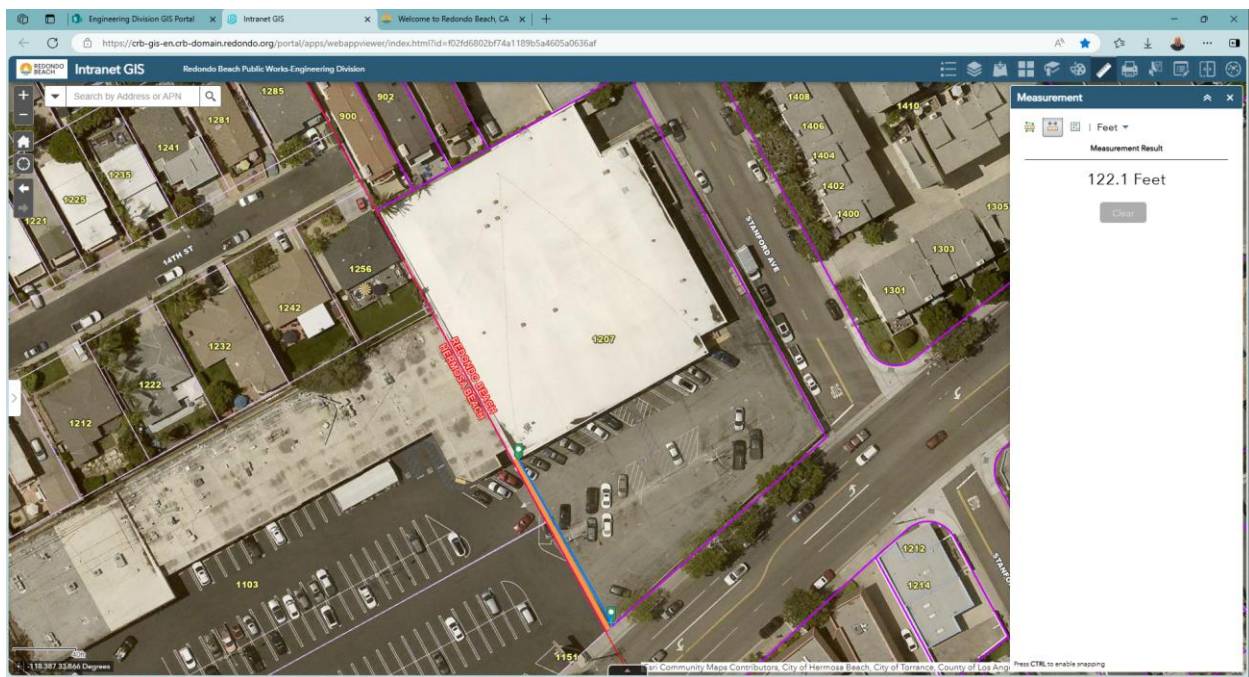
June 3, 2025

#### Question:

*Can the Big Lots parking lot be reopened for use?*

#### Response:

The Big Lots building (1207 Aviation Blvd.) was recently issued a building permit to complete structural and seismic upgrades. The temporary fence around the parking lot was installed to protect the property and to facilitate safe ingress and egress during construction. City staff contacted the property owner and contractor requesting that they consider relocating the fence to make more parking available to the public during construction. Both the owner and contractor indicated that they believe the fence should remain in its current location for security and liability reasons and expressed concerns with any relocation. The City's Chief Building Official concurs that the location of the fence is appropriate for the scope of the project and should remain as is.



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**CITY OF REDONDO BEACH**  
**Budget Response Report****#15****June 3, 2025****Question:***What is the status of Sworn personnel staffing in the Police Department?***Response:**

Staffing for the Redondo Beach Police Department's (RBPD) 98 budgeted sworn personnel, plus one over-hire for a Captain position, which expires at the end of 2025, is shown on the following table.

Position	Authorized	Frozen	Vacant	Filled
Chief of Police	1	0	0	1
Police Captain	4 (1 over-hire)	0	1 (over-hire)	3
Police Lieutenant	6	0	0	6
Police Sergeant	15	0	0	15
Police Officer	73	0	5	68
<b>Total</b>	99	0	6	93

RBPD currently has 93 sworn positions filled, which includes five trainees in the field training program and five recruits in the academy. In addition, two officers are on modified duty and/or out long-term due to medical reasons.

RBPD currently has five applicants in backgrounds, of which two are lateral transfers. One conditional offer has been made to a police recruit with the next academy class set to start on June 30, 2025. Additional recruit interviews occurred on May 7, 2025.

Recruitment has been a consistent challenge for law enforcement agencies, and RBPD is not exempt from this issue. RBPD continues to develop new and innovative ways to recruit qualified candidates via social media, academy visits, mobile sign boards, professional flyers, referrals, and recruitment efforts. Additionally, RBPD intends to remain focused on marketing the City's many video vignettes, special programs, and special assignment details to stimulate interest on its social media platforms.

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**CITY OF REDONDO BEACH**  
**Budget Response Report****#16****June 3, 2025****Question:***What is the status of Civilian personnel staffing in the Police Department?***Response:**

The current status for the Redondo Beach Police Department's (RBPD) civilian personnel is shown in the following tables.

Administrative Services

Position	Authorized	Frozen	Vacant	Filled
Executive Assistant	1	0	0	1
Senior Management Analyst	1	0	0	1
Analyst	2	0	0	2
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>

Community Service Officers

Position	Authorized	Frozen	Vacant	Filled
CSO III	3	0	0	3
CSO II (Jailers)	10	0	1	9
<b>Total</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>12</b>

CSO II (Jailer) has one vacancy, and one candidate is currently in backgrounds.



Communications Unit

<b>Position</b>	<b>Authorized</b>	<b>Frozen</b>	<b>Vacant</b>	<b>Filled</b>
Public Safety Communications Manager	1	0	0	1
Communications Supervisors	4	0	0	4
Communication Dispatchers	9	0	5	4
<b>Total</b>	<b>14</b>	<b>0</b>	<b>5</b>	<b>9</b>

There are currently five vacancies for Communications Dispatcher. Six dispatch candidates are in backgrounds, with one conditional offer being extended, pending testing. Dispatch Trainee applications continue to be accepted. One retired Dispatch Supervisor has returned as a part-time employee to assist with the current shortages in the Communications Dispatch Center but is limited to working 960 hours per fiscal year to comply with CalPERS guidelines for retirees.

Records Unit

<b>Position</b>	<b>Authorized</b>	<b>Frozen</b>	<b>Vacant</b>	<b>Filled</b>
Police Records Manager	1	0	0	1
Lead Police Services Specialist	2	0	0	2
Police Services Specialist	6	0	2	4
Administrative Specialist	1	0	1	0
Office Specialist III	2	0	1	1
<b>Total</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>8</b>

There are currently two vacancies for Police Services Specialists (PSS), with two candidates currently in backgrounds. Testing for Administrative Specialist position was recently completed, with two candidates advancing to backgrounds.

There is one vacant Office Specialist III position. RBPD has submitted a Decision Package (#32) for City Council consideration that would deauthorize the vacant Office Specialist III position for cost savings to help offset additional civilian personnel recommended for other units.

Investigations Division

Position	Authorized	Frozen	Vacant	Filled
Administrative Specialist	1	0	0	1
Crime Analyst	1	0	0	1
Police Identification Technician	1	0	0	1
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>

All positions in the Investigations Division are currently filled.

Community Services Unit

Position	Authorized	Frozen	Vacant	Filled
Municipal Services Supervisor	1	0	0	1
Municipal Services Officer	6	0	0	6
Senior Code Enforcement Officer	1	0	0	1
Code Enforcement Officer	2	0	0	2
<b>Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>

Proposal to Add a Second Municipal Services Supervisor

The department civilian staffing Decision Package (#32) includes a proposal to add one (1) additional Municipal Services Supervisor. The current Municipal Services Supervisor oversees a team of 22 Municipal Services Officer (MSO) employees across two locations: the Police Annex building and City Hall. Approximately half of the MSOs are part-time employees with varying schedules, including nights and weekends. Currently, the Supervisor follows a standard 4/10 work schedule, similar to the majority of Police civilian employees, which results in municipal services personnel being unsupervised on Fridays, Saturdays, and Sundays. These shifts are primarily staffed by part-time MSOs, who would benefit from additional oversight.

Adding a second Municipal Services Supervisor would provide full-week coverage, improve field supervision, and create a more balanced distribution of administrative duties. Additionally, this addition would enhance succession planning and overall efficiency. Lastly, enhanced supervision will increase citation issuance by 5 to 10%, resulting in additional General Fund revenue. The fully loaded cost of employing a full-time Municipal Services Supervisor is \$152,277, to be offset by reductions in part-time and full-time staffing costs in other areas as noted above, along with an increase to citation revenue.

Proposal for a Full-Time Social Media Program Coordinator

The department's current Social Media Program Coordinator manages the Department's online presence but is limited to part-time hours. Expanding this role to full-time would enhance digital outreach efforts and allow the coordinator to manage social media platforms for not only the Police Department but also other City departments.

A full-time Social Media Program Coordinator would ensure consistent messaging, timely updates, and improved public communication across all City Departments. This expansion would strengthen community engagement, increase transparency, and create a unified digital presence for the City. This would be a new position, not currently included in the existing City job specifications. The estimated cost, based on comparable full-time coordinator positions, is \$114,732.



## CITY OF REDONDO BEACH Budget Response Report

### #17

June 3, 2025

#### **Question:**

*How is the Police Department addressing traffic enforcement and safety on residential streets and the enforcement of truck routes, and what are the costs associated with these efforts?*

#### **Response:**

The Redondo Beach Police Department (RBPd) and the Public Works Department are committed to improving traffic safety and reducing illegal truck traffic through a multi-faceted approach that includes grant funding, community engagement, enforcement initiatives, and public education. Below are the key measures being implemented to enhance safety on residential streets.

#### Grant Opportunities

The RBPd Traffic Unit has successfully secured two grants from the California Office of Traffic Safety (OTS) to support enforcement and education efforts. The Selective Traffic Enforcement Program (STEP) Grant provides \$160,000 in funding to reimburse overtime staffing dedicated to traffic enforcement strategies aimed at reducing accidents and improving roadway safety. This grant funds various initiatives, including DUI/CDL checkpoints to target impaired drivers, DUI saturation patrols in areas with high DUI-related incidents, and primary collision factor enforcement focused on violations that commonly cause collisions, such as speeding, distracted driving, and running stop signs or red lights. The program also supports joint enforcement operations in collaboration with nearby agencies to conduct large-scale traffic safety efforts, as well as public education programs that promote roadway safety and compliance with bicycle and e-bike laws.

The Pedestrian and Bicycle Safety Grant provides \$50,000 to fund enforcement operations and public education efforts aimed at reducing pedestrian and bicyclist injuries and fatalities. The grant supports bicycle and e-bike safety programs that encourage responsible riding habits and compliance with traffic laws. Additionally, it funds traffic awareness campaigns that utilize digital platforms and public outreach to educate residents on pedestrian and cyclist safety.

#### Traffic Complaint Hotline

RBPD operates a Traffic Complaint Hotline that allows residents to report traffic concerns such as speeding, reckless driving, and problem intersections. This system helps the Traffic Unit identify high-risk areas and allocate enforcement resources accordingly. Complaints are regularly reviewed, and enforcement efforts are adjusted based on the information received to deliver a proactive approach to traffic safety. The average number of locations on the Citywide Hotline list at any given time is 16.

#### Educational Messaging and Speed Reminders

To reinforce safe driving behaviors, RBPD employs various educational tools. Digital message signboards are placed in strategic locations throughout the City to provide reminders about local traffic laws and safety concerns. There are 21 fixed speed reminder signs across the City that encourage drivers to adhere to posted speed limits. Additionally, four portable radar speed trailers are periodically deployed in different areas to raise awareness about vehicle speeds in problem areas or during periods of high expected traffic volumes. RBPD also utilizes social media to disseminate traffic safety tips, updates on law changes, and reminders about responsible driving practices.

#### Stealth Stat Device

RBPD uses the Stealth Stat system, a mobile device designed to collect vehicle speed data without being visible to drivers. This tool enables RBPD to analyze speeding patterns, assess the validity of complaints, and determine whether additional enforcement efforts should be deployed in specific areas without having to assign staff to manually collect data. By leveraging this data-driven approach, RBPD can more effectively identify and target high-risk locations for speed enforcement.

#### Drive Slow Redondo Campaign

The Drive Slow Redondo campaign was developed last year by the Community Services Unit at the direction of the City Council to promote safe driving in residential areas. A student-designed campaign logo featuring a snail on wheels with the slogan #DriveSlowRedondo was selected to help spread awareness. Since its launch, the campaign has continued to expand, with ongoing promotion through social media, educational messaging, and community outreach. Banners and yard signs remain strategically placed throughout the City to remind drivers to reduce their speed and prioritize safety. This year, the program is being reinforced with additional outreach efforts and staff are working to develop new partnerships to further encourage responsible driving behaviors.

#### Commercial Vehicle Enforcement

RBPD is working to enhance Commercial Vehicle Enforcement to regulate large truck traffic within City limits. The Department has collaborated with the California Highway Patrol (CHP) to periodically conduct specialized enforcement operations. These efforts have resulted in over 80 citations being issued to commercial vehicle drivers for various infractions and more than 30 commercial vehicle inspections conducted by CHP officers to ensure compliance with safety and weight regulations. The RBPD is continuing to explore additional joint operations with CHP to further strengthen its overall enforcement efficiency.

Directed truck route enforcement aims to address ongoing resident complaints about unauthorized commercial vehicle traffic on Palos Verdes Blvd and Prospect Avenue. By conducting targeted enforcement twice per month, Traffic Officers can enhance compliance with the truck route ordinance, improve road safety, reduce noise and pollution, and protect the City's roadway infrastructure. The initiative will be carried out without disrupting regular Citywide traffic operations. Enforcement will specifically target eastbound commercial vehicle traffic on Palos Verdes Blvd and all truck traffic on Prospect Avenue, ensuring compliance with local regulations.

The estimated cost of this enforcement effort is \$22,335.36 per year, covering 24 enforcement details at \$116.33 per officer per hour (four-hour detail / two officers), resulting in an estimated cost of \$930.64 per directed enforcement detail. Currently these details are absorbed by the traffic unit's regular operating budget and come at the expense of either citywide traffic enforcement activities. Dedicated funding would need to be identified to allow Traffic Officers to conduct these targeted operations on an ongoing basis while also maintaining full staffing for regular traffic enforcement Citywide. Targeted enforcement typically leads to increased compliance, fewer resident complaints, improved road conditions, and a better quality of life due to reduced roadway congestion and pollution.

The Department of Public Works has installed all feasible and enforceable truck route signage to formalize the City's currently approved truck routes around Palos Verdes Boulevard and Prospect Avenue. The signage includes one blinking and two conventional truck route signs along Palos Verdes Blvd, and one conventional truck route sign along Prospect Avenue.

Existing truck route issues were discussed by the Public Works & Sustainability Commission in March 2024, the Public Safety Commission in January 2025, and at additional neighborhood meetings with concerned residents. One of the core issues discussed at these meetings was the number of designated truck routes that enter the City of Redondo Beach from the City of Torrance. Trucks legally traveling on designated truck routes in the City of Torrance, such as Palos Verdes Boulevard, Sepulveda Boulevard, and Del Amo Boulevard, do not have a legal truck route to link to in the City of Redondo Beach. Therefore, enforcing Redondo Beach's truck route prohibitions at the City border are not feasible as trucks cannot make U-turns prior to crossing the City limit. Resolving truck route issues between the two cities is critical to discouraging illegal truck traffic on certain streets, and guiding trucks to designated truck routes. City staff have already installed all legally defensible truck route signs and thus far have been unsuccessful in convincing the City of Torrance to consider enacting truck route changes that would improve compliance in both communities.

On a related note, Assembly Bill (AB) 98 was recently passed and requires all cities to update their Circulation Element to include designated truck routes by January 1, 2028. Truck routes must now follow specific standards, such as avoiding residential areas and



concentrations of sensitive receptors, as defined by the State of California. Therefore, another opportunity will arise in which Redondo Beach's (and other South Bay cities) truck routes will be updated to follow the guidelines included in AB 98, which will include additional input from South Bay communities. Funding would be required to update the City's Circulation Element. The cost to update the Circulation Element can range between \$50,000 for a minor update to more than \$125,000 for a more comprehensive overhaul.

### E-Bike Safety Initiatives

RBPD launched multiple initiatives to enhance e-bike safety and enforce traffic laws. With a strong emphasis on compliance, Officers have significantly increased citation enforcement for violations such as riding without a helmet, disregarding traffic signals, improper lane usage, and reckless riding. This proactive approach is designed to promote safer riding behaviors and improve overall road safety for all users. Additionally, digital signage has been strategically placed throughout the City to reinforce awareness of e-bike regulations and encourage responsible riding.

In addition to enforcement, RBPD has continued to utilize a positive reinforcement program where law-abiding e-bike riders receive gift cards along with a QR code that links to an educational video promoting e-bike safety and regulations. Educational outreach efforts include hosting community meetings and safety seminars, collaborating with the Redondo Beach Unified School District to educate students on responsible riding practices, and working with the City Attorney's Office to continue a bicycle diversion program through the Los Angeles County Courts for riders receiving citations. RBPD is also coordinating with neighboring South Bay cities to conduct joint enforcement operations and develop unified messaging on e-bike safety.

With grant funding from the OTS, the RBPD has scheduled eight Bicycle Education "Rodeos" to educate students on safe riding practices and traffic regulations. These interactive events provide hands-on instruction and demonstrations to help young cyclists develop the skills necessary to navigate city streets safely.

### Red Light Camera Program

Implementing a red-light camera program in Redondo Beach could enhance road safety by deterring drivers from running red lights, a leading cause of traffic collisions. Since 1988, Culver City's program, has demonstrated success, with a 42% reduction in red-light violations after expanding its system. In 2023, their program generated approximately \$3.5 million in revenue, offsetting its \$1.3 million operational cost. Redondo Beach, with 108 signalized intersections and 60 reported red-light-related collisions since 2020, could benefit from similar enforcement, particularly at high-risk intersections like Pacific Coast Highway at Torrance Blvd and Aviation Blvd at Grant Ave.

Redflex Traffic Systems, a vendor operating in California, offers a cost structure of approximately \$5,500 per camera per month, with no upfront installation fees. This fixed monthly rate includes all necessary equipment and services. While the program could

improve safety and reduce collisions, its effectiveness would depend on factors such as staffing for citation processing and legal/court related follow up. If implemented successfully, a red-light camera system could reduce injuries and fatalities while generating revenue to sustain its operation.

#### Conclusion

The Redondo Beach Police Department remains committed to a comprehensive approach to traffic safety, combining enforcement, education, and community engagement. By leveraging grant funding, targeted enforcement, public outreach, and collaboration with local and state agencies, RBPD is dedicated to creating safer streets for all road users, including drivers, cyclists, and pedestrians.

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## CITY OF REDONDO BEACH

### Budget Response Report

#### **#18**

**June 3, 2025**

**Question:**

*What is the status of parking meter permit revenue and what are the options to prorate the parking meter permit fee?*

**Response:**

The City's parking meter permit program provides a convenient and cost-effective way for members of the public to utilize City parking meters, by allowing permit holders to park in designated spaces for a flat annual fee without having to make individual meter payments. The annual permit runs from November 1<sup>st</sup> through October 31<sup>st</sup> of the following year.

As part of the FY 2024-25 budget, which included a comparison of the permit fees from other cities and an overall adjustment to outdated Police master fee schedule, the cost of the annual meter permit was increased from \$110 to \$175, and for Riviera Village employees from \$60 to \$70. Vehicles utilizing the permit must still abide by posted time limits and other parking restrictions. Riviera Village employee permits can only be used in designated spaces.

To illustrate the value, someone parking at a meter two days a week for four hours, at \$1.75/hour (increased in FY 2024-25 from \$1.50/hour), would pay \$728 per year, with the \$175 annual permit rate saving them \$553 a year.

For someone that visits on a regular basis of five days a week, for four hours each day, the hourly rate would total \$1,820 per year. The permit provides \$1,645 in savings. For meters that do not have an hourly limit, the savings would be even greater.

The table below provides data for meter permit sales through the third quarter of FY 2024-25 as compared to the same period last fiscal year:

	<b>FY 2023-24 Q3</b>	<b>FY 2024-25 Q3</b>	<b>VARIANCE</b>	
Permit Sales	1,839	1,654	(-185)	10% ▼
Revenue	\$202,290	\$289,064	\$86,774	43% ▲

Although there has been a slight decrease in the number of meter permits sold since last year, the overall revenue has increased by 43%.



Proration Options:

The City Council requested options for possible cost proration of the annual permit fee. Currently, the annual permit runs from November 1<sup>st</sup> through October 31<sup>st</sup> of the following year for a flat fee of \$175, regardless of when the permit is purchased.

The \$175 fee equates to \$14.58 per month. Some options for prorating include:

- Creating a monthly permit for at least \$14.58 per month
- Creating a quarterly option at a cost of at least \$43.75 per quarter
- Creating a bi-annual fee of at least \$87.50 per six-month period

Each of the options above would have an effect on administrative processing and would likely reduce City revenue as many people would choose to purchase the permits for only the most desirable months of the year. Currently, Parking Enforcement staff handle a high volume of sales initially, from October through December, that tapers off significantly afterwards. Implementing a prorated system would divert staff to assisting with permit sales consistently throughout the year, adding to their other required duties. Staff in the field would also have to distinguish between multiple permit options to determine if individual vehicles were displaying valid permits.

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## CITY OF REDONDO BEACH

### Budget Response Report

#### #19

June 3, 2025

**Question:**

*What is the status of revenue collection following the Police Department's 2024-25 Master Fee Schedule update?*

**Response:**

The Police Department Master Fee Schedule encompasses a variety of fees related to Police services and enforcement activities, including report copy fees, parking citations, parking permits, alarm permits, concealed carry weapons (CCW) permits, and Police stand-by fees for special events.

Police Department fees were not adjusted for well over 10 years. As a result, the City Council adopted a Strategic Plan objective to comprehensively update the Police Master Fee Schedule with the goals to 1) recover increased costs associated with personnel and operations 2) align specific fees closer to market rate, and 3) remove fees that are no longer applicable or have transitioned to other City Departments. A tiered approach to fee adjustments was approved as part of the FY 2024-25 budget adoption and implemented at the beginning of the fiscal year as follows:

- 10% increase to the majority of fees in FY 2024-25
- A targeted, larger increase to the parking meter permit fee, parking citation fees, CCW permits, and Police stand-by fees in FY 2024-25
- 25 cent increase to the hourly parking meter rates in FY 2024-25, and an additional 25 cents in FY 2025-26
- Return with a proposed additional 5% increase to fees in FY 2025-26 (DP #1)

The actions taken by City Council last year have had a significantly positive impact on General Fund revenue. A YTD comparison between FY 2023-24 end of Q3 and FY 2024-25 end of Q3 showed an additional \$441,862 in revenue, the majority of which is attributed to the hourly parking meter rate and parking meter permit fee increases.

For FY 2025-26, a 5% fee increase, along with a targeted increase for alarm permit fees of more than 5% to align the fees with similar fees in neighboring jurisdictions, is proposed in DP #1. These changes are expected to generate an additional \$152,231 in General Fund revenue. This action will finalize the action approved in FY 2024-25 to realign fees with current operating costs.

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## CITY OF REDONDO BEACH

### Budget Response Report

#### **#20**

**June 3, 2025**

**Question:**

*What technology platforms does the Police Department utilize to increase transparency and build trust, and what are the plans for the evolution of these programs to meet changing needs?*

**Response:**

The Redondo Beach Police Department (RBPB) utilizes technology platforms to gather, process, and distribute information to maximize staff efficiency and provide the best level of service to our community. While some platforms are discretionary, others are embedded in RBPB's culture and inform the public's expectations for Police service in the City. As such, these tools have become necessary, even if they are not legally required. While the majority of these platforms are funded through Patrol contracts and the Department's professional services account, certain agreements require support from additional funding sources to implement. RBPB continuously evaluates the products in use to take advantage of updated feature developments and new products that can enhance service delivery to the community.

Currently RBPB utilizes the following technologies:

Aerodome, Inc. (subsidiary of Flock Group, Inc.), is the Drone as a First Responder (DFR) platform that utilizes commercial drone equipment and sensors to respond to calls for service. This maximizes situational awareness, improves efficiency, and aids in identifying and capturing suspects. Aerodome utilizes proprietary technology including ground-based radar, radio frequency sensors, ADS-B and remote ID data, to fly beyond visual line of sight.

SPIDR Tech, Inc. is RBPB's primary customer service portal that sends surveys via text or email to every customer that contacts the Communications Unit. The system records customer responses for categories including response time, communication, and the resolution of calls so RBPB leadership and staff can evaluate and respond to customer feedback. More than 20% of customers engage with RBPB using the surveys, resulting in responses from more than 3,800 customers each year.

Motorola Solutions Vigilant comprises a portion of RBPB's Automatic License Plate Reader (ALPR) system and uses camera equipment mounted at traffic signals to identify license plates for stolen vehicles and individuals wanted for crimes. Currently, there are

10 cameras at five intersections in the City, and one semi-portable ALPR camera deployed at various/periodic locations. Some of these systems have exceeded their useful lifespan, having been in operation for more than 5-years. An evaluation is being conducted to identify and address equipment that is no longer serviceable. The Vigilant database includes commercial license plate data for more than 44-billion records.

Motorola Solutions – Wave is a cell phone application that allows for two-way, encrypted radio communication on established police and public safety frequencies without traditional radio equipment, which costs upwards of \$8,000 per unit.

Flock Safety is an additional ALPR system utilized by RBPB that uses camera equipment mounted at traffic signal locations to record license plates in order to identify stolen vehicles and individuals wanted for crimes. There are currently three Flock ALPR cameras deployed at three intersections in the City. Flock ALPR covers more than 4,000 communities throughout the country and utilizes proprietary technology, including artificial intelligence object recognition, to make the system an effective tool for law enforcement.

Zencity is a communications tool that sends surveys via social media advertisements and social media posts to individuals who are geolocated near Redondo Beach. These surveys aim to collect feedback and gather insights related to public safety services and community concerns.

LeadsOnline provides a database of social media, public auction, and other commercially available information to help investigators locate and identify potential stolen property.

Veritone is a computer application accessible via desktop and mobile phones that facilitates the reporting of demographic information to comply with the 2015 Racial and Identity Profiling Act (RIPA), which prohibits racial and identity profiling by law enforcement agencies in California. RIPA requires law enforcement agencies to report data to the California Department of Justice (DOJ) on all vehicle and pedestrian stops, as well as citizen complaints alleging racial and identity profiling.

Peregrine Technology is a data aggregation platform that provides a central search and dashboard function to unify data from disparate systems to unify information from legacy systems that had previously been siloed. For example, data from both the Vigilant and Flock ALPR systems can be accessed in real-time using Peregrine's high-tech platform. Peregrine adds value to a number of tools by making the data more readily available and useful across traditional technological boundaries.

**Fiscal Impact:**

The annual cost breakdown of the above technology platforms is as follows:

<b>Platform</b>	<b>Annual Cost</b>
Aerodome Drone as a First Responder	\$180,000 <i>(\$275,000 following FAA 14 CFR part 107.31 BVLS waiver)</i>
SPIDR Tech	\$21,065
Motorola Vigilant ALPR	\$20,762
Motorola Wave	\$5,616
Flock Safety ALPR	\$11,523
Zencity	\$15,000
LeadsOnline	\$9,120
Veritone	\$9,800
Peregrine Technologies	\$96,500
<b>TOTAL</b>	<b>\$369,386</b> <b><i>(\$464,386 following FAA Aerodome waiver)</i></b>

RBPB's core operating budget can support approximately half the annual costs for its technology platforms, accounting for costs associated with various other systems central to Police operations (i.e. records management, timekeeping, personnel evaluation and training, legal updates, etc.). In prior years, RBPB has bridged the funding gap with a combination of one-time decision package requests and use of Supplemental Law Enforcement Services Funds (SLESF). As part of the FY 2025-26 budget, RBPB has submitted DP #23 for an additional ongoing appropriation of \$187,2025 to permanently fund these vital technology platforms.



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## CITY OF REDONDO BEACH

### Budget Response Report

#### #21

June 3, 2025

#### **Question:**

*How does the Police Department's Wellness Program support employee health and morale, what are the plans for the evolution of these programs to meet changing needs, and what are the anticipated long-term benefits of investing in this initiative?*

#### **Response:**

The Redondo Beach Police Department's (RBPD) Wellness Program is a comprehensive initiative designed to enhance the physical, mental, and emotional well-being of employees while fostering a stronger sense of teamwork and Department cohesion. Over the past year, RBPD made significant investments in both physical and mental wellness, leadership development, and boosting team morale, recognizing that a well-rounded approach to employee wellness is essential for maintaining a healthy and motivated workforce.

Employee wellness is especially critical in law enforcement due to the unique demands of the profession, including exposure to high-stress situations, unpredictable work hours, and the physical and emotional toll of the job. Police officers face life-or-death decisions, traumatic events, and intense public scrutiny on a regular basis, which makes creating a wellness program in the Police Department a key priority. Additionally, the quality of the Department's wellness program is a key recruitment consideration when attracting new police personnel.

RBPD has implemented a range of strategies to support these wellness initiatives, including:

#### Physical Wellness

To support physical health, RBPD has incorporated weekly circuit training sessions led by an on-site personal trainer, helping employees improve overall fitness, build strength, and reduce stress. Additionally, in-house Brazilian Jiu-Jitsu classes are taught by two of our own officers to provide both physical conditioning and practical defensive tactics training to help improve confidence and resilience.

#### Mental Wellness

RBPD has partnered with Sharp Performance for cognitive coaching to provide employees with personalized tools to strengthen mental clarity, manage stress, and improve decision-making in high-pressure situations. Employees are paired with a dedicated coach and participate in virtual one-on-one sessions where they receive

tailored guidance and support. Additionally, the program includes access to app-based training videos that allow employees to reinforce their skills and strategies at their own pace, ensuring continuous development and mental resilience.

#### Leadership Development

RBPD has also prioritized leadership growth, hosting the first ever “Empowering Women Leaders” workshop featuring distinguished female speakers that have established exemplary careers in law enforcement. This workshop provided valuable insights and mentorship opportunities, encouraging the professional growth of female employees to prepare them for future leadership roles within the Department.

Additionally, RBPD organized two leadership-focused keynote sessions with Codey Gandy of Echelon Front and Garth Massey of Command Ready, where they emphasized accountability, decision-making under pressure, and building high-performance teams. These sessions provided employees with practical leadership strategies to strengthen communication, enhance teamwork, and improve overall operational efficiency.

#### Team Morale and Camaraderie

Building team cohesion and morale has also been a key focus. RBPD partnered with Golf Pro, Jordan King Thomas to put together the first ever Golf Clinic, giving employees throughout all levels of the organization a relaxed environment to bond and strengthen relationships. The Annual RBPD Holiday Team Building Event and Annual All Department Day have further reinforced this sense of community. The All-Department Day featured a message and update from Chief Hoffman, keynote speakers Codey Gandy and Garth Massey, and was followed by a department-wide BBQ for employees and their families. These events create meaningful opportunities for connection, strengthen relationships across all divisions and ranks, and reinforce the message that every employee is a valued and integral part of RBPD’s success.

#### Long-Term Benefits

Investing in employee wellness is a strategic decision that will produce tangible benefits for both the Department and the community. Improved physical and mental resilience will lead to better decision-making in the field, quicker response times, and give individuals the tools to more effectively handle high-stress incidents. Enhanced fitness levels will reduce the risk of injuries, decrease workers’ compensation claims, and improve overall operational readiness. Increased employee morale and job satisfaction will strengthen retention and reduce the costs and disruptions associated with job turnover and recruitments.

#### Future Plans

RBPD plans to continuously evaluate the effectiveness of the Wellness Program, gathering feedback from employees to identify opportunities for improvement and expansion. Future enhancements may include adding more specialized training sessions tailored to the physical and mental demands of law enforcement, increasing access to cognitive coaching and stress management resources, and expanding family-inclusive events to further strengthen the Department’s sense of community.

The Department intends to continue the current circuit training and Brazilian Jiu-Jitsu classes, which have already shown positive results in improving both physical and mental resilience. Additionally, RBPB has recently partnered with Sandbox, a local gym, to explore opportunities for expanding fitness offerings for RBPB staff. RBPB also intends to continue working with Sharp Performance to provide cognitive coaching and mental wellness support. The Department would also like to make events such as the Women's Leadership Workshop, All Department Day, and other meaningful gatherings annual traditions. Expanding and refining these events will ensure that they remain responsive to the evolving needs of Department, reinforce the goal of operational excellence, and enhance public safety outcomes.

Future success is contingent on funding. The proposed City Budget includes DP #33 requesting a General Fund appropriation of \$74,000 to support the Police Department wellness program in the coming fiscal year.

## CITY OF REDONDO BEACH

### Budget Response Report

#### **#22**

**June 3, 2025**

**Question:**

*What are the options and costs to address speeding concerns on the Prospect frontage road?*

**Response:**

The Public Works Department and the District 3 Council Member have received complaints about speeding, wrong-way violations, noise, and safety concerns along the frontage road adjacent to the 500-600 blocks of Prospect Avenue. In response to these complaints, Public Works Department staff led a neighborhood meeting to introduce options to replant hedges in the median to help visually define the street/median space and processed a speed cushion request for the frontage road.

The recorded 85<sup>th</sup> percentile speed along the frontage road was 24 mph. The thresholds of the City's Speed Cushion Policy were not met along the roadway and as result speed cushions are not recommended. These findings were discussed by the Public Works & Sustainability Commission (PWSC), where Commissioners voted not to recommend the installation of speed cushions to the City Council. In lieu of speed cushions, the PWSC recommended striping treatments to help reduce wrong-way violations.

Striping treatments are currently being assessed and are slated to be discussed at an upcoming PWSC meeting with the aim of reinforcing the one-way segment of the frontage road. The assessment includes treatments such as striped curb extensions, reflective pavement markers, and additional red curb painting. City staff can install these striping and signage improvements internally for an approximate cost of \$1,500. Funds are available in the City's Traffic Calming budget to support the work effort. If additional striping modifications are recommended, the City's on-call striping contractor would have to be engaged.

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## CITY OF REDONDO BEACH

### Budget Response Report

#### #23

June 3, 2025

#### **Question:**

*What tools can be acquired to expand the maintenance capacity of the Public Works Department, including the cost to purchase an asphalt zipper? Can we partner with neighboring cities to defray roadway maintenance costs?*

#### **Response:**

An asphalt zipper is a high-powered grinding attachment used for pulverizing asphalt and gravel roadway surfaces. Asphalt zippers provide a far more efficient method of removing asphalt as compared to traditional saw-cutting and jackhammering. A six-foot zipper attachment unit costs approximately \$215,000. However, zippers are exclusively used for asphalt removal, and acquiring one would not be practical unless a range of other major equipment was also acquired. In order to utilize the equipment regularly, the Public Works Department's Street Maintenance scope of operations would need to be expanded significantly.

For asphalt removal operations, a front-end loader would be needed to host the zipper attachment, which is estimated to cost an additional \$120,000. A 13-ton dump truck would also be needed to haul away removed asphalt and transport new asphalt from the plant to the job site, with an estimated cost of \$125,000.

For laying new asphalt, the following equipment would be needed:

- An asphalt drag bog to lay new asphalt: \$17,000
- A scraper box to level new asphalt: \$8,000
- A steam roller with trailer to compact newly laid asphalt: \$70,000

With regard to staffing, the Street Maintenance Division is not currently equipped to perform large-scale asphalt replacement operations. Shifting focus to asphalt replacement would take focus away from other core services, such as sidewalk leveling, traffic sign and signal maintenance, and pothole repairs. Four additional full-time positions – an Equipment Operator, two Maintenance Worker IIs and one Leadworker – would need to be added to the Public Works Department's personnel budget to regularly deploy the equipment at an estimated annual cost of \$425,000.

Establishing a large-scale asphalt replacement operation would require a substantial expansion of the Public Works Department and would have significant upfront and ongoing costs for the needed equipment and staffing.



The City of Torrance performs some asphalt replacement in-house with a zipper attachment, but has indicated that they do not have the capacity to consider sharing resources at this time. The cities of Manhattan Beach and Hermosa Beach have expressed a willingness to explore partnership with Redondo, but additional research and outreach with Public Works personnel will be needed to determine the value and efficacy of a shared asphalt repair program.



Front-End Loader with Asphalt Zipper Attachment

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## CITY OF REDONDO BEACH

### Budget Response Report

#### #24

June 3, 2025

#### Question:

*What is the cost to add raised crosswalks and a speed table on Ford Avenue, and is it a feasible solution to improve pedestrian safety?*

#### Response:

The Public Works Department and the District 4 Councilmember have received complaints about speeding and stop sign violations along Ford Avenue. There are several all-way stops along Ford Avenue. Like other stop-controlled intersections, they are solely dependent on driver behavior. There are no physical measures that compel drivers to proceed with caution. Stop sign compliance can be especially challenging along major street approaches like Ford Avenue if the intersecting minor street is low volume, one-way, and/or terminating.

Physical measures such as speed bumps and cushions are effective at forcing drivers to operate vehicles at slower speeds, which in turn improves safety. However, they are typically not placed at or near intersections. Speed cushions are typically placed mid-block between intersection controls like stop signs, under the assumption that drivers comply with the stop signs. At intersections, physical speed control measures include raised crosswalks or intersections. A raised crosswalk brings the crosswalk up to sidewalk level, raising the profile of crossing pedestrians and creating a speed bump-like profile that forces drivers to reduce speed and make eye contact with conflicting approaches. A raised intersection is similar, where the entire intersection is raised to sidewalk level. The closest local example of a raised intersection is the Longfellow Street corridor in Santa Monica. Longfellow is an example of a “shared street” or “woonerf” as it is known in the Netherlands. Curbs were removed along Longfellow, which created raised and permeable intersections at intersecting streets with native planting and runoff features.

Raised intersections are costly and require a thorough study to account for drainage. Engineers in the public Works Department performed a conceptual feasibility analysis to determine if a raised intersection could be installed along Ford Avenue. The intersection at Ford Avenue and Ormond Lane is a potential candidate for a raised intersection since it is located at a high point for both streets. This reduces drainage concerns, but a full survey and design would be required to determine actual feasibility and potential impacts on adjacent driveways. The cost to design and install a raised intersection at Ford Avenue

and Ormond Lane is estimated to be \$150,000, with approximately \$20,000 of the total dedicated to design costs.

## CITY OF REDONDO BEACH Budget Response Report

### #25

June 3, 2025

#### **Question:**

*What would it cost to replace the fencing on the north side of Grant Avenue, west of the railroad bridge?*

#### **Response:**

The 300-foot section of chain link fencing in this area has been in place for many years and is in dilapidated condition. Removing the existing fencing and replacing it with six-foot, vinyl-coated, green chain link fencing is estimated to cost \$66.30 per linear foot. After adding a 15% contingency, the estimated cost to replace the fence is \$22,900.



## CITY OF REDONDO BEACH Budget Response Report

### #28

June 3, 2025

**Question:**

*What is the cost of an AI software tool (information agent) to assist City residents and customers with online information and service requests?*

**Response:**

On April 24, 2025, the City Manager's Office and the Information Technology team met with the City's website solutions provider, Revize, who recently partnered with OpenAI (ChatGPT) to offer an integrated, conversational, AI chatbot for deployment on municipal websites. Revize's chatbot utilizes machine learning to perform intelligent searches and deliver information based on content "learned" from the City's published web pages, as well as additional data and forms provided by City staff. The enhancement tool would cost an estimated \$3,200 per year, with an implementation period of approximately 90 days. The cost to implement the chatbot can be accommodated within the approved FY 2025–26 Budget for the Information Technology Department.



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## CITY OF REDONDO BEACH

### Budget Response Report

#### **#29**

**June 3, 2025**

**Question:**

*What is the cost to replace/upgrade the City's current Comcate customer service request/referral software program?*

**Response:**

Customer Relationship Management (CRM) Solution Options

Modern Customer Relationship Management (CRM) software packages offer a wide range of functionalities tailored for municipalities, including contact management, customer engagement, communication tracking, task assignment, and workflow automation. With a variety of solutions available in the market today, the City must determine the most appropriate path forward.

Current System – Comcate (Access Redondo)

The City currently utilizes “Access Redondo,” a mid-tier CRM solution provided by Comcate. Designed specifically for small to mid-sized municipalities, Comcate holds a strong presence in the public sector market. Access Redondo has seen only minor updates over its approximately 20-year tenure with the City. On April 21, 2025, City staff met with Comcate representatives to review their latest product offering.

Comcate has developed a modernized version of its CRM application, enhancing both the web and mobile interfaces to deliver a more contemporary user experience. While the core functionality remains consistent, this upgrade offers the least disruption to existing operations and user workflows, with minimal implementation costs. It also presents the most seamless transition for both staff and external users. Upgrading to Comcate's latest product offering would result in a one-time cost of \$23,900 with little change to annual subscription costs being paid currently.

Alternative Mid-Tier Solutions

The City may consider transitioning to an alternative mid-tier CRM platform, such as FreshDesk, CivicPlus, or Zoho. These options could introduce new features and offer the opportunity to redesign how the City engages with its residents. However, adopting a new system would entail significant additional costs, including extended procurement and implementation timelines, staff and constituent retraining, data migration, and increased annual software expenses.

While pricing may vary, a reasonable budget estimate would require a one-time expenditure of approximately \$400,000 to the Information Technology Fund and an ongoing annual additional expense of \$100,000.

#### Enterprise-Level CRM Solutions

Alternatively, the City could explore top-tier CRM platforms such as Salesforce, Oracle, or Microsoft Dynamics. These enterprise-level solutions are highly customizable and capable of supporting complex workflows and must be customized to provide the functionality necessary, which requires extensive knowledge to configure and maintain the platform. Implementation costs can reach the high six-figure, to low seven-figure range, with substantial annual licensing fees. A similarly sized public-sector agency recently implemented Salesforce CRM with a \$1.2 million dollar implementation cost and an annual licensing cost of \$180,000.

Staff recommends proceeding with Comcate's latest CRM offering. This option is the most cost-effective, requires minimal training for both staff and constituents, and adequately meets the City's functional needs without adding unnecessary complexity. To move forward with Comcate, a one-time \$23,900 increase to the Information Technology Fund is required, and an annual \$4,000 will need to be budgeted annually to fully fund the updated platform.

## CITY OF REDONDO BEACH

### Budget Response Report

#### **#34**

**June 3, 2025**

**Question:**

*What is the cost for an additional Economic Development staff member?*

**Response:**

The Waterfront and Economic Development Department was asked to identify the cost to hire an Economic Development Manager. The City has an existing job class specification for an Economic Development Manager and the salary range for the position is \$92,340 to \$128,988 annually. Including fringe benefits, the total compensation package for the position ranges from \$138,588 to \$183,064. The minimum qualifications for applicants of the Economic Development Manager position are a bachelor's degree in a related field and three years of experience in economic development or municipal planning.

Alternatively, the City could hire a more junior Economic Development position, such as an Economic Development Associate/Specialist. The minimum qualifications for the position are a bachelor's degree in a related field and one year of work experience in redevelopment, economic development, or real estate. The City has an existing job class specification for an Economic Development Associate and the salary range for the position is \$75,336 to \$104,976 annually. Including fringe benefits, the total compensation for the position would range from \$117,952 to \$153,923.

When looking at current open Economic Development Manager positions and Economic Development Specialist positions available in other jurisdictions, the salaries for the Redondo Beach positions fall within a reasonable range compared to those offered in Ventura, Los Angeles, and Orange Counties.

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## CITY OF REDONDO BEACH

### Budget Response Report

#### **#35**

**June 3, 2025**

**Question:**

*What is the cost to create a sensory room in the Public Library?*

**Response:**

The addition of a sensory room aligns with Redondo Beach Public Library’s mission to be a welcoming atmosphere to meet the information, educational, recreational, and cultural needs of all Library users.

A sensory room at a public library is a thoughtfully designed, calming space that offers a range of sensory experiences to support individuals of all ages, especially those with sensory processing needs such as autism, ADHD, or anxiety. Sensory rooms are being increasingly introduced in a wide range of public spaces, and libraries are incorporating sensory rooms to create more inclusive and welcoming spaces for all patrons. Rooms are made available for use by children, teens, and adults with sensory needs and are monitored and scheduled by staff.

Planning a sensory room in a public library requires careful consideration to ensure it is inclusive, functional, and supportive of diverse sensory needs. Key factors include selecting a quiet, low-traffic location within the library to minimize external noise and distractions. The room should be designed with flexible lighting options, such as dimmable or natural light, and soundproofing elements to create a calming atmosphere. Furniture and equipment—like soft seating, tactile panels, weighted blankets, and fidget tools—should accommodate a range of sensory preferences, from soothing to stimulating. Accessibility is crucial, so the layout must be wheelchair-friendly, with lever-style handles instead of knobs. Additionally, library staff should receive training on how to accommodate neurodivergent patrons and maintain the room as a respectful, welcoming space for all.

**Considerations:**

**Atmosphere & Lighting**

- Soft, dimmable lighting replaces harsh fluorescents—often with LED color-changing lights or fiber optic strands that gently shift hues
- The space feels quiet and cocooned, often with acoustic wall panels or soft furnishings to absorb sound

#### Furniture & Layout

- Comfortable seating includes bean bags, rocking chairs, floor cushions, or pod chairs that offer a feeling of enclosure
- The layout is open yet cozy, with defined zones for different activities (calming, interactive, reading, etc.)
- Shelves may house sensory-friendly books, including tactile and high-contrast picture books

#### Sensory Tools & Features

- Fidget toys, stress balls, textured tiles, and sensory bins with sand, beads, or rice are available for tactile engagement
- Weighted blankets or lap pads offer proprioceptive input for grounding and relaxation
- Some rooms feature bubble tubes, interactive light panels, or projection systems that display stars, clouds, or underwater scenes

#### Sound & Audio

- Acoustic panels can absorb ambient noise, reducing echoes and reverberations within the room. This helps create a more predictable and peaceful auditory environment
- A white noise machine or soft background music may play to create a soothing audio environment

#### Policies

- Sign-up system or time limits to manage capacity and ensure equitable time
- Orientation for first-time users
- Clear code of conduct for respectful use

The cost of designing and building a custom sensory room can range significantly, from several thousand to tens of thousands of dollars, based on multiple variables. Key factors influencing the total cost include the room's dimensions, the complexity and sophistication of the sensory equipment and technology, the selection of materials, and the geographical location of the project. The specific integration of sensory stimuli, such as lighting, sound systems, tactile surfaces, and interactive components, also contributes to the final price. On average, a custom sensory room can cost anywhere from \$25,000 to \$50,000 or more, depending on these considerations. These estimates are based on preliminary research, and more time would be needed to accurately predict total costs.



Two scalable options are provided below: a small (approx. 100 sq. ft.) and a moderate-sized (approx. 200-250 sq. ft.) sensory room.

<b>Category</b>	<b>Small Room</b>	<b>Moderate Room</b>
Remodeling & Construction	\$15,000	\$35,000
Equipment & Supplies	\$6,000	\$8,000
Installation & Setup	\$4,000	\$7,000
<b>Total</b>	<b>\$25,000</b>	<b>\$50,000</b>

Funding for a sensory room could come from a variety of sources. Libraries often seek local, state, or federal grants that support accessibility, inclusion, or public health initiatives. Private foundations, particularly those focused on neurodiversity, education, or disability advocacy, may also provide targeted funding. Additionally, community-based efforts, such as the Friends of the Redondo Beach Public Library, can potentially generate financial support. A combination of these sources can also help to ensure sustainable funding for both the creation and maintenance of the sensory room.

Staff recommends further investigation into the possible addition of a sensory room at the Library. This approach will ensure that the Library makes an informed decision based on real community needs, identifies appropriate furniture and equipment, and investigates how to use limited public library space effectively. It also allows staff the time to identify any specific design standards or guidelines that are applicable to sensory rooms and explore potential funding sources.

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## CITY OF REDONDO BEACH

### Budget Response Report

#### #36

June 3, 2025

**Question:**

*What is the cost to repaint the King Harbor entryway (at PCH) sign poles and to replace the plastic sign face/logo?*

**Response:**

The estimated cost to repaint the King Harbor sign is \$69,600, including materials and labor, which is currently funded through Capital Improvement Project #41400, which has a \$74,000 appropriation. This cost does not include complete paint stripping, which is not expected to be necessary, and is an unknown cost. The re-painting process would include one coat of rust preventative coating on visibly rusted areas, followed by two coats of epoxy primer and one coat of epoxy polymer paint. Additionally, \$20,000 would be needed to accommodate seven days of traffic control, which is the anticipated length of time needed to complete the work.

The cost to replace the translucent sign panels, add the new City logo (or update the existing logo), and refresh the wording, “REDONDO BEACH, KING HARBOR”, would be \$60,000. This includes the removal of each panel, the fabrication of each individual panel offsite, and the installation of the new panels. Staff recommends budgeting for replacement of all panels at one time for aesthetics and because the removal of one panel may necessitate the removal of others. Aesthetically, replacing the panels during the painting project is ideal as it is easier and faster to paint the sign poles and exterior with the panels removed and the fresh paint may highlight the deteriorated condition of the sign panels, leaving an uneven, and potentially disappointing end result. To include this work in the project, \$60,000 of funding would need to be identified to supplement the existing \$74,000 budget.



## CITY OF REDONDO BEACH

### Budget Response Report

#### **#38**

**June 3, 2025**

**Question:**

*What is the cost to replace the flags above International Boardwalk with new City/Pier branding?*

**Response:**

The Redondo Beach Pier has 22 flag poles, with each displaying a colored flag. The existing flags could be replaced with new 4 foot by 6 foot white flags featuring the City of Redondo Beach logo. Each flag would display a 24-inch full color City of Redondo Beach logo on both sides. The flags would need to be replaced every six months due to exposure to coastal wind and sun, or unanticipated damage. Each flag costs \$200 and the vendor requires a minimum order of 50 flags, so the upfront cost of replacing the flags with the branded flags would be \$10,000.

The \$10,000 purchase would cover the replacement of all 22 flags on the Pier with the new City-branded flags for one year, leaving 6 reserve flags. Alternatively, the City could choose to replace only half of the flags this year, allowing the \$10,000 purchase to cover the replacement of half of the flags over a two year period.

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## CITY OF REDONDO BEACH

### Budget Response Report

#### #39

June 3, 2025

**Question:**

How did the City's current pension unfunded accrued liability (UAL) develop following the 2021 UAL payoff using lease revenue bonds?

**Response:**

The City's unfunded accrued liability, or UAL, represents the difference between the value of contributions towards retirement and the anticipated amount needed to cover these commitments. CalPERS annual contribution rates are set so that when/if annual investment returns equal the target level, or "discount rate", and actual plan benefits and member experience match actuarial assumptions, the normal annual contributions from member agencies and employees fully cover the future value of benefits. Unfunded liability develops when the actual experience and/or investment returns underperform expectations. Conversely, if investment returns and/or experience outperform assumptions, this results in increased value of contributions and has a positive impact on unfunded liability.

Each year's performance is assessed individually and amortized over a 20-year period. Thus, any single year's unfunded liability reflects the most recent year's investment and plan experience, combined with the ongoing amortization of prior years until each reaches the end of its 20-year term. The City can experience an annual increase in liability following a positive investment year as the single-year positive return is only one part of the unfunded liability calculation.

The City paid off its entire unfunded liability through lease revenue bonds in 2021. The new (current) unfunded liability reflects investment returns and plan experience since that time. The current unfunded liability is almost entirely due to the impact of FY 2021-22 negative investment returns: which resulted in a negative 6.1% return compared to a positive 6.8% target. At that time, because of the payoff, the City had an unusually large pool of assets exposed to the loss.

The attachment shows the City's unfunded accrued liability with investment returns, an example from the miscellaneous plan actuarial report showing the development of unfunded liability, and a summary of what contributed to the most recent year-over-year increase in unfunded liability.

The most recent valuation projects the City's FY 2026-27 unfunded accrued liability payment at \$4.3 million, similar to the FY 2025-26 estimate, assuming plan and

investment performance remain consistent with anticipated amounts. The final calculation, based on actuals, will likely differ from that number; at a minimum, it will reflect the positive impact of the FY 2023-24 9.3% investment returns. The City will receive this valuation in July or August of 2025.

Attachment: CalPERS UAL Summary Slides (from Budget and Finance Commission presentation on September 12, 2024)



# Returns & UAL

Fiscal Year	CalPERS Investment Return	Valuation Date	UAL Payment Year	UAL	Notes
2010-11	21.7%	6/30/2012	FY 2013-14	110,497,727	
2011-12	0.1%	6/30/2013	FY 2014-15	132,733,669	
2012-13	13.2%	6/30/2014	FY 2015-16	119,722,222	
2013-14	18.4%	6/30/2015	FY 2016-17	115,941,505	
2014-15	4.8%	6/30/2016	FY 2017-18	137,483,684	
2015-16	0.6%	6/30/2017	FY 2018-19	174,162,856	
2016-17	11.2%	6/30/2018	FY 2019-20	173,854,333	
2017-18	8.6%	6/30/2019	FY 2020-21	202,395,183	
2018-19	6.7%	6/30/2020	FY 2021-22	208,715,529	
2019-20	4.7%	6/30/2021	FY 2022-23	218,668,761	
2020-21	21.3%	6/30/2022	FY 2023-24	163,400,593	UAL decrease from prior year reflects 21.3% return
2021-22	-6.1%	6/30/2023	FY 2024-25	42,545,878	Payoff made 7/15/21; UAL = \$0 as of 9/21 Final UAL reflects -6.1% impact on large asset pool
2022-23	5.8%	6/30/2024	FY 2025-26	58,034,065	Adds 5.8% investment return & FY 22-23 experience impact to UAL
2023-24	9.3%	6/30/2025	FY 2026-27	TBD	Will include impact of 9.3% return

- The City's next actuarial report (July/ August 2025) will reflect 2023-24 investment returns
- FY 2026-27 projected payment is \$4.2 million. This will change based on actual experience.

# FY 2025-26 UAL Calculation

Breakdown of \$12.8M UAL in most recent valuation (Miscellaneous)

Reason for Base	Date Est.	Ramp Level 2025-26	Ramp Shape	Escalation Rate	Amort. Period	Balance 6/30/23	Expected Payment 2023-24	Balance 6/30/24	Expected Payment 2024-25	Balance 6/30/25	Minimum Required Payment 2025-26
1 Benefit Change	6/30/22	No Ramp		0.00%	19	366,450	(4,136)	395,643	35,578	385,779	35,578
2 Non-Investment (Gain)/Loss	6/30/22	No Ramp		0.00%	19	(751,906)	0	(803,036)	(72,212)	(783,016)	(72,212)
3 Partial Fresh Start	6/30/22	40%	Up Only	0.00%	19	11,988,352	0	12,803,560	275,209	13,389,790	550,417
4 Investment (Gain)/Loss	6/30/23	20%	Up Only	0.00%	20	1,846,498	0	1,972,060	0	2,106,160	45,271
5 Non-Investment (Gain)/Loss	6/30/23	No Ramp		0.00%	20	(680,338)	0	(726,601)	0	(776,010)	(69,782)
Total						12,769,056	(4,136)	13,641,626	238,575	14,322,703	489,272

- 1 & 2 Prior year non-investment experience: second year of 20-year amortization; non-investment gain due to favorable experience vs. expectations offsets increase related to benefit change
- 3 Prior year investment experience: second year of 20-year amortization – reflects large FY 21-22 investment loss
- 4 & 5 Most recent experience: first year of amortization: investment loss offset by non-investment gain

Annual UAL includes impact of gains and losses over time

# FY 2025–26 UAL: Detail vs. Prior Year

Reason	Date Established	Miscellaneous			Safety			TOTAL		
		FY 24-25	FY 25-26	Delta	FY 24-25	FY 25-26	Delta	FY 24-25	FY 25-26	Delta
		Prior Valuation (data 6/30/22)	Current Valuation (data 6/30/23)		Prior Valuation (data 6/30/22)	Current Valuation (data 6/30/23)		Prior Valuation (data 6/30/22)	Current Valuation (data 6/30/23)	
Benefit Change	6/30/2022	339,225	366,450	27,225	168,350	181,809	13,459	507,575	548,259	40,684
Non-Investment (Gain)/ Loss	6/30/2022	-704,032	-751,906	-47,874	4,099,853	4,378,643	278,790	3,395,821	3,626,737	230,916
Investment (Gain)/ Loss*	6/30/2022	10,946,441	11,988,352	1,041,911	27,696,041	30,107,104	2,411,063	38,642,482	42,095,456	3,452,974
Investment (Gain)/ Loss	6/30/2023		1,846,498	1,846,498		3,294,962	3,294,962	-	5,141,460	5,141,460
Non-Investment (Gain)/ Loss	6/30/2023		-680,338	-680,338		7,302,491	7,302,491	-	6,622,153	6,622,153
<b>UAL TOTAL</b>		<b>10,581,634</b>	<b>12,769,056</b>	<b>2,187,422</b>	<b>31,964,244</b>	<b>45,265,009</b>	<b>13,300,765</b>	<b>42,545,878</b>	<b>58,034,065</b>	<b>15,488,187</b>

\* Called Partial Fresh Start in valuation – this is essentially investment experience. The sum of 6/30/21 UAL balance + 6/30/22 investment loss

## What makes up FY 2025–26 UAL increase?

- Amortization of prior year investment losses (\$3.5 million)
- Most recent investment returns 1% below target (\$5.1 million)
- Public Safety member experience > expectations (\$7.3 million)



## CITY OF REDONDO BEACH Budget Response Report

### #40

June 3, 2025

#### Question:

*Can the City add parking meters on Herondo Street, west of Francisca Ave.? What is the cost for installation, if so, and what additional revenue would be estimated as a result of the implementation? Can some of the spaces be used to create an additional vehicle lane to assist with east bound traffic throughput at PCH?*

#### Response:

Additional Parking Meters on Herondo Street



There are a total of 82 angled parking spaces Along Herondo Street between PCH and N Francisca Avenue. There are 36 spaces on the North side, and 46 spaces on the South side. The cost to install new meters in this area is broken down as follows.

<b>North Side Herondo Street</b>				<b>South Side Herondo Street</b>			
<b>Parking Meters</b>	<b>Unit Price</b>	<b>Quantity</b>	<b>Total</b>	<b>Parking Meters</b>	<b>Unit Price</b>	<b>Quantity</b>	<b>Total</b>
Double-Space Meters	\$823	18	\$14,814	Double-Space Meters	\$823	23	\$18,929
Poles and bases	\$230	18	\$4,140	Poles and bases	\$230	23	\$5,290
Installation			\$5,000	Installation			\$6,700
<b>One-Time Costs</b>			<b>\$23,954</b>	<b>One-Time Costs</b>			<b>\$30,919</b>
<b>Total One-Time Cost:</b>				<b>\$54,873</b>			

<b>North Side Herondo Street</b>				<b>South Side Herondo Street</b>			
<b>Ongoing</b>				<b>Ongoing</b>			
<b>Annual Costs</b>	<b>Unit Price</b>	<b>Quantity</b>	<b>Total</b>	<b>Annual Costs</b>	<b>Unit Price</b>	<b>Quantity</b>	<b>Total</b>
Connectivity fees	\$10/mo	18	\$2,160	Connectivity fees	\$10/mo	23	\$2,760
Estimated Credit Card Transaction Fees			\$5,833	Estimated Credit Card Transaction Fees			\$7,452
<b>On-going Costs</b>			<b>\$7,993</b>	<b>On-going Costs</b>			<b>\$10,212</b>
<b>Total On-going Annual Cost:</b>				<b>\$18,205</b>			

To support these one-time, and ongoing, expenditures, additional funding would need to be added to the Police Department's FY 2025-26 operating budget.

Among the various parking meter areas, Herondo Street and Francisca Avenue have the lowest usage. However, this could be attributed to the fact that the parking spaces east of Francisca are not metered, so visitors can easily opt for the nearby free parking option.



Taking a conservative approach, assuming a 30-50% utilization rate (up to 41 spaces) during daily peak usage (~10 hours), with the new parking meter rate of \$2.00/hour starting July 1, 2025, the estimated revenue for FY 2025-26 would be \$87,600 (taking into account the time needed to order and install the equipment), and could potentially range between \$175,200 and \$299,300 annually moving forward. Below is a sampling of scenarios considered by staff.

<b>Utilization</b>	<b>Peak Use (10 hours)</b>	<b>Parking Rate \$2.00/hr</b>	<b>Annual Revenue (365 days)</b>
25% - 20 meters	200 hours	\$400 daily	\$146,000
30% - 24 meters	240 hours	\$480 daily	\$175,200
50% - 41 meters	410 hours	\$820 daily	\$299,300
75% - 61 meters	610 hours	\$1,220 daily	\$445,300
100% - 82 meters	820 hours	\$1,640 daily	\$598,600

Lastly, adding parking meters to this area would require approval of a Coastal Development Permit, California Environmental Quality Act (CEQA) Exemption Declaration, and adoption of an ordinance amending RBMC Section 3-6.03 to establish parking meter rates for this portion of Herondo Street.

#### Addition of a second eastbound through lane at PCH

Currently, the eastbound approach of Herondo Street at PCH provides one left-turn lane, one through lane, one Class II bicycle lane, and one right-turn lane. It has been observed that the single eastbound through lane experiences lower than typical throughput at certain times due to a variety of factors, including abnormally high volumes during beach and harbor peak usage, and distracted driving as a result of a long signal cycle.

Eastbound through traffic volumes on Herondo typically do not reach commonly accepted thresholds to warrant adding a second through lane for the entire block. However, the long signal cycle length at PCH, combined with peak volume anomalies and distracted driving, does at times result in long queues that do not always clear in a single cycle. Providing a second, 120-foot long through lane at the intersection would provide additional space to clear queued vehicles without removing any existing parking. This could be achieved without removing the bicycle lane by combining the right-turn lane with the second through lane. This would not require reconstructing curbs, but rather lane striping and traffic detection loop changes, subject to Caltrans approval. Since eastbound right-turns on red are already prohibited and eastbound right-turn volumes are low, a dedicated right-turn lane in addition to a second through lane is not warranted. Those movements could be shared with a second through approach lane. A longer second



through lane, that is extending its beginning westward, could be added for an incrementally low cost of installation, but up to nine parking spaces would need to be removed to facilitate the change.

The cost to modify the striping and traffic loops for the eastbound Herondo approach at PCH is unknown at this time, as a configuration change that adds vehicular throughput may require CEQA environmental analyses. The construction cost to perform this change, subject to Caltrans' approval, is approximately \$100,000. This includes slurry sealing the eastbound approach, restriping the lanes, and reinstalling the traffic detection loops to Caltrans' specifications.

## CITY OF REDONDO BEACH Budget Response Report

### #41

June 3, 2025

**Question:**

*What is the cost to replace light pole banner hardware in Riviera Village?*

**Response:**

There are 80 street light poles in Riviera Village that feature brackets to hold decorative banners to promote various community events. The estimated cost to replace the brackets is as follows:

Hardware (\$250 per set x 80 sets)	\$20,000
<u>Labor</u>	<u>\$21,000</u>
<b>Total</b>	<b>\$41,000</b>

The labor cost is based on a two-person City crew working overtime for two weeks.



## CITY OF REDONDO BEACH Budget Response Report

### #44

June 3, 2025

#### Question:

*What is the estimated cost to repair critical public infrastructure in the waterfront including the beach pedestrian path, the storm drain outfall facilities south of Topaz, and the sea walls in King Harbor?*

#### Response:

The table below provides order of magnitude estimates for various infrastructure improvements in the waterfront area. In addition to the order of magnitude estimate, the source of each estimate has been identified, along with the year the estimate was created.

Infrastructure Item	Estimated Cost to Repair	Year Cost Estimate Created	Cost Estimate Source
<b>MARINA/BEACH:</b>			
<b>Basin 3 Sea Wall Replacement</b>	\$12,000,000	2020	Nobel Consultant Estimate
<b>King Harbor Sea Level Rise Adaptation</b> – overall estimate for perimeter marina basin protection to address risk for pedestrian sidewalk and marina access, perimeter inundation improvements, perimeter dike construction, seawall construction, landfill, relocation of utilities, and mole/building foundation redevelopment to raise base floor elevations	\$291,000,000	2019	Nobel Consultant Estimate
<b>Municipal Pier Utilities Repairs/Upgrades</b>	\$100,000	2025	Jilk Heavy Construction Estimate
<b>Basin 3 Docks/Gangway Replacement</b> – new concrete floating docks with marine structure construction and landside utilities	\$32,000,000	2023	Moffatt& Nichol Estimate

<b>Beach Boardwalk Pedestrian Walking Path Replacement</b> – the 1000 ft long, 5 ft wide beach pedestrian walkway south of the Municipal Pier. This walkway is separated from the beach biking path and keeps walking and running pedestrians safe in this very busy boardwalk area.	\$25,000	2025	Contractor pricing
<b>Mole A Revetment Repair</b> – permitting with regulatory agencies and follow-up construction to repair the existing rock revetment to original design. Damage due to wave overtopping of adjacent breakwater.	\$500,000	2024	Moffatt & Nichol & Jilk Heavy Construction
<b>STORM DRAIN:</b>			
<b>Avenue F Storm Drain Outfall Replacement</b> – this Storm Drain Ocean Outfall is a partially exposed 6 x 5 feet reinforced concrete box located in the beach sand. The 232 feet linear outfall was built by the City in the mid 1980's and approximately 70 feet of the outfall is exposed at the oceans edge. It's designed to convey 360-cfs of storm water runoff and has significant structural deficiencies. The existing structure has exposed opening, rusting elements and jagged sections of concrete and steel.	\$2,000,000	2019	Los Angeles County Public Works
<b>SANITARY SEWER:</b>			
<b>Basin 3 Pump Station Rehabilitation</b>	\$5,000,000	2025	Staff Estimate based on recent similar projects
<b>Harbor Drive Pump Station Rehabilitation</b>	\$5,000,000	2025	Staff Estimate based on recent similar projects

<b>Portofino Way &amp; Mole B Conveyance System &amp; Manhole Lining</b>	\$1,000,000	2025	Sancon Contract Pricing
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It should be noted that there has been a significant increase in construction costs over the past five years, and that many of the estimates identified above will need to be adjusted to account for inflation. The City hopes to receive a climate resiliency grant from the CA Coastal Commission to fund a comprehensive King Harbor vulnerability assessment that will update several of the critical waterfront infrastructure reconstruction estimates and provide various sea level rise adaptation strategies.

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## CITY OF REDONDO BEACH

### Budget Response Report

#### #45

June 3, 2025

**Question:**

*What is the cost to replace the fencing at the Perry Park baseball field, and would a replacement project be eligible for Quimby Funds?*

**Response:**

A project to replace the ballfield fencing at Perry Park would include the following, as shown on the attached aerial map:

Main Diamond (shown in blue):

- 126 feet of 26-foot chain link fence in the infield
- 205 feet of 10-foot fencing down the left and right field lines
- 80 feet of 6-foot fencing for dugouts with privacy screens and roof covers
- 60 feet of 16-foot netting down the left and right field lines
- Five 8-foot gates

Smaller Diamond (shown in orange):

- 110 feet of 6-foot fencing for the dugouts
- 51 feet of 15-foot back stops, with netting
- Two 8-foot gates

Perimeter Fencing (shown in red):

- 895 feet of 6-foot chain link fencing
- Reinstalling 265 feet of existing windscreen
- 16 feet of 8-foot chain link fencing
- Four swinging gates, including one 15-foot-wide double swinging gate

Left Field Netting (shown in purple):

- 106 feet of 10-foot chain link fencing
- 106 feet of 26-foot netting
- New horizontal braces

All existing vertical posts would be re-used.



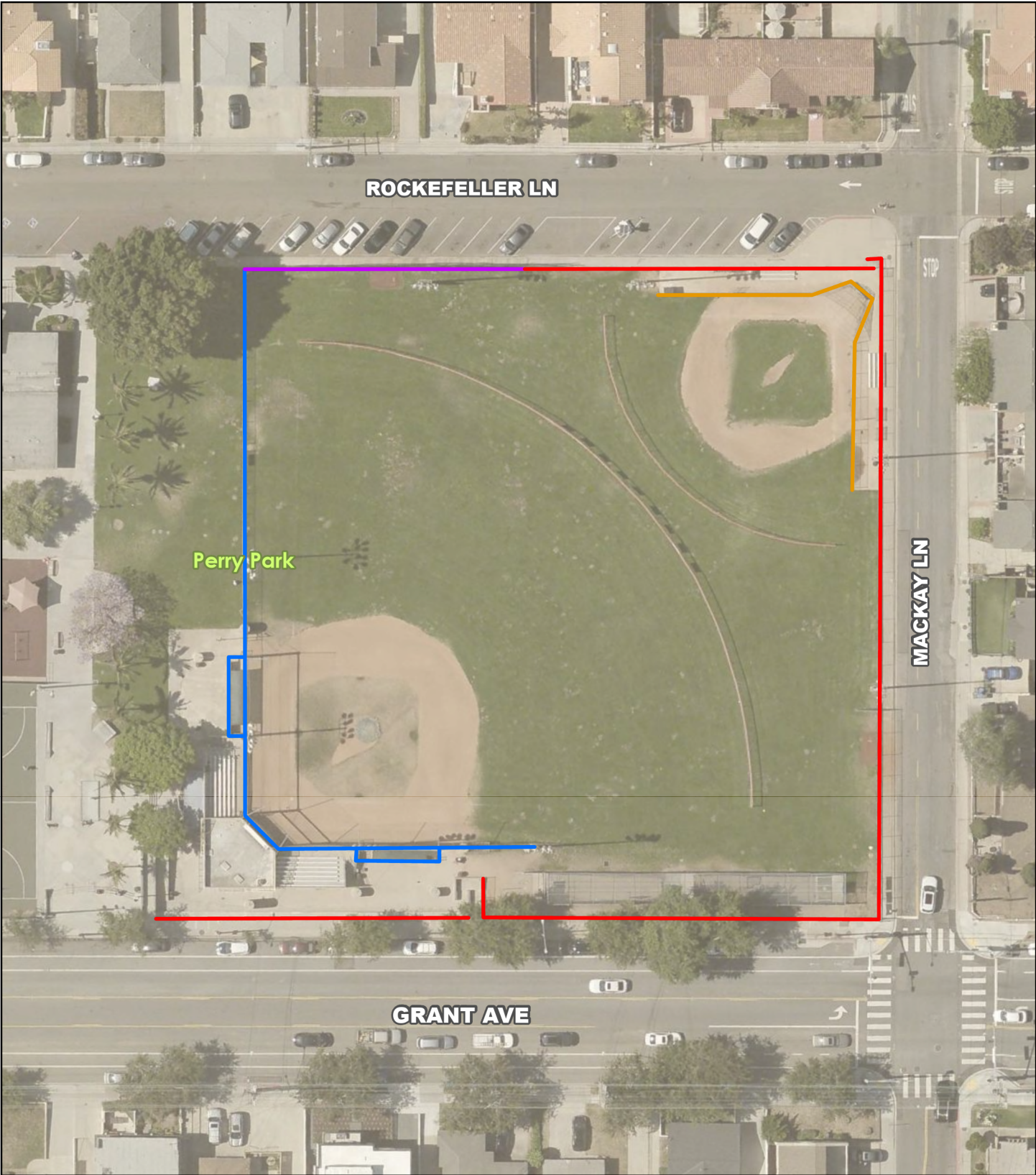
Based on information obtained from a local fencing contractor, the estimated cost to implement the above scope of work would be as follows:

- \$225,000 for galvanized steel, including a 15% contingency
- \$250,000 for green vinyl coated, including a 15% contingency

#### Use of Quimby Funds

The State of California Government Code Section 66477 authorizes cities to require the dedication of land, impose a payment in lieu of dedication, or a combination of both for park and recreational purposes as a condition to the approval of a tentative map or parcel map for residential development. On September 7, 2004, the Redondo Beach City Council adopted an ordinance establishing park subdivision trust dedications and in-lieu fees (Quimby Fees) for new housing units built in the City.

Quimby funds may be used to acquire, develop, and rehabilitate parkland and recreational facilities that serve the neighborhood or region impacted by the development. Therefore, replacing the fencing at Perry Park would be an eligible use of Quimby funds, as Perry Park is considered a regional facility that serves all of Redondo Beach.



**Perry Park  
Baseball Field  
Fence Replacement**



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## CITY OF REDONDO BEACH

### Budget Response Report

#### #47

June 3, 2025

**Question:**

*What are the costs and options to install dedicated bicycle lanes on Palos Verdes Boulevard?*

**Response:**

Per City Council direction provided on December 3, 2024, staff investigated the feasibility of installing dedicated bicycle lanes on Palos Verdes Boulevard (PVB) and presented the analysis to the Public Works & Sustainability Commission (PWSC) on January 27, 2025.

The City Council has already approved new Class II bicycle lanes on PVB between S Irena Avenue and the eastern City border with Torrance. This area is currently being striped. Due to roadway width considerations, dedicated bicycle lanes on the remaining portion of PVB within the City are not designed, funded, or slated for construction at this time. Staff investigated the feasibility of removing either a travel lane or the parking lane in each direction on PVB, between Irena and PCH, to provide space for bicycle lanes. Completion of bike lanes in this half mile corridor would close the gap between the pending bike lanes eastward of S Irena Ave and those west of PCH in the City of Torrance. Because parking utilization on PVB was found to be low, the PWSC unanimously voted to recommend the City Council fund the design and construction of bicycle lanes along this stretch of roadway. This concept does not currently have funding.

Because the project, if desired by City Council, would repurpose underutilized parking lanes, there would be sufficient room to install Class IV protected bicycle lanes, which include vertical barriers to prevent vehicular intrusion. If space is available, staff generally recommends Class IV protected bicycle lanes for the improved safety and comfort that they provide to riders. If the Council would like to move forward with a bike lane project in this area, further study and coordination would be required to determine the barrier type best suited for the conditions. The review would consider a number of factors, including how to accommodate street sweeping.

The cost to design and install protected bicycle lanes can vary, depending on the materials used for protection. Staff estimates that if rigid, prefabricated, barriers were used, these bicycle lanes could be designed and installed for approximately \$250,000. The cost would be \$150,000 to \$200,000 if more flexible materials are utilized. Flexible materials, however, come with higher ongoing maintenance costs.

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## CITY OF REDONDO BEACH

### Budget Response Report

#### #48

June 3, 2025

#### Question:

*What is the cost to systematically replace aging street signs and traffic signal poles throughout the City?*

#### Response:

##### Street Name Signs:

The City Council adopted a new City logo, which resulted in an update to the design of the City's street name signs (SNS). The new sign design also included updates to meet contemporary traffic standards, readability requirements, and the use of more modern, lower-cost, and sustainable materials. At this time, the City has installed approximately 100 new SNS, using its existing annual maintenance budget.

Generally, the City's SNS fall into one of two categories, post-top signs, the most common, and mast arm signs. Mast arm signs have the option to be internally illuminated.

The in-house cost to replace the remaining 2,712 post-top SNS in the City is estimated as follows:

Materials:	\$428,480	(2,712 signs x \$150 per sign + 271 telespar poles x \$80 per pole)
Administrative:	\$179,968	(1/2 labor hours per sign x \$128/hour x 2,812)
Installation:	<u>\$1,079,808</u>	(3 labor hours per sign x \$128/hour x 2,812)
<b>Post-Top Total</b>	<b>\$1,688,256</b>	

Prior to the approval of the new City logo and corresponding street sign design, 100 post-top signs with the former blue background and yellow sunset were installed. The \$63,800 to replace those signs is included in the above estimate. In most cases the existing signpost can be reused, but a contingency for replacement poles is also included in the above estimate.

##### Internally Illuminated Street Name Signs (IISNS):

The estimate to replace City-owned mast-arm IISNS in the City would be as follows:

- 104 new IISNS
- 101 new pole-mounted SNS (non-illuminated)

Materials & hardware: \$260,000 (104 IISNS x \$2,500 per sign)  
\$ 30,300 (101 SNS x \$300 per sign)



Administrative:	\$ 13,325	(1/2 labor hours per sign x \$130/hour x 205)
Installation:	<u>\$340,000</u>	(\$5,000 per intersection x 68 intersections)
<b>IISNS Total:</b>	<b>\$643,625</b>	

It should be noted that many of these IISNS will be replaced as part of future traffic signal improvement projects. Locations where it is only feasible to install non-illuminated SNS due to pole structural integrity will be upgraded to IISNS as signals are replaced to the current standard.

Staff also recommends a CIP project to fund the replacement of large quantities of signs, due to staff labor limitations. However, for one-off replacements, of up to 100 signs, staff would be able to incorporate this work into the annual workplan. Staff has not yet sought quotes from outside contractors for mass replacements, due to the need to develop a project description and specification. For an order of magnitude estimate, staff estimates a range of \$2,000,000 to \$2,500,000 to account for equipment, materials, labor, design/specification development, traffic control, project management, and inspections.

#### Traffic Signal Poles:

The City has 108 signalized intersections:

- 58 owned/maintained by the City
- 22 shared maintenance with LA County
- 23 “signal-like” flashing red beacons (mostly obsolete and not expected to be replaced when removed)
- 5 shared with other jurisdictions who maintain those signals.

Some traffic signal poles, like those along Grant, have been replaced as part of Measure M-funded projects. The next twenty-four traffic signals due for replacement and funded for design within the City’s CIP include poles along:

- Inglewood Avenue (4)
- Prospect Avenue (12)
- Catalina Avenue (8)

Along with the poles, replacement of traffic signals often includes new signal controllers, new signal heads, modified curb ramps to meet accessibility standards, new wiring and conduits, new detection equipment, signal timing changes, and all other electrical equipment. Each full intersection signal replacement is expected to cost a minimum of \$700,000. Design for new signals along Inglewood, Prospect, and Catalina are at least partially funded through the Regional Measure M program. As appropriate, City staff will continue to explore alternative intersection controls (such as roundabouts) as a reduced cost strategy for ongoing future maintenance and in some cases, to enhance safety.

The construction-only cost to replace the above identified 24 City-owned traffic signals is approximately \$16,800,000. There are several other traffic signals around the City that will be due for replacement/upgrade in the near future. The construction cost to replace those traffic signals will be an additional \$20,000,000. Due to the high cost and the availability of funding, staff recommends the City continue to address signal

improvements through Measure M, and other transportation restricted funding sources, to the maximum extent possible.



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## CITY OF REDONDO BEACH

### Budget Response Report

#### #50

June 3, 2025

**Question:**

*What are the costs and options to paint murals in intersections using the City's new logo?*

**Response:**

Per City Council direction at their February 11, 2025 meeting, City staff investigated the options and cost to paint the City's newly adopted logo within an intersection. Neighboring cities, such as Hermosa Beach and Manhattan Beach, have painted their city logos in their downtown/pier areas on high-profile intersections. Generally, the placement of such a logo is most appropriate at locations where there are nearby commercial uses and significant pedestrian/bicycle crossing volumes. Otherwise, the logo would not be as visible from the sidewalk and would more likely be covered by moving vehicles.

In Redondo, significant intersections that could be considered for the painting of the Redondo's City logo include:

- Torrance Blvd & Catalina Ave – 15' radius, 700 square feet (sf)
- Catalina Ave & Vista del Mar – 15' radius, 700 sf
- Artesia Blvd & Rindge Ln – 10' radius, 315 sf
- Artesia Blvd & North Redondo Beach Bikeway (NRBB) – (4) 5' radius circles, 315 sf
- Robinson St & Phelan Ln – 5' radius, 80 sf

Painting the intersections of Torrance/Catalina, Artesia/Rindge, or Artesia/NRBB would require significant traffic control, estimated at \$5,000, for the one-day of work required to paint the intersection. Traffic control for the intersections at Catalina/Vista del Mar or Robinson/Phelan could be accommodated using Public Works crews. The expected materials and labor cost to paint a smaller intersection is approximately \$5,000. The cost to paint a larger intersection is approximately \$10,000. Below are the total costs to paint each intersection, including traffic control and \$1,000 in administrative costs.

- Torrance/Catalina – \$16,000
- Catalina/Vista del Mar – \$11,000
- Artesia/Rindge – \$11,000
- Artesia/NRBB – \$11,000
- Robinson/Phelan – \$6,000

Staff would like to note that future CIP projects that affect Torrance/Catalina and Catalina/Vista del Mar would also affect any existing intersection paintings, but those CIP projects could incorporate the City logo in future aesthetic treatments. Staff anticipates this process would need to reoccur every three to five years to maintain a legible logo design.

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## CITY OF REDONDO BEACH

### Budget Response Report

#### #51

June 3, 2025

**Question:**

*What are the costs associated with adding hardware and banner signs to the street light poles along Artesia Blvd and what are the costs anticipated to maintain the existing banners along Harbor Drive?*

**Response:**

In 2023, staff prepared Budget Response Report #51 to provide City Council with an estimate to display decorative banner signs on the existing street light poles along Artesia Blvd. The cost was estimated at \$43,200 and included the purchase of 53 banners (one for each pole), hardware, and a structural review of the existing light poles to ensure they could accommodate the weight and wind load stress associated with adding the banners. The estimate did not include installation of the banners or on-going maintenance.

City Council appropriated \$43,200 in funding for the banner program in 2023. To date, Public Works staff have purchased the hardware at a cost of \$12,200, leaving a balance of \$31,000 for execution of the project. The next step is the completion of a structural analysis of the existing light poles to confirm the amount of additional banner weight and wind load that can be accommodated. The structural analysis is anticipated to cost \$11,000, leaving \$20,000 for banner procurement and installation.

The North Redondo Beach Business Association (NRBBA) has volunteered to assist with the banner program. The NRBBA has designed four sets of banners that would be changed out quarterly. The estimated cost to purchase the four sets of banner signs, install the hardware and initial banners on each of the 53 light poles, perform quarterly replacement of the banners with new content, and provide associated maintenance is \$53,000 for the year. This cost would be reduced by roughly \$20,300 if only one set of banners is purchased and installed.

As noted above, \$20,000 is expected to be available to support these costs. An additional \$33,000 of funding would be required to purchase and install four sets of Artesia banners and \$12,700 to purchase and install one set. The NRBBA could potentially cover costs associated with maintenance and banner swapping after the first year.

In addition to the banner program along Artesia, the City has an existing banner program along Harbor Drive. There are 23 light poles with two banner signs each for a total of 46 banners along Harbor Drive. City staff has identified a need to purchase replacement parts for the current street light pole hardware, at an estimated cost of \$15,545. The labor required to cover installation of the replacement parts is estimated to be \$15,000. In total,

staff estimates an additional appropriation of \$30,545 would be needed for maintenance efforts associated with the existing Harbor Drive banner program.

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## CITY OF REDONDO BEACH

### Budget Response Report

#### #54

June 3, 2025

#### Questions:

*How does the City's Information Technology Equipment Replacement Program work, and what equipment is recommended for replacement in the 2025-2026 Fiscal Year?*

#### Response:

The City's Information Technology (IT) Equipment Replacement Program was established in FY 2005-06 as a way to keep the City's technological infrastructure up to date and to minimize failures and workplace disruption due to unreliable, outdated, or failing computer hardware and software. Since the program's implementation, the City has maintained a robust and reliable technological infrastructure.

During each mid-year budget discussion, IT staff review the equipment replacement schedule and add or remove equipment. Staff extends or reduces the lifespan based on the condition of the equipment or in response to changes in the technological cycle, or due to the presence of emerging technologies. For example, instead of replacing the aging on-site telephone system, the City funded the implementation of a cloud-based telephony service. At times, equipment is replaced for reasons other than reaching the end of its lifespan, such as technological advances or the inability of the equipment to run updated software.

The replacement schedule is based on the estimated useful lives of the equipment across a 10-year rolling period. The replacement value is calculated using a 3.5% compounded rate against the purchase price of the equipment, software, and services for the respective number of years assigned to the equipment's life span.

Each fiscal year, an IT Internal Service Annual Rental charge is assessed to each department for the replacement of technological equipment (these charges are independent of the IT Internal Service Fund charges for personnel and maintenance, and operations). The number of departmental computers, computer-related equipment, telephones, and telecom-related items is used to allocate equipment that cannot be identified directly to a department. The total annual charge (beginning in FY 2006-07) has ranged from approximately \$220,000 to \$736,000, depending on the equipment included in the replacement schedule at that point in time. The charge has trended downward over time as we move from capital equipment expenses to subscription-based and cloud services.

**FY 2025-26 Equipment Replacement**

Each fiscal year, a budget Decision Package is recommended for Council consideration to allocate funds from the IT Replacement Fund to the IT Internal Service Fund for equipment replacement. Equipment is only recommended for replacement when it is fully funded, and the funds to pay for the FY 2025-26 IT replacement program are currently fully accrued in the IT Replacement Fund.

The amount requested to be allocated each fiscal year depends on which equipment is scheduled to be replaced. It can be more or less than the annual departmental rental charge. The following table details the previous years' allocations approved by the City Council from the IT Equipment Replacement Fund to the IT Internal Service Fund:

FY 2025-26 (proposed)	\$239,460
FY 2024-25	\$400,021
FY 2023-24	\$192,359
FY 2022-23	\$211,245
FY 2021-22	\$432,695
FY 2020-21	\$1,133,086
FY 2019-20	\$234,385
FY 2018-19	\$427,712
FY 2017-18	\$105,710
FY 2016-17	\$543,700

The following are some examples of enterprise-wide, mission-critical systems that have benefited from the replacement program:

- Data Network Infrastructure (2006, 2013, 2021)
- Telecommunications System (2006, 2012, 2021, 2023)
- Public Safety Computer Aided Dispatch and Records Management Systems (2005, 2010, 2015, 2021)
- Network perimeter firewalls (2010, 2016, 2024)
- Network Equipment Battery Backup (2011, 2015, 2019, 2025)
- High speed document imaging scanners (2010, 2014, 2016, 2019, 2025)

An appropriation from the IT Equipment Replacement Fund (fully funded for FY 2025-26) to the Information Technology Internal Service Fund (Decision Package #18) is necessary to implement the FY 2025-26 IT replacement program. Below is a listing of technological equipment scheduled for replacement in FY 2025-26 and the estimated costs that make up the requested \$239,460:



Information Technology

- Dell Server (Physical Domain Controller) \$ 8,908
  - Acquired in 2020. Equipment will be ~6 years old upon replacement.
- MVIX Digital Sign Players \$ 10,534
  - Acquired in 2017. Equipment will be ~5 years old upon replacement.
- Non-Leased Printers \$ 28,688
  - Acquired in 2017. Equipment will be ~ 5 years old upon replacement.
- Server Virtualization Equipment (Rubrik) \$103,500
  - Acquired in 2024. Annual payment, cost spread over 3x years.

Fire

- MDC Replacement – 13ea. \$ 28,500
  - Acquired between 2016 and 2018. Equipment will be between 7 and 9 years old upon replacement.

Community Development

- Inspector iPads – 4 Ea. \$ 4,131
  - Acquired in 2021. Equipment will be ~5 years old upon replacement.

Public Safety

- MDC Replacement \$ 25,000
  - Acquired between 2016 and 2018. Equipment will be between 7 and 9 years old upon replacement.
- Dell Server (CAD Interface Server) \$ 8,033
  - Acquired in 2021. Equipment will be ~5 years old upon replacement.
- Dell Server (CJIS Server) \$ 8,033
  - Acquired in 2021. Equipment will be ~5 years old upon replacement.

Public Works

- Cradlepoint Modems – 13ea \$ 14,133
  - Acquired in 2020. Equipment will be ~6 years old upon replacement.

## CITY OF REDONDO BEACH

### Budget Response Report

#### #55

June 3, 2025

#### Question:

*What are the public safety and traffic control costs to close Catalina Avenue between Ave I and Vista Del Mar for pedestrian oriented special events? How much additional parking revenue was generated in Riviera Village in 2024 as a result of the change to the Holiday free parking waiver period?*

#### Response:

To safely secure Catalina Avenue for pedestrian use between Vista Del Mar and Ave I, the roadway would need to be secured with barricades. For past events, the City has used Southern California Barricades to place water-filled barricades. The cost to secure the area of Catalina Avenue between Avenue I and Vista Del Mar with the water-filled barricades is approximately \$5,200 per event. The street closure also requires preparation of a traffic plan coordinated by the Redondo Beach Police Department (RBPB) and the Public Works Department's Engineering Services Division, with staff time costing approximately \$1,000 (one-time cost with updates as needed).

A road closure would also require the presence of RBPB personnel. The current cost for an officer is \$150 an hour (*\$158/hour if the proposed update to the Police Master Fee Schedule in DP #1 is approved*). With two officers assigned for a 10-hour day, the total cost would be roughly \$3,000. The Redondo Beach Fire Department also requires ingress and egress into the closed areas. To facilitate this, a Police vehicle is strategically placed to block the roadway and act as a staffed access point to allow the Fire Department immediate access into the area, as needed. This setup costs an additional \$1,500.

Closing down vehicle access to Catalina Avenue would also result in a loss of parking meter revenue. There are 23 meters along this stretch of Catalina Avenue, which can generate up to \$460 of revenue in a 10-hour period (\$46 per hour). Listed costs for Police personnel and lost meter revenue are scalable based on the duration of an event. The total cost for these items, at current personnel rates, is \$11,160.

Water-filled Barricades	\$5,200
Traffic Plan	\$1,000
Police Personnel (3)	\$4,500 (10 hours)
Meter Revenue Loss	\$460 (10 hours)
<b>Total Cost</b>	<b>\$11,160</b>

Riviera Village Holiday Parking Fee Waiver

As part of the FY 2024-25 Budget, the City Council reduced free parking in the Riviera Village during the holidays from three weeks to one week. Free parking was offered starting on Christmas Eve and ran through New Year's Day. The following table shows the difference in December revenue for the 398 parking meters and 536 parking spaces in Riviera Village between the 2023-24 and 2024-25 Fiscal Years.

	<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>VARIANCE</b>
Riviera Village Meter Revenue	\$4,820	\$96,230	\$91,410

A portion of this variance may also be attributed to the FY 2024-25 increase in the hourly parking meter rate from \$1.50/hour to \$1.75/hour, which represents a 17% adjustment. Taking this into account, the net revenue increase is estimated to be \$75,870 (\$37,935 per week).

## Department Glossary

Dept. Abbreviation	Full Name
CCO	City Clerk's Office
CT	City Treasurer
CA	City Attorney
CM	City Manager
IT	Information Technology
HR	Human Resources
FS	Financial Services
PD	Police Department
FD	Fire Department
LIB	Library
CS	Community Services
CD	Community Development
WED	Waterfront and Economic Development
PW	Public Works