AGENDA

Public comment on any agenda item may be made during the consideration of that item. All comments on items not listed on the agenda may be made during the time allotted on the agenda to the public. Members of the public may comment by raising a hand and being recognized by the Chair. Speakers shall confine their comments to three minutes per speaker. Unless otherwise noted in the Agenda, the public may only comment on matters that are within the subject matter jurisdiction of the Westside Cities Council of Governments or items listed on the agenda.

1. CALL TO ORDER

2. WELCOME, INTRODUCTIONS, AND IDENTIFICATION OF VOTING MEMBERS (2 min)

3. ACTION ITEMS (3 min)
   A. Approval of October 10, 2019 Draft Meeting Notes
      **Action:** Approve the October 10, 2019 draft meeting notes
   
   B. Metro Westside/Central Service Council Representative Appointment
      **Action:** Appoint a new representative to the Metro Westside/Central Service Council

   C. 2020WSCCOG Regular Board Meeting Schedule
      **Action:** Approve the 2020 WSCCOG Regular Board Meeting Schedule

4. EXECUTIVE DIRECTOR’S REPORT (3 min)
   - WSCCOG Mobility Study/Multi-Year Subregional Program RFP Contract Award
   - Metro Updates (NextGen Bus Plan, Sepulveda Pass Transit Corridor Update)
   - Advanced Clean Truck (ACT) Regulation Update

5. HOUSING/HOMELESSNESS STRATEGIC INTIATIVE (20 min)
   A. WSCCOG Regional Homelessness Strategic Plan Ad Hoc Committee – Oral Report
   B. Regional Housing Needs Assessment (RHNA) Allocation Methodology Discussion
6. **PRESENTATIONS AND DISCUSSION** (40 min)
   A. Draft SoCal Connect Plan (2020 RTP/SCS) Presentation – Kome Ajise, Executive Director (SCAG)
   B. Northern Crenshaw Extension Project Update – Roger Martin, Project Manager (Metro)

7. **LEGISLATION** (2 min)
   A. League of California Cities Priority Bills

8. **RECEIVE AND FILE**
   A. FY2017-18 WSCCOG Financial Audit
   B. WSCCOG Transportation Working Group October Meeting Notes
   C. Recap of October/November AQMD and CARB Meetings/Activities

9. **ANNOUNCEMENTS** (2 min)

10. **FUTURE MEETING LOCATIONS AND AGENDA ITEMS**
    A. Future Meeting Location
    B. Future Agenda Items
       i. WSCCOG Boardmember Requests for Future Agenda Items

11. **PUBLIC PARTICIPATION** (3 min)
    Members of the public may address the Westside Cities Council of Governments (WSCCOG) on any subject on or off the agenda by raising a hand and being recognized by the WSCCOG Chair. Speakers shall confine their comments to two minutes per speaker.

12. **ADJOURN**

Written materials distributed to the Board within 72 hours of the Board meeting are available for public inspection immediately upon distribution at the WSCCOG office 448 S. Hill, Suite 1105, Los Angeles, CA 90013, during normal business hours. Such documents will also be posted on the WSCCOG website at www.westsidecities.org and will be made available at the meeting.

In accordance with the Americans with Disabilities Act, if you require a disability related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please contact WSCCOG Project Director Winnie Fong at 323-306-9856 or winnie@estolanolesar.com at least three days prior to the meeting.
THURSDAY, OCTOBER 10, 2019
12:00 NOON

IN ATTENDENCE:

Beverly Hills: Mayor John Mirisch. Staff: Laura Biery, Susan Healy Keene, Jim Latta.

Culver City: Mayor Meghan Sahli-Wells, Councilmember Alex Fisch. Staff: Shelly Wolfberg.

Santa Monica: Councilmember Kevin McKeown, Mayor Gleam Davis. Staff: Stephanie Venegas, Alisa Orduna, Jing Yeo.


City of LA: Legislative Analyst Office: Steve Luu.

County of LA: Supervisory District 3 Staff: Stephanie Cohen.

WSCCOG: Executive Director: Cecilia V. Estolano. Staff: Winnie Fong, Riley O'Brien. Legal Counsel: Lauren Langer.

Other: Assemblymember Richard Bloom; Senator Holly Mitchell; Sonia Lopez (SD 30); Josh Kurpies (AD 50); Jeff Kiernan (League of California Cities);

1. CALL TO ORDER
Mayor Meghan Sahli-Wells (Chair) called the meeting to order at 12:00 pm.

2. WELCOME, INTRODUCTIONS, AND IDENTIFICATION OF VOTING MEMBERS

3. ACTION ITEMS

A. Approval of August 8, 2019 Draft Meeting Notes
A motion was made by Councilmember Kevin McKeown (Vice Chair) and seconded by John Heilman (Secretary) to approve the August 8, 2019 meeting notes. The motion passed unanimously.
4. EXECUTIVE DIRECTOR'S ORAL REPORT
Cecilia V. Estolano (WSCCOG Executive Director) provided a brief update on the WSCCOG Mobility Study/Multi-year Subregional Program Request for Proposal and stated that SCAG should finalize the recommendation to award the contract to the consultant in November or December. Ms. Estolano also provided a brief background on the California Air Resources Board (CARB) Advanced Clean Trucks (ACT) Regulation and encouraged the cities to sign on to the draft template letter to support a stronger zero-emission vehicle (ZEV) mandate.

5. HOUSING/HOMELESSNESS STRATEGIC INITIATIVE
A. SCAG Regional Housing Need Determination
Winnie Fong (WSCCOG Project Director) provided a brief update on SCAG’s recent objection to the California Department of Housing and Community Development (HCD)’s initial Regional Housing Need Determination for the SCAG region. The Boardmembers engaged in a discussion and shared their input about the methodology used to calculate the regional housing need determination. Mayor Sahli-Wells (Culver City), Mayor John Mirisch (Beverly Hills), and Vice Chair McKeown (Santa Monica) stated that their respective cities sent letters addressing their comments and concerns to HCD and SCAG related to the RHNA methodologies.

B. Housing and Homelessness-Related Funding Opportunities
Ms. Fong provided a brief update about various funding opportunities related to housing production and homelessness. Ms. Fong also encouraged cities to consider applying for the SB 2 planning grants that are currently accepting applications until the end of November.

6. REPORT FROM WSCCOG HOMELESSNESS STRATEGIC PLAN AD HOC COMMITTEE
Ms. Fong provided a brief update on the Ad Hoc Committee’s bi-weekly study session and summarized the key takeaways and themes for potential action steps to consider in the WSCCOG’s Regional Homelessness Strategic Plan. Councilmember Lauren Meister suggested that the Ad Hoc Committee discuss and address the impact of short-term rental on housing affordability in which Mayor Mirisch also agreed. Mayor Mirisch also suggested the Strategic Plan address the jobs-housing imbalance in the region, as well as other ways to expedite housing production, such as high-quality prefab housing and motel conversions to housing.

7. LEGISLATION
D. State Legislation Update
Jeff Kiernan (League of California Cities) provided a brief update to his legislative report in the agenda packet regarding recent bills that were signed and/or vetoed by the Governor.

E. Discussion with State Legislators
Assemblymember Richard Bloom (AD 50) informed the Board about his recent efforts in the State Legislature in addressing homelessness and mental health, increasing housing production, protecting tenants who are rent burdened, and his continued support for Measure M and transportation infrastructure in the Los Angeles region. Senator Holly Mitchell (SD 30) informed her work as the Chair of the Senate Budget and Fiscal Review Committee to increase funding to address...
homelessness and the housing crisis, as well as promoting equity in transportation and infrastructure funding throughout the state. The Board engaged in a discussion with Assemblymember Bloom and Senator Mitchell regarding repealing the Costa-Hawkins Act and Ellis Act related to rental housing and AB 1771 (Bloom) that would alter the process and requirements for developing the methodology for a regional housing needs allocation (RHNA) and adopting an allocation plan.

8. RECEIVE AND FILE
   A. Transportation Working Group Meeting Notes

9. ANNOUNCEMENTS
   Stephanie Cohen (County Supervisorial District 3) announced a task force that had recently completed an analysis report on the Woolsey Fire and informed the Board that the County will be holding public meetings to discuss the report findings. Patrick Chandler (Metro) announced that Metro will be convening several community meetings to present updated information and solicit feedback on the Northern Crenshaw Extension Project in October.

10. FUTURE MEETING LOCATIONS AND AGENDA ITEMS

11. PUBLIC PARTICIPATION

12. ADJOURN
   The WSCCOG Board adjourned at 1:16 p.m.
DATE: December 12, 2019

TO: Westside Cities Council of Governments Board

FROM: Westside Cities Council of Governments Staff

SUBJECT: Metro Westside/Central Service Council Representative Appointment

Recommended Action
That theWSCCOG Board take one of the following recommended actions:

1. Appoint Francisco Gomez, Transit Program Administer (City of West Hollywood) to serve the remainder of Perri Sloane Goodman’s term as the Metro Westside/Central Service Council Representative; or

2. Release a Call for Nominations to solicit letters of interest for the Metro Westside/Central Service Council Representative and appoint the representative at the next scheduled Regular Board meeting in February 2020.

Background
On November 19, 2019, the WSCCOG received correspondence from our Metro Westside/Central Service Council Representative Perri Sloane Goodman announcing her retirement at the City of West Hollywood at the end of this year and will be resigning from her position as the Service Council member (refer to Attachment A). This will vacate the position for a Service Council member to serve the remainder of Ms. Goodman’s term from January 2020 until June 2022. In the letter, Ms. Goodman recommended Francisco Gomez, Transit Program Administer (City of West Hollywood) to cover the remainder of her term. Mr. Gomez meets Metro’s requirements for the position as a regular transit user working and/or residing in the Westside subregion. Refer to Attachment B for Mr. Gomez’s letter of interest.

Attachments
A. Correspondence from Perri Sloane Goodman, Metro Westside/Central Service Council Representative
B. Letter of Interest from Francisco Gomez, Transit Program Administer, City of West Hollywood
Westside Cities Council of Governments  
c/o Estolano Advisors  
448 S. Hill Street, Suite 618  
Los Angeles, Calif. 90013  
Attn: Winnie Fong

November 19, 2019

Esteemed Members of the Westside COG:

It has been my honor to serve as the COG’s representative to LA Metro’s Westside/Central Service Council since 2011. I am writing today to share that I will be retiring from my position at the City of West Hollywood at the end of this year, and therefore must vacate my position as Service Council member. Being a member of the Service Council has been a terrific opportunity for me.

As I depart, I would like to recommend fellow West Hollywood Transit Program Administrator Francisco Gomez to complete my term. I believe he will submit a letter of interest separately.

Thank you for providing me with the opportunity to serve in this position.

Regards,

Perri Sloane Goodman  
Transit Program Administrator  
City of West Hollywood

C: Hernan Molina  
David Giugni  
Francisco Gomez  
Dolores Ramos, LA Metro
Winnie Fong  
Westside Cities Council of Governments  
448 S. Hill Street, Suite 618  
Los Angeles, Calif. 90013  

November 20, 2019

Dear Mrs. Fong:

I am writing today to express my interest in serving as the West Side Council of Governments representative to LA Metro’s Westside/Central Service Council. Being a member of the Service Council will provide me with the opportunity to stay abreast of current developments at Metro and to develop relationships with Metro staff, which will allow me to get information affecting our communities quickly and easily.

As Transit Program Administrator for the City of West Hollywood, I have a clear grasp on transit issues affecting the Westside. As a regular transit user myself, I am extremely familiar with the issues faced by our transit riding constituency, and the policies proposed by Metro. I feel that my participation on the Service Council will benefit West Hollywood, the Cities of the Westside, and their residents.

I hope that the COG Board will plan to appoint me to finish the term started by my colleague Perri S. Goodman, who will be retiring at the end of the year. Don’t hesitate to contact me if you need any additional information.

Regards,

Francisco Gomez  
Transit Program Administrator  
City of West Hollywood
DATE: December 12, 2019

TO: Westside Cities Council of Governments Board

FROM: Westside Cities Council of Governments Staff

SUBJECT: 2020 WSCCOG Regular Board Meeting Schedule

---

**Recommended Action**

That the WSCCOG Board approve the 2020 WSCCOG Regular Board Meeting Schedule for the second Thursday of even-numbered months from 12:00 p.m. to 1:15 p.m., as shown in the table below. WSCCOG will rotate the location of the Regular Board meetings between host cities: Beverly Hills, Culver City, Santa Monica and West Hollywood.

<table>
<thead>
<tr>
<th>Date (1)</th>
<th>Host City (2)</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thursday, February 13</td>
<td>Beverly Hills</td>
<td>Beverly Hills City Hall 2nd Floor Municipal Gallery 455 N. Rexford Dr. Beverly Hills, CA 90210</td>
</tr>
<tr>
<td>Thursday, April 9</td>
<td>Culver City</td>
<td>Culver City Hall Mike Balkman Council Chambers 9770 Culver Blvd., Culver City, CA 90232</td>
</tr>
<tr>
<td>Thursday, June 11 (2)</td>
<td>Santa Monica</td>
<td>Santa Monica Main Library Multipurpose Room 601 Santa Monica Blvd, Santa Monica, CA 90401</td>
</tr>
<tr>
<td>Thursday, August 13</td>
<td>West Hollywood</td>
<td>West Hollywood Library (Tentative) 625 N. San Vicente Blvd. West Hollywood, CA 90069</td>
</tr>
<tr>
<td>Thursday, October 8</td>
<td>Beverly Hills</td>
<td>Beverly Hills City Hall 2nd Floor Municipal Gallery 455 N. Rexford Dr. Beverly Hills, CA 90210</td>
</tr>
<tr>
<td>Thursday, December 10</td>
<td>Culver City</td>
<td>Culver City Hall Mike Balkman Council Chambers 9770 Culver Blvd., Culver City, CA 90232</td>
</tr>
</tbody>
</table>

**Notes:**

(1) Regular board meetings are held bi-monthly on the second Thursday of even-numbered months from 12:00 p.m. – 1:15 p.m.

(2) WSCCOG will rotate the location of the Regular Board meetings between host cities: Beverly Hills, Culver City, Santa Monica and West Hollywood. Following this rotation for the 2020 meeting schedule, City of Santa Monica will host the first meeting in 2021.

(3) WSCCOG Annual Meeting - Election of new COG Governing Board Officers (Chair, Vice-Chair, and Secretary); appointment of Committee Members; and adoption of the annual budget
DATE: December 12, 2019
TO: Westside Cities Council of Governments Board
FROM: Westside Cities Council of Governments Staff
SUBJECT: Executive Director’s Report

WSCCOG Mobility Study/Multi-Year Subregional Program Request for Proposal (RFP) – Contract Award
The Proposal Review Committee reviewed the proposals for the WSCCOG Mobility Study Update and recommended to award the contract to the Fehr & Peers consultant team. The SCAG Executive/Administration Committee (EAC) approved the recommendation to award the contract to the consultant team on December 5, 2019 (refer to Attachment A). WSCCOG staff created a WSCCOG Mobility Study Task Force (Task Force) consisting of members from the WSCCOG Transportation Working Group. WSCCOG staff and the Task Force will schedule a kick-off meeting with SCAG and the consultant team immediately after the contract is executed between all parties in mid-December.

Metro NextGen Bus Plan
In July, the Metro Board of Directors adopted the NextGen Service Concept and Metro has now transitioned into preparing for the release of the Draft Bus Service Plan. There will be a changeover in Metro’s branding from NextGen Bus Study to NextGen Bus Plan (Plan). Below is the anticipated timeline for the Plan in 2020:

- **January** - Metro staff to present the draft plan to the Metro Operations, Safety, and Customer Experience Committee (January 16) and Board of Directors (January 23)
- **February** – Metro will begin convening public workshops to solicit feedback
- **June** – Metro Board public hearing
- **September** – Metro Board to approve the Plan
- **December** – Phase 1 implementation of the Plan.

Sepulveda Pass Transit Corridor Update
In November, WSCCOG staff attended the Sepulveda Transit Corridor Roundtable Briefing for municipal staff regarding updates on important developments for the project. Below are the key takeaways from the briefing:

- Metro has refined and analyzed four alternatives for the Sepulveda Transit Corridor – three (3) heavy rail transit (HRT) alternatives and one (1) monorail (MRT) alternative
  - All alternatives connect the Expo Line (at either Expo/Bundy or Expo/Sepulveda) to the Van Nuys Metrolink station, with a connection to the Purple Line at Wilshire/Westwood
  - Alternative HRT 3 (with elevated stations at Sepulveda/Ventura, Sepulveda Orange Line Station, and Sepulveda/Sherman) has the highest projected
ridership, HRT 1 (with underground stations at Van Nuys/Ventura and Van Nuys Orange Line Station) has the second-highest projected ridership
  • The MRT alternative has the lowest projected ridership
• By February 2020, teams of engineering, construction, and finance firms can submit a public-private partnership (P3) proposal for a project that would meet Metro’s goals for the corridor
  • Metro will choose up to two (2) P3 proposals to potentially sign a Project Development Agreement (PDA) in which the Metro Board would advance their proposals to environmental review
  • Upon demonstrating feasibility, PDA contractors would have a limited right to submit a fixed-price bid for the project’s engineering and construction
  • Beginning in late 2020, all alternatives, including those generated by Metro and by the private sector, will begin full environmental review including community engagement
• Expo/Bundy is still under consideration as a design option for the project, and will likely be studied during environmental review
  • Metro’s feasibility study estimates lower ridership and longer travel times for a southern terminus at Expo/Bundy compared to Expo/Sepulveda
  • Expo/Bundy would have 2% fewer daily boardings and new trips by transit, and 4% less time savings compared to Expo/Sepulveda
  • Lower ridership is due to lower population density, fewer nearby activity centers, and 54% fewer households without cars within ½ mile of the station
  • However, Expo/Bundy has greater employment density, fewer barriers to station access, and better pedestrian connectivity near the station

Advanced Clean Trucks (ACT) Regulation Update
At the WSCCOG Board Meeting held on October 10, 2019, we presented a draft template letter for municipalities to demonstrate their support for a strong and effective zero-emission vehicle (ZEV) mandate for trucks. The California Air Resources Board (CARB) is expected to hold the first of two hearings on the ACT Rule at its December 12-13 meeting.

Staff released the Initial Statement of Reasons (ISOR) in support of the rulemaking on October 22. The ISOR states that the regulation “is focused on requiring large truck manufacturers to sell zero-emission trucks in California to broaden the market and to send a clear signal that medium- and heavy-duty ZEVs will be a major part of the state’s overall strategy to reduce criteria emissions, climate impacts and petroleum use.” It includes two primary elements:

• First, it requires manufacturers to make a percentage of truck and bus sales zero-emission starting in 2024; and
• Second, it requires large entities, including retailers, manufacturers, and government agencies, to report on any contracted truck and shuttle services they use in addition to their medium- and heavy-duty vehicle fleet. This one-time reporting requirement will help the agency develop future regulations.

The second hearing on the rule will be held sometime in 2020. Additional information can be found here https://ww3.arb.ca.gov/regact/2019/act2019/isor.pdf.
RECOMMENDED ACTION:
Recommend that the EAC, acting on behalf of the Regional Council in accordance with Article V, Section C, (3) (a) of the SCAG’s Bylaws, approve Contract No. 20-014-C01 in an amount not to exceed $317,369 with Fehr & Peers to provide a Westside Mobility Study to reflect current infrastructure improvements and future mobility trends, such as first/last mile connectivity, active transportation, and emerging mobility technologies.

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:
On behalf of the West Side Cities Council of Governments (WSCCOG), SCAG is seeking a consultant to update the 2003 Westside Mobility Study to reflect current infrastructure improvements and future mobility trends, such as first/last mile connectivity, active transportation, and emerging mobility technologies. This update to the 2003 study, will also identify new interjurisdictional projects and investments that address issues for all transportation modes, as well as improve access to the Westside for disadvantaged communities to reduce greenhouse gas (GHG) emissions and promote social equity.

BACKGROUND:
Staff recommends executing the following contract $200,000 or greater:

<table>
<thead>
<tr>
<th>Consultant/Contract #</th>
<th>Contract Purpose</th>
<th>Contract Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fehr &amp; Peers (20-014-C01)</td>
<td>The consultant shall develop a Westside Mobility Study to reflect current infrastructure improvements and future mobility trends, such as first/last mile connectivity, active</td>
<td>$317,369</td>
</tr>
</tbody>
</table>
transportation, and emerging mobility technologies.

FISCAL IMPACT:
Funding is available in the FY 2019-20 budget in Project Number 145-4818.01 ($317,369).

ATTACHMENT(S):
1. Contract Summary 20-014-C01
2. Contract Summary 20-014-C01 COI
CONSULTANT CONTRACT 20-014-C01

Recommended Consultant: Fehr & Peers

Background & Scope of Work: The Westside Cities Council of Governments (WSCCOG) is a joint powers authority created by the cities of Beverly Hills, Culver City, Santa Monica, West Hollywood, the City of Los Angeles and the County of Los Angeles. The mission of the WSCCOG is to engage in regional and cooperative planning and coordination of government services and responsibilities to assist its member cities in the conduct of their affairs.

In 2003, the WSCCOG Board of Directors commissioned a Westside Mobility Study (Study) that supported an inter-jurisdictional approach to transportation planning and addresses issues of regional importance. The Study focused on practical short-term and longer-term transportation solutions, ranging from improved transit stops and improved arterial efficiency to construction of two regional rail lines, as well as funding considerations.

Consistent with the requirements of the Caltrans Planning Grant and Measure M that funds this project, the consultant shall update the 2003 Westside Mobility Study to reflect current transit related infrastructure improvements and future mobility trends, such as first/last mile connectivity, active transportation, and emerging mobility technologies. The update to the 2003 study shall also identify new inter-jurisdictional projects and investments that address issues for all transportation modes, as well as improve access to the Westside for disadvantaged communities to reduce greenhouse gas (GHG) emissions and promote social equity.

The consultant shall also assist the WSCCOG in developing its Multi-Year Subregional Program (MSP) 5-Year Plan for its Active Transportation/1st and Last Mile Connections Program under the Measure M expenditure plan.

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Existing Conditions Analysis;
- Bicycle Infrastructure Priority Corridors Analysis;
- Identifying Mobility Centers and Needs Analysis;
- Final Report – Westside Mobility Study Update; and
- Developing WSCCOG’s Multi-Year Subregional Program (MSP) 5-year Plan

Strategic Plan: This item supports SCAG’s Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

Contract Amount: Total not to exceed $317,369

Fehr & Peers (prime consultant) $249,670
STV, Inc. (subconsultant) $41,961
Arellano Associates (subconsultant) $25,738

Note: Fehr & Peers originally proposed $320,650, but staff negotiated the price down to $317,369 without reducing the scope of work.
Contract Period: Notice to Proceed through June 30, 2022

Project Number(s): 145-4818C.01 $222,380
145-4818R1.01 $94,989

Funding source(s): Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA 5304) and Measure M Funds. Funding of $297,380 is available in the FY 2019-20 budget, and the remaining $19,989 is expected to be available in the FY 2020-21 and FY 2021-22 budgets in Project Number 145-4818R1.01, subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 2,512 firms of the release of RFP 20-014 via SCAG’s Solicitation Management System website. A total of 51 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

- Fehr & Peers (2 subconsultants) $320,650
- KOA (2 subconsultants) $387,465

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

- Marco Anderson, SCAG Project Manager
- Winnie Fong, Project Director, Westside Cities Council of Governments
- Francie Stefan, Acting Chief Mobility Office, City of Santa Monica
- Jane Chan, Management Analyst, City of Culver City
- Bob Cheung, Senior Transportation Planner, City of West Hollywood
- Linda Taira, Smart Mobility/Complete Streets Senior, Caltrans District 7

Basis for Selection: The PRC recommended Fehr & Peers for the contract award because the consultant:

- Demonstrated the best understanding of the project, specifically by providing the most detailed and thorough description of tasks to be performed to meet the project objectives. Additionally the selected team identified the most detailed description of the data that will be required to conduct the multi-mobility analysis;
- Provided the best technical approach, for example the selected team described how they will address all transportation modes in the study area including but not limited to transit, active transportation, micro-mobility (scooters and e-bikes) and automobile travel;
- Has the most relevant work experience on projects of similar size and scope. The selected consultant provided the most relevant qualifications that included both general mobility studies as well as project based transportation impact studies; and
- Proposed the lowest price.
DATE: December 12, 2019

TO: Westside Cities Council of Governments Board

FROM: Westside Cities Council of Governments Staff

SUBJECT: SCAG Draft Regional Housing Need Assessment (RHNA) Allocation Methodology

---

Discussion
Engage in discussion about SCAG’s proposed Draft Regional Housing Need Assessment (RHNA) allocation methodology.

Final Regional Housing Need Determination
In October, the California Department of Housing and Community Development (HCD) presented to SCAG with a Final Regional Housing Need Determination of 1,341,827 units for the 6th RHNA cycle after reviewing SCAG’s objection to HCD’s initial determination number of 1,344,740 housing units—a difference of 2,319 fewer units from what HCD initially proposed. According to SCAG, the adjustment considers a minor update to the cost burden data used in their methodology. HCD has determined this as the final determination number for the SCAG region and there is no further option to appeal.

Draft RHNA Allocation Methodology
SCAG is in the process of determining how to allocate and distribute HCD’s determination of 1.3 million units to local jurisdictions throughout the region. On November 7, the SCAG Regional Council voted to approve SCAG’s Draft RHNA Methodology and transmitted it to HCD for review. The draft methodology included modifications of the staff-recommended draft methodology for calculating existing housing need to more closely align the methodology with job and transit accessibility factors. The draft methodology can be found on SCAG’s website here: http://www.scag.ca.gov/programs/Documents/RHNA/RHNA-Draft-Methodology.pdf

SCAG also updated its Estimate Tool to reflect the final HCD regional need determination number, which estimates the allocations throughout the SCAG region under the Draft RHNA Allocation Methodology. WSCCOG staff compiled a summary of the allocation in the Los Angeles County, including the Westside cities in Attachment A. [DISCLAMER] It is important to note that the Estimate Tool is for illustrative purposes to evaluate the Draft RHNA methodology and should not be interpreted as the RHNA allocation for any local jurisdiction, notwithstanding the update of the Estimate Tool as SCAG has not finalized its allocation methodology.

In the past months, the Westside Cities, including Beverly Hills, Culver City, Santa Monica, and West Hollywood submitted letters to SCAG regarding their comments on the draft RHNA methodologies (refer to Attachment B for the correspondence letters).
**Next Steps**
HCD will have up to 60 days to review SCAG’s Draft RHNA Methodology and provide comments to SCAG. Based on this schedule, SCAG expects comments from HCD no later than mid-January 2020, after which SCAG staff will review HCD’s comments and develop the Final RHNA Methodology. The recommended final methodology will again go before the SCAG’s RHNA Subcommittee, SCAG Community, Economic, and Human Development (CEHD) Committee, and Regional Council for action, which is scheduled to occur between February and March 2020. Subsequent to the adoption of the Final RHNA Methodology by the Regional Council, SCAG will develop and distribute the Draft RHNA allocation to all jurisdictions prior to the appeal process.

**Attachments**
A. SCAG Draft RHNA Allocation Methodology Estimate Tool – Westside Cities RHNA Allocation Estimates
B. Comment letters on the Draft RHNA Methodology from the Cities of Beverly Hills, Culver City, Santa Monica, and West Hollywood
## Westside Subregion RHNA Allocation based on SCAG’s Estimate Tool

<table>
<thead>
<tr>
<th>RHNA Allocation Inputs</th>
<th>Beverly Hills</th>
<th>Culver City</th>
<th>Santa Monica</th>
<th>West Hollywood</th>
<th>City of Los Angeles</th>
<th>Unincorp. LA County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forecasted household (HH) growth, RHNA period:</td>
<td>262</td>
<td>296</td>
<td>1,111</td>
<td>619</td>
<td>116,832</td>
<td>39,159</td>
</tr>
<tr>
<td>Vacancy Adjustment</td>
<td>9</td>
<td>9</td>
<td>45</td>
<td>26</td>
<td>4,336</td>
<td>1,126</td>
</tr>
<tr>
<td>Replacement Need</td>
<td>255</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>13,148</td>
<td>1,998</td>
</tr>
<tr>
<td>TOTAL PROJECTED NEED:</td>
<td>526</td>
<td>305</td>
<td>1,156</td>
<td>645</td>
<td>134,316</td>
<td>42,282</td>
</tr>
<tr>
<td>Existing need due to job accessibility (50%)</td>
<td>1,021</td>
<td>1,361</td>
<td>2,932</td>
<td>1,305</td>
<td>134,669</td>
<td>20,002</td>
</tr>
<tr>
<td>Existing need due to HQTA pop. share (50%)</td>
<td>1,367</td>
<td>1,436</td>
<td>4,275</td>
<td>1,727</td>
<td>165,729</td>
<td>21,758</td>
</tr>
<tr>
<td>Net residual factor for existing need^</td>
<td>230</td>
<td>270</td>
<td>695</td>
<td>292</td>
<td>28,969</td>
<td>4,027</td>
</tr>
<tr>
<td>TOTAL EXISTING NEED</td>
<td>2,618</td>
<td>3,067</td>
<td>7,902</td>
<td>3,325</td>
<td>329,366</td>
<td>45,788</td>
</tr>
<tr>
<td>Total RHNA</td>
<td>3,143</td>
<td>3,372</td>
<td>9,059</td>
<td>3,970</td>
<td>463,682</td>
<td>88,070</td>
</tr>
</tbody>
</table>

**Very-low income (<50% of AMI)**

- 1,020
- % of Total: 32%

**Low income (50-80% of AMI)**

- 688
- % of Total: 22%

**Moderate income (80-120% of AMI)**

- 610
- % of Total: 19%

**Above moderate income (>120% of AMI)**

- 825
- % of Total: 26%

---

**IMPORTANT DISCLAIMER:** SCAG’s Estimate Tool is for illustrative purposes to evaluate the Draft methodology and should not be interpreted as the RHNA allocation for any local jurisdiction, notwithstanding the update of the Estimate Tool. SCAG has not finalized its allocation methodology.
John A. Mirisch, Mayor

August 23, 2019

The Honorable Peggy Huang, Chair
RHNA Subcommittee
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, CA 90017

Re: Regional Housing Needs Assessment (RHNA) Methodology

City of Beverly Hills Comments

Dear Chair Huang,

The City of Beverly Hills recognizes the housing affordability crisis in the State of California and the role that local jurisdictions play in developing effective solutions. The City has reviewed the Proposed Allocation Methodology for the sixth cycle RHNA provided by Southern California Association of Governments (SCAG). On behalf of the City of Beverly Hills, I write to you with several suggestions to develop an alternate methodology that our City believes will provide the most rational and effective RHNA allocation. While the City finds “Option 3” to be the most acceptable of the methodologies presented, due to the fact this methodology uses local input as the main factor in determining RHNA allocation, we feel that this methodology falls short. Therefore, the City requests that SCAG examine developing and adopting an alternate option that considers job growth and encourages cross-jurisdictional partnerships.

In the City of Beverly Hills, 63 percent of the housing units are located in multi-family buildings. The majority of this multi-family housing is subject to rent stabilization, which helps ensure that the City maintains a wide variety of housing types for our residents. In addition, the City is entirely built out, with almost no vacant land upon which to construct new housing and has experienced very little population and employment growth over the last few decades. Due to these factors, almost any new multi-family units that are constructed would be displacing existing residents, most of whom are in rent controlled units.

The City of Beverly Hills believes RHNA allocation numbers should link new housing production with job production in order to ensure that existing jobs/housing imbalances are not further
exacerbated. Merely locating affordable housing along high quality transit corridors does not guarantee that a person will be living closer to where they are employed, however, linking housing and jobs creation may help address this imbalance. Therefore, our City requests SCAG consider the number of new jobs created within a jurisdiction as a factor for determining the need for a city to build new affordable housing as well as predicted population growth.

The City also requests that SCAG allow jurisdictions to count units built during the current housing cycle that are in excess of current RHNA allocation toward 6th cycle requirements. This would prevent jurisdictions from delaying important housing projects that could be constructed in the next two years in order that they may receive RHNA credit in the 6th cycle period.

Our City has long supported the need for regional cooperation for developing solutions for transportation, water, and homelessness issues. Our City is also supportive of a regional solution for affordable housing. We encourage SCAG to work with the State to examine allowing two or more jurisdictions to jointly develop affordable housing projects on a mutually agreed upon site within one of the jurisdictions and allow all participating jurisdictions to gain RHNA credit from such a development. The City of Beverly Hills actively seeks sites upon which to develop affordable housing within the City. Due to the high cost of land in the City, it is often prohibitively expensive to obtain land and construct a meaningful number of affordable units. Allowing partnerships could allow jurisdictions to combine funding and develop the most mutually beneficial housing projects that will ultimately provide much needed affordable housing in the region.

For these reasons, the City of Beverly Hills requests your consideration of an alternative methodology that links RHNA with new job creation and encourages partnerships between jurisdictions.

Sincerely,

John A. Mirisch
Mayor, City of Beverly Hills
September 12, 2019

Mr. Kome Ajise
Executive Director
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, CA 90017

Subject: City of Culver City Comments Regarding the 6th Cycle Regional Housing Needs Assessment Allocation

Dear Mr. Ajise:

The City of Culver City (Culver City) is submitting comments regarding the Southern California Association of Government (SCAG) Regional Housing Need Assessment (RHNA) allocations under the 6th RHNA Cycle. Culver City recognizes that preparing the RHNA is a complex process that must take into account a wide variety of issues. The process must be designed on a truly regional basis to address the housing crises impacting all communities in the State.

SCAG proposes the following three RHNA distribution methodologies to establish each jurisdictions share of the regional need for 1.3 million housing units during the 6th Cycle RHNA:

1) Distribution formula combining existing need and projected need, based on existing overcrowding, existing cost-burden, and existing vacancy rates below fair market rates, and projected household growth, future vacancy need, and future replacement needs.

2) Distribution formula based on regional total provided by State Department of Housing and Community Development (HCD), and allocated based on jurisdictions share of regional population and proximity to high quality transit areas.

3) Distribution formula based on local input on household growth, vacancy needs, and jurisdictions share of regional growth and need.
Culver City believes that SCAG should develop a new formula to allocate housing need, based on each city’s regional share of housing units, adjusted up or down based on the following factors:

- The relative cost of housing in the city
- The relative amount of multifamily housing provided in the city
- The relative amount of subsidized affordable housing units provided in the city
- The relative amount of available high-quality public transit serving the city
- The degree of any jobs/housing imbalance
- The relative concentration of jobs within a short commute from the city

A RHNA methodology based on these factors will more effectively distribute housing to achieve sound housing policy and provide the basis for sustainable development, social equity, smart growth, enhanced mobility, environmental responsibility, resiliency and economic opportunity. Under the current methodology, with each RHNA cycle, housing production consistently lags behind population and job growth resulting in both a statewide housing deficit and urban sprawl, which combine to severely impact all California cities. Without adequate housing supply, we cannot effectively deal with education, housing affordability and economic growth. The proposed RHNA methods for allocating housing need violate the very principles of good planning practice and State Housing Element Law that they are intended to address.

In summary, the RHNA allocations will determine how and where Southern California will grow for decades. We have the ability now to effectively distribute that growth in a manner that advances common goals to make our cities more livable, sustainable and environmentally responsible. Please consider the above factors in developing the RHNA.

Sincerely,

Meghan Sahli-Wells
Mayor

cc: The Honorable Members of the City Council
    John M. Nachbar, City Manager
August 20, 2019

The Honorable Peggy Huang, Chair
RHNA Subcommittee
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, CA 90017

RE: City of Santa Monica Comments on Proposed RHNA Methodology Options

Dear Ms. Huang and Subcommittee members,

The City of Santa Monica has been closely following the RHNA sub-committee’s work over the last year and is especially focused on development of the RHNA allocation methodology. The City appreciates the presentation of alternative approaches for distributing the State-mandated units and the sessions offered to provide comments.

Santa Monica has always been a leader in the development of housing, with an intentional emphasis on affordable housing -- but also recognizes that the region’s housing crisis cannot be solved within our 8.3 square miles. This letter provides comments on the proposed options within a framework that requires every city to fairly contribute to solving this crisis.

During the previous Housing Element cycle, SCAG’s methodology gave Santa Monica an allocation that was disproportionately high within the Westside Cities subregion, despite an appeal filed by the City. Santa Monica was allocated most of the subregion’s affordable housing obligation at a time when loss of redevelopment funds and other funding sources placed a burden on meeting such expectations. The State agreed with the City’s concerns, certifying the 2013-2021 Housing Element with a reduced quantitative objective for extremely low- and moderate-income units.

Santa Monica remains committed to supporting an economically diverse community and has worked hard over the last six years to maintain an affordable housing construction program that leverages available resources and requires new development to provide on-site affordable housing units along with market rate units. Santa Monica has also made efforts to streamline the process for approval of housing projects through the adoption of the Downtown Community Plan and is currently undertaking analyses to potentially expand this system citywide. The City’s efforts have resulted in the construction of more than 1,800 housing units during this current Housing Element cycle with 276 units that were deed-restricted as Very Low, Low or Moderate affordable units.
We are pleased that the State has recently determined that SB35 streamlining provisions do not apply to Santa Monica based on both market rate and affordable housing production achievements.

Support for a Modified Option 1
SCAG staff has presented a complex and nuanced methodology proposal (Option 1), which aims to incorporate the regional planning principle of integrated transportation and housing. The City agrees with this principle and generally supports this option with certain adjustments that would recognize achievements of the current Housing Element cycle and hold jurisdictions that have contributed to the housing shortage by avoiding new housing production accountable. Separately, SCAG must support inclusive planning to provide all SCAG communities with regional transportation options.

We request that the RHNA Subcommittee consider making the following adjustments to the RHNA methodology:

1. This option proposes 10% of the RHNA allocated to jurisdictions that have issued permits below the County average. Those issuing more permits than the County average are given 0 units on this line. This is a good start but should be adjusted to give full, proportionate credit (a reduction in the overall RHNA number) to those that have produced more than the County average in order to better balance the overall obligation.

2. HQTA: The definition of HQTA should be adjusted to include areas in proximity to all funded transportation projects, either under construction or scheduled to begin construction during the RHNA period. Integrated housing and transportation planning is a long-term process and a critical mass of housing should be allocated to the jurisdictions that will be able to offer better transit options in the coming years.

3. Replacement Rate – The proposed formula includes some additional units for jurisdictions that have demolished more units than have been replaced. However, it does not give credit for those jurisdictions that have replaced more than they have demolished. We believe the formula should apply such credit, which would have the effect of lowering the RHNA allocation where appropriate.

The City of Santa Monica does not support Options 2 and 3, which are not aligned with good regional planning strategy and will not promote an equitable division of responsibility for providing housing to meet regional needs.
Request for Adjustments to Housing Affordability Level Formula
The City is also requesting SCAG staff to make nuanced adjustments to the proposed formula that determines the proportion of market rate vs. affordable units for the RHNA allocation. In order to recognize the challenges to perpetuating affordable housing funding year after year for cities that have been effective in their affordable housing production, the proportion of required below market housing should be lowered for cities that are currently fully exempt from SB35 streamlining. This would introduce a level of fairness to the process and serve as an incentive for other cities to actively seek housing solutions for lower-income households in the community.

Suitable Sites Index
Once the RHNA is allocated, cities must prepare their suitable site analyses, which will be challenging for built-out communities like Santa Monica with very few vacant lots. It will be important for SCAG to consider this concern and advocate for the State to shift this policy based on realistic expectations for urban areas.

Thank you for your consideration of our concerns and suggestions.

Sincerely,

Rick Cole
City Manager
September 13, 2019

The Honorable Peggy Huang, RHNA Subcommittee Chair  
Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700  
Los Angeles, CA 90017

CITY OF WEST HOLLYWOOD COMMENTS ON PROPOSED DRAFT METHODOLOGIES TO DETERMINE RHNA

The City of West Hollywood respectfully submits comments on the proposed draft methodologies for determining RHNA allocations after reviewing the proposed methodologies and the factors included in each methodology.

The City of West Hollywood has a long track record of working successfully to accommodate the growth of both local and regional populations, and housing needed to accommodate such growth. West Hollywood has adopted effective rent stabilization and tenant protections, successful inclusionary zoning requirements, and has a strong housing element to support local housing needs. Such actions have resulted in the City meeting its RHNA numbers in all affordability categories, and making it one of the only cities in the State to do so. West Hollywood has not stopped there but has continued to encourage and facilitate housing production, especially housing for those in greatest need.

We strongly believe that the current shortage of housing and the corresponding affordability crisis in California is unacceptable for a state that has led the nation in so many progressive fronts. California ought to be a shining example in the production and continuation of safe, affordable and sustainable housing.

We also strongly believe that moving forward, all jurisdictions must do their part to accommodate additional housing development while retaining and recapturing existing affordability, and that real leadership will be essential to accomplish this effort. Part of that leadership has to come from jurisdictions that for different reasons have not met their RHNA goals or even amended their housing elements and zoning ordinances to permit the construction of new housing and have not prevented the loss of naturally occurring affordable housing. Similarly, leadership has to come from the Legislature by enacting legislation that rewards good actors and penalizes jurisdictions that have not made the necessary changes to accommodate growth.

Leadership also has to come from organizations such as SCAG and it must be carried out by crafting a formula that in the end produces RHNA
allocations that distribute new housing units in a fair and equitable manner, that breaks away from past practices that gave a pass to low density jurisdictions in urban cores while piling units into lower income and densely populated areas, and areas outside urban centers. Therefore, we propose the RHNA subcommittee consider the following factors and include them in the final methodology:

- **Jurisdiction's physical size and built density:** Within existing urbanized areas a city's size should be considered, and smaller jurisdictions should not receive larger relative allocations compared to larger or less dense jurisdictions.

- **Projected Job Growth:** Consider more units allocated in areas with projected future job growth to accommodate that job growth, especially in areas with lower housing prices.

- **Ability to Add Capacity:** Consider a jurisdiction's ability to increase housing capacity by rezoning commercial and light industrial areas not currently zoned for housing or mixed use projects.

- **Vacancy Rates:** Consider the vacancy rates for market-rate units as well as affordable units, and vacancies created and exacerbated by short-term rentals.

- **Social Equity Factor:** Include a social equity factor that allocates a higher proportion of units to older, wealthier, less ethnically/racially diverse communities with less density to counteract the tendency in the RHNA process to assign units to higher-density communities, which oftentimes results in a higher number of affordable units assigned to more ethnically/racially diverse, lower income areas.

- **Consider Housing Growth During Past Cycles:** Provide credit to jurisdictions that have taken aggressive regulatory action and have met their RHNA numbers during the past two cycles. Include credit for building permit activity above and beyond RHNA numbers.

- **Naturally Occurring Affordable Housing (NOAH):** Consider a factor for preserving naturally occurring affordable housing through effective tenant protections and the recapture of existing affordable housing as affordable units in new housing development.

- **Minimum number of units:** Consider allocating a minimum number of affordable units to every jurisdiction to ensure the tremendous
Statewide gap between existing and needed housing units is closed in a relatively prompt manner.

- **Existing infrastructure of a jurisdiction**: Consider whether or not infrastructure is adequate to sustain additional housing units/residents.

In addition to the factors mentioned above for inclusion in the final methodology, the City of West Hollywood recommends SCAG and the State consider the following at the regional and State level:

- Regulatory actions to penalize communities that are not meeting their RHNA goals, that have not amended their housing elements to create additional capacity for new housing units, and/or are hampering construction of new housing units;

- Planning for future job-centers in areas of existing affordability and areas with room for growth; and

- Assurance that forms of housing supporting the transition from homelessness including all types of bridge, transitional and shelter housing are counted as units, and short-term rentals are not counted as units.

The City of West Hollywood appreciates all the work SCAG and its RHNA Subcommittee have done to develop a well-thought out formula and look forward to continue working together so all Californians have opportunities and options for housing they can afford.

If you have any questions or need additional information, please contact John Leonard, Manager, Community & Legislative Affairs at 323-848-6460 or via email at jleonard@weho.org.

Sincerely,

John D'Amico
MAYOR

C: Hon Benjamin Allen, (SD-26)
Hon Richard Bloom, (AD-50)
DATE: December 12, 2019

TO: Westside Cities Council of Governments Board

FROM: Westside Cities Council of Governments Staff

SUBJECT: Draft SoCal Connect Plan (2020 RTP/SCS) Presentation

Presentation and Discussion (Possible Action Item)
Engage in discussion with SCAG’s Executive Director Kome Ajise about the Draft SoCal Connect Plan and determine whether theWSCCOG should submit a comment letter to SCAG by January 24, 2020.

Draft SoCal Connect Plan - Public Comment Period
On November 7, 2019, SCAG’s Regional Council approved the release of the Draft Connect SoCal plan (also known as the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy or RTP/SCS) for public review and comment. The comment period for the Draft Connect SoCal plan started on November 14, 2019 and will end on January 24, 2020 at 5:00 p.m. Refer to Attachment A for a summary of the draft plan. To view the Draft Connect SoCal plan in its entirety, refer to this link: https://www.connectsocal.org/Pages/Connect-SoCal-Draft-Plan.aspx

Attachments
A. A Plan Summary for SoCal Connect (November 2019)
A PLAN SUMMARY FOR CONNECT SOCAL
MAKING CONNECTIONS

WHAT IS CONNECT SOCAL?
As a metropolitan planning organization – the largest in the nation – SCAG is responsible for developing long-range transportation plans and a Sustainable Communities Strategy for a vast and varied region, which includes the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. The centerpiece of that planning work is Connect SoCal, our 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

HOW WAS THIS PLAN DEVELOPED?
Connect SoCal embodies a collective vision for the region’s future. SCAG engaged with local, state and federal agency partners when developing this plan. Through many collaborative initiatives SCAG was able to better understand existing conditions in the region, building a foundation for planning to how to accommodate growth and direct future transportation investments. The Plan details the challenges facing our region, our shared goals and transportation and land use strategies and how we intend to realize them.

WHY CREATE THIS PLAN?
Connect SoCal is an important planning document for the region, allowing public agencies who implement transportation projects to do so in a coordinated manner, while qualifying for federal and state funding. SCAG is required by federal law to prepare and update a long-range regional transportation plan, keep up with Clean Air Act requirements, monitor system performance, develop a sustainable communities strategy, and strategy to achieve greenhouse gas reduction targets set by the California Air Resources Board (ARB).
In order to create a plan for the future, Connect SoCal projects growth in employment, population, and households at the regional, county, city, town and neighborhood levels. These projections take into account economic and demographic trends, as well as feedback reflecting on-the-ground conditions from SCAG’s member jurisdictions.

Similar to what’s happening at a national level, the population growth rate has slowed and an increasing share of Baby Boomers are retiring. Since most Millennials – the generation born between years 1982 and 1996 - entered adulthood during the recession, difficulties in securing stable employment have caused many of them to lag behind previous generations in building lifetime wealth. During this time, Millennials were less likely than previous generations to form a family, move out of their parents’ homes to form a household, or purchase their own homes. This has had the effect of increased demand and higher prices in the rental housing market, since many would-be homeowners lacked the income to buy.

At the same time, California is in the midst of a long-term structural housing shortage and affordability crisis. The housing crisis is a two-part problem – a shortage of housing and a lack of affordability. The region’s housing supply has not kept up with population growth. From 2006 to 2016, an additional 930,000 people called Southern California home. But over a comparable period, only one new housing unit was created for every 3.32 persons added. Many areas in Riverside and San Bernardino Counties were appealing for development due to the availability of lower priced land, which attracted new residents looking for larger or lower priced housing. Jobs, however, did not follow in proportion to housing unit growth in these communities. As a result, residents of the Inland Empire had to travel longer distances on average than other Southern Californians to reach their jobs, increasing congestion, automobile dependency, greater wear and tear on our roads, increasing traffic collisions, air pollution, and limiting the effectiveness of public transit.

As our communities continue to expand, vital habitat lands face severe development pressure. The diverse natural and agricultural landscapes of Southern California are a valuable asset to the region and its residents. The region’s desert, mountain and coastal habitats have some of the highest concentrations of native plant and animal species on the planet. These areas support a robust economy, provide clean drinking water, protect the air and host countless recreation activities.
HOW WE TRAVEL TODAY

<table>
<thead>
<tr>
<th>TO/FROM: WORK</th>
<th>TO/FROM: SCHOOL</th>
<th>TO/FROM: SHOPPING</th>
</tr>
</thead>
<tbody>
<tr>
<td>SINGLE OCCUPANCY VEHICLE</td>
<td>72.2%</td>
<td>63.7%</td>
</tr>
<tr>
<td>HIGH OCCUPANCY VEHICLE</td>
<td>20.3%</td>
<td>10.1%</td>
</tr>
<tr>
<td>TRANSIT</td>
<td>3.2%</td>
<td>1.3%</td>
</tr>
<tr>
<td>BIKE</td>
<td>0.8%</td>
<td>1.6%</td>
</tr>
<tr>
<td>WALK</td>
<td>3.4%</td>
<td>15.9%</td>
</tr>
</tbody>
</table>

CHALLENGES IN THE REGION

100 HRS/yr
Time Average Motorist Spends Stuck in Traffic

$21.4B
Annual Cost of Treating Chronic Disease
heart disease, strokes, chronic lower respiratory disease & diabetes

~15%
of Bridges on NHS are in Poor Condition

1,500
Traffic Fatalities Annually

21%
Farm Land Lost since 1984

Climate Change could adversely impact traditionally underserved communities

78%
of Residents in Flood Hazard Zones are Minority
CORE VISION

Rooted in past Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) plans, Connect SoCal’s “Core Vision” centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. SCAG’s Core Vision include:

DEMAND & SYSTEM MANAGEMENT

Better managing the existing transportation system through demand management strategies and Intelligent Transportation Systems (ITS) yields significant mobility benefits in a cost-effective manner.

PROGRESS SINCE 2016

The I-210 Integrated Corridor Management Pilot, a first of its kind in Southern California, integrates management and operation of the freeway with nearby arterials and local transit using real-time monitoring of travel conditions, and improved corridor-wide collaboration to re-direct vehicles during congestion causing incidents.

The California Road Charge Pilot Program is a statewide effort to test the functionality, complexity and feasibility of a road charge system for transportation funding. The pilot demonstrated the feasibility for a variety of technologies to facilitate mileage reporting methods and data collection. Coupled with carefully designed incentives, a road charge is a powerful tool for reducing congestion and supporting our sustainability goals.

In 2018, the Metro board signaled a major change in direction for the former I-710 North capacity project by approving an alternative that focuses on TDM/TSM strategies in this corridor.

PLANNING FOR 2045

Connect SoCal increases investment and strengthens policy levers to optimize system performance while realizing greenhouse gas reduction, quickly and efficiently.

New strategies resulting from SCAG’s TDM Strategic Plan provide an objectives-driven, performance-based process to identify and promote TDM strategies and programs across the region. SCAG will pursue implementation of these strategies in coordination with regional and local partners.

SCAG will pursue research and planning as autonomous vehicles emerge in the market, transforming system management opportunities.

GOODS MOVEMENT

The efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing jobs and access to markets through trade. However, increased volumes of goods moving across the transportation system contribute to greater congestion, safety concerns and harmful emissions. It is critical to integrate land use decisions and technological advancements to minimize environmental and health impacts while fostering continued growth in trade and commerce.

PROGRESS SINCE 2016

Adoption of the Clean Air Action Plan Update in 2017. Since inception in 2006, the Ports have reduced air pollution from harbor trucks alone by more than 90 percent.

Selection of a Locally Preferred Alternative for the I-710 South Recirculated Draft EIR/Supplemental Draft EIS.

Twenty-five regional grade separations have been completed and opened to traffic, reducing delays and emissions from idling vehicles, and addressing noise and safety concerns.

Near completion of the Gerald Desmond Bridge (completion 2020).

Expansion of the international POE in Calexico.

PLANNING FOR 2045

Connect SoCal includes expanded railyards, additional mainline railroad tracks, grade separations, improved port terminals and truck bottleneck relief projects, including dedicated truck lanes.

Connect SoCal addresses drivers of change such as e-commerce, new technologies, shifts in trade policies, last-mile delivery and the move to a near-zero and zero-emissions system.
COMPLETE STREETS

Creating “complete streets” that are safe and inviting to all roadway users is critical to increasing mobility choices, reducing traffic fatalities and serious injuries and meeting greenhouse gas reduction targets.

PROGRESS SINCE 2016

In December 2018, the City of Santa Ana opened its first protected bikeway, or cycletrack. The project, funded by OC Go (Orange County Measure M), features a 6-foot wide bikeway protected from vehicle traffic by a landscaped median. About 55 percent of the surrounding community doesn’t have access to a car. Santa Ana has been awarded about $46 million in grant funding for projects like this one that improve safety for people walking and biking.

In the City of Los Angeles, the Mobility Plan 2035 advances the complete streets concept beyond a single project by prioritizing multi-modal networks including a Bicycle Enhanced Network, Transit Enhanced Network, Vehicle Enhanced Network and Pedestrian Enhanced Districts.

PLANNING FOR 2045

Connect SoCal invests in local streets and arterials and anticipates continued success in securing grant funds for regionally significant projects through programs like the California Active Transportation Program (ATP).

By expanding, complete streets concepts to accommodate and optimize new technologies and micro-mobility devices, first-last mile connections to transit and curbside management strategies, the region will achieve even greater mode shift and reductions in VMT.

SCAG’s Go Human campaign and planning resources, like the Regional High Injury Network and upcoming curbside management study, help local agencies implement complete streets projects and policies.

SYSTEM PRESERVATION & RESILIENCE

“Fix-It First” has been a guiding principle for prioritizing transportation funding in the regional transportation plan for the last decade. The cost of rebuilding roadways is eight times more than preventative maintenance. Thus, a commitment to preservation reflects the fiscal responsibility that is a priority of the plan.

PROGRESS SINCE 2016

Passage of SB-1 in California in 2017 provides much needed infusion of funding to address these challenges. More specifically, SB-1 is expected to generate over $52 billion statewide over the next ten years dedicated primarily to Road Maintenance and Rehabilitation. Most of the new sources that make up SB-1 are indexed to CPI so that the funds keep pace with inflation moving forward. Three roadway improvement/rehabilitation projects, including bridge improvement have already been programmed.

PLANNING FOR 2045

Given the magnitude of our need, and to and enhance resilience in light of climate change, Connect SoCal continues to prioritize funding for system preservation. The plan includes $68 billion towards preservation, operation and resiliency needs of the state highway system, and $20.8B billion towards preservation, operation and resiliency needs of the local roads.

SCAG will continue to collaborate with federal, state and local partners to monitor the conditions of transportation assets and pursue new research and partnerships to ensure plan resources are deployed to address the region’s greatest vulnerabilities.

TRANSIT BACKBONE

Expanding the transit network and fostering development in transit-oriented communities is central to the region’s plan for meeting mobility and sustainability goals while continuing to grow the regional economy.

PROGRESS SINCE 2016

Major urban rail projects under construction:

- Metro Rail Regional Connector and Crenshaw/LAX lines
- OC Streetcar
- Arrow / Redlands Rail
- Metrolink achieved record ridership levels in fiscal year 2018-2019, almost 12 million annual boardings.

Regional agencies have committed to major bus system redesigns including OC Bus 360 and the Metro NextGen Bus Study.

Microtransit pilots and partnerships with Transportation Network Companies are being implemented to provide additional options connecting to fixed routes transit and rail.

PLANNING FOR 2045

Connect SoCal builds upon extensive local investment in the transit and rail network by increasing resources for frequent and reliable bus service and closing gaps in the fixed guideway system.

Regional collaboration to implement Metrolink’s Southern California Optimized Rail Expansion (SCORE) and complete the Link Union Station (LinkUS) to transform Los Angeles Union Station from a “stub-end” station, to a “run-through” will reduce rail travel times across the system and allow one-seat rides to many more destinations.

SCAG supported plans and pilot projects to address first-last mile challenges will be essential to improving the transit experience and expanding access to jobs and destinations.
Through our continuing efforts to better align transportation investments and land use decisions, we strive to improve mobility and reduce greenhouse gases by bringing housing, jobs and transit closer together.

**PROGRESS SINCE 2016**
From 2008 to 2016, 71 percent of the region’s household growth and 77 percent of the region’s job growth occurred in Connect SoCal’s priority growth areas. During this same period, only 11 percent of the region’s household growth and five percent of the job growth occurred on prime farmland, and in areas vulnerable rising seas.

**PLANNING FOR 2045**
From 2016 to 2045, 68 percent of new households and 79 percent of new jobs will occur in priority growth areas. During this same period, roughly 11 percent of new households and 9 percent of new jobs will occur in absolute constraint areas.

SCAG’s Sustainable Communities Program supports planning in local jurisdiction to advance the regional growth vision. In addition, new regional data tools, like the Regional Data Platform, will help local jurisdictions identify areas well suited for infill and redevelopment as well as natural and farm lands to be preserved. Studies and partnerships to establish Regional Advanced Mitigation Program (RAMP) will also be pursued to preserve habitat.
Connect SoCal’s “Key Connections” augment the Core Vision of the plan to address trends and emerging challenges while “closing the gap” between what can be accomplished through intensification of core planning strategies alone and what must be done to meet increasingly aggressive greenhouse gas reduction goals. These Key Connections lie at the intersection of land-use, transportation and innovation, aiming to coalesce policy discussions and advance promising strategies for leveraging new technologies and partnerships to accelerate progress on regional planning goals. The Key Connections include:

**SMART CITIES & JOB CENTERS**

The Smart Cities and Job Centers strategy aims to catalyze investments across sectors to make “virtual access” a cost-effective and reliable option for all types of trips, expanding the air quality, congestion and VMT reduction benefits the region already realizes through teleworking. Smart Cities connect people, vehicles and infrastructure, allowing them to communicate in “real-time” through regional telecommunications networks.

While Smart Cities strategies can be deployed universally, virtual access is particularly beneficial in rural communities where destinations are far apart. Connect SoCal also envisions intensified deployment in sub-regional job centers to encourage more growth of both jobs and housing in areas with already high employment density. Strengthening these locally significant employment centers allows the region to capitalize on the economic and mobility benefits of compact development, where housing and jobs are closer together. This strategy builds upon promising trends in “co-working” to promote alternatives for long-distance commuters who prefer not to telecommute. It incorporates transit demand management (TDM) measures that encourage carpooling and transit, and parking strategies that reduce the cost to build new employment facilities within job centers.

**HOUSING SUPPORTIVE INFRASTRUCTURE**

The extraordinary cost of producing housing is a significant barrier to growth throughout Southern California, but also specifically, to achieving the level of infill and transit-oriented development anticipated in Connect SoCal. The Regional Housing Supportive Infrastructure strategy will help make it quicker for local jurisdictions to produce critically-needed housing. The costs of building parking, and sewer/water infrastructure through Development Fees can range from 10% to nearly 25% of construction costs. By implementing tax-increment finance districts, jurisdictions can plan and implement housing supportive infrastructure. With the increase in use of ridesourcing, right-sizing parking strategies, enabled by technology, can reduce the overall cost of housing construction in Connect SoCal’s Priority Growth Areas.
GO ZONES

Go Zones are geographic areas where a suite of mobility service options are provided together with incentives to reduce dependency on personal automobiles. This expanded mobility ecosystem can include increased transit, bike share, enhanced active transportation infrastructure, and incentives—such as a fee on solo driving during peak traffic periods. Incentives would encourage the use of shared modes or shift less time sensitive trips to off-peak times. Revenues collected from the fee would be used to fund local transportation improvements and support sustainability goals by contributing to reductions in GHG emissions. Go Zones can be designed with policies and discounts that address equity concerns and promote mobility options for commuters of various income levels.

ACCELERATED ELECTRIFICATION

The Accelerated Electrification strategy offers a holistic and coordinated approach to de-carbonizing or electrifying passenger vehicles, transit and goods movement vehicles. Through greater coordination and deeper collaboration, this strategy aims to go beyond benefits achieved through state mandates alone. In the light-duty sector, Connect SoCal plans for greater incentives to increase sales of electric vehicles and strategies to increase the availability of charging infrastructure. Electric vehicles (EVs) currently make up only seven percent of new car sales, but the growth is healthy. In 2013 EVs made up just 2.4 percent of all new car sales statewide. For transit, in 2018 the California Air Resources Board voted to mandate purchases of electric buses. We can facilitate that process by working with transit agencies to ensure adequate charging stations and electricity rates. In the goods movement sector, the goal is to achieve a zero-emissions system, fostering early adoption of near-zero-emissions technologies.

SHARED MOBILITY & MOBILITY AS A SERVICE

The future of transportation, like so many aspects of living in our region, will be shaped by technology and the ability to customize our choices. The rise of shared mobility and mobility as a service will allow residents choose how to travel, depending on the time, distance or goal of their trip. “Shared mobility” refers to a broad range of transportation options, such as rental e-scooters and e-bikes, ridesourcing services like Uber and Lyft, and on-demand app-based transit connections provided by vans and shuttles. “Mobility as a service,” or MaaS, allows travelers to research and compare different transportation options from one screen and plan their trip accordingly. MaaS will also allow the traveler to book and pay for different segments of a multi-modal trip with one click. This will make it increasingly critical that dense urban areas manage their curb space smartly, in order to ensure safe access for low-speed modes, ridesourcing providers, parking and local deliveries.
FINANCING THE PLAN

The financially constrained Connect SoCal includes both a “traditional” core revenue forecast comprised of existing local, state, and federal sources, and more innovative but reasonably available sources of revenue to implement a program of improvements that keeps people and goods moving. The financial plan further documents progress made since past RTPs and describes steps we can take to obtain needed revenues to implement the region’s transportation vision.

The financial plan highlights the importance of finding new and pioneering ways to pay for transportation, including an ever-expanding backlog of projects necessary to preserve our existing transportation system. Nationally, we continue to face an insolvency crisis with the Federal Highway Trust Fund (HTF), which is funded by excise taxes on fuel. The federal gas tax remains unchanged since 1993, and fuel tax receipts have declined precipitously as fuel efficiency has increased. California’s passage of the Road Repair and Accountability Act of 2017 (Senate Bill 1) provides a significant influx of new state revenue through a state gas tax increase and other transportation fees, yet only a fraction of our needs is funded through state sources. Furthermore, these fees do not completely address the erosion of purchasing power as construction costs are rising faster than the general inflation rate.

Our region continues to rely heavily on local sources of tax revenue. Eight sales tax measures in the region are the key reason that local sources generate 61 percent of core revenues for transportation improvements. Our region’s success in providing local sources of transportation funding also increases our ability to secure federal and state funding that requires local contribution.

The SCAG region’s financially constrained Connect SoCal plan includes revenues from both core and reasonably available revenue sources, which together total $638.6 billion from FY2020-21 through FY2044-45.

Connect SoCal expenditures on capital projects total $287 billion in nominal dollars. Operating and maintenance (O&M) costs total $316 billion, while debt service obligations total $35.6 billion. Transit-related costs comprise the largest share of O&M costs for the region, totaling $173.9 billion.

Federal guidelines permit the inclusion in the financial plan of revenues that are reasonably available. Further, the Plan includes strategies for ensuring the availability of these sources. The region’s reasonably available revenues include new sources of transportation funding likely to materialize within the Connect SoCal timeframe. These sources include:

- Adjustments to the existing federal gas tax rate
- Replacement of existing state and federal gas excise taxes with more direct mileage-based user fees
- Federal credit assistance and bond proceeds
- Private equity participation
- A local road charge program
- Value capture strategies
- A per-mile charge for Transportation Network Companies (e.g. Uber and Lyft)

It is vital that we find new ways to make transportation funding more sustainable in the long-term, and efforts are underway to explore how we can transition from our current system, based on fuel taxes, to a more direct system of user fees linked to how people travel. User fees can support our infrastructure needs and promote a more balanced transportation system by encouraging residents and visitors to consider their travel choices. User fees can be structured and implemented to advance environmental, economic and equity goals, including reducing congestion and vehicle miles traveled (VMT), while encouraging active transportation and transit ridership goals, including reducing congestion and vehicle miles traveled (VMT), while encouraging active transportation and transit ridership.
CORE REVENUE FORECAST

Core Revenues (in Nominal Dollars)

$499.3 Billion Total

- 61% Local
- 31% State
- 8% Federal

Core Revenues by County (in Nominal Dollars)

$499.3 Billion Total

- 65% Los Angeles
- 16% Orange
- 8% Riverside
- 7% San Bernardino
- 3% Ventura

NEW REVENUE SOURCES TO FILL FUNDING GAP

$638.6 Billion Total

- $302.8B Core Local
- $155.4B Core State
- $41.1B Core Federal
- $139.4B Funding Gap

- $2.7B Federal Gas Excise Tax Adjustment to Maintain Historical Purchasing Power
- $42.7B Mileage-Based User Fee (Replacement)
- $2.2B Federal Credit Assistance; Bond Proceeds
- $6.3B Private Equity Participation
- $77.8B Local Road Charge Program
- $3.0B Value Capture Strategies
- $4.7B Transportation Network Company Mileage-Based Fee
BENEFITS OF PLAN IMPLEMENTATION

Connect SoCal generates substantial benefits for the SCAG region, contributing meaningfully toward achievement of our regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of overall quality of life in Southern California.

Some of the Connect SoCal performance results include:

- Increase the combined percentage of work trips made by carpooling, active transportation, and public transit by four percent, with a commensurate reduction in the number of commuters traveling by single-occupancy vehicle
- Reduce VMT per capita by four percent and vehicle hours traveled per capita by nine percent (for automobiles and light/medium-duty trucks) as a result of more efficient land use strategies and improved regional transit service
- Increase transit use for work trips by three percent, as a result of improved transit service and more transit-oriented, mixed-use development
- Reduce travel delay per capita by 22 percent
- Create more than 195,000 new jobs annually due to enhanced economic competitiveness and improved overall regional economic performance. This more competitive economic environment would be the result of an improved regional transportation system and reduced levels of congestion
- Reduce greenfield development by 36 percent. Conservation of open space and agricultural lands are achieved by focusing new residential and commercial development in higher density areas already equipped with the requisite urban infrastructure.
- Increase the share of new regional household growth occurring in High Quality Transit Areas (HQTAs) by nearly 10 percent, and increase the share of new job growth in HQTAs by about 24 percent. With more people living and working in locations near convenient and efficient transit options, congestion levels will be reduced accordingly.

Connect SoCal prioritizes the attainment of all applicable federal and state performance requirements. The Plan meets all federal provisions for transportation conformity as defined under the federal Clean Air Act and therefore demonstrates transportation conformity. Connect SoCal achieves per capita GHG emission reductions relative to 2005 levels of eight percent in 2020, and 19 percent in 2035, thereby meeting the GHG reduction targets established by the California Air Resources Board (ARB) for the SCAG region.

IMPROVED PUBLIC HEALTH

HEALTHCARE

$350M ANNUAL SAVINGS from increased walking/biking

IMPROVED AIR QUALITY

PM$_{2.5}$ EMISSIONS

3.8% 13.0 tons 12.5 tons

TREND PLAN

GHG REDUCTIONS

<table>
<thead>
<tr>
<th></th>
<th>ARB TARGET</th>
<th>CONNECT SOCAL</th>
<th>% DIFFERENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>8%</td>
<td>8%</td>
<td>0%</td>
</tr>
<tr>
<td>2035</td>
<td>19%</td>
<td>19%</td>
<td>0%</td>
</tr>
</tbody>
</table>

IMPROVED ECONOMIC OPPORTUNITY

BENEFIT/COST RATIO

$1.00 = $1.54

INVESTMENT BENEFIT
Plan Summary

**High Quality Transit Area Employment Growth Share**
- **Trend**: 46.3%
- **Plan**: 70.6%

**High Quality Transit Area Household Growth Share**
- **Trend**: 44.6%
- **Plan**: 54.1%

**Rural Land Consumption**
- **Trend**: 101 sq. miles
- **Plan**: 65 sq. miles

**Annual New Jobs**
- **167,100* supported by Transportation Investments**
- **195,500* supported by Improved Competitiveness**

**Saved in Annual Healthcare Expenditure**
- **$350M**

*Preliminary Projections
REGIONAL OFFICES

IMPERIAL COUNTY
1405 North Imperial Ave., Ste. 104
El Centro, CA 92243
Tel: (760) 353-7800

ORANGE COUNTY
OCTA Building
600 South Main St., Ste. 741
Orange, CA 92868
Tel: (714) 542-3687

RIVERSIDE COUNTY
3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

SAN BERNARDINO COUNTY
Santa Fe Depot
1170 West 3rd St., Ste. 140
San Bernardino, CA 92410
Tel: (909) 806-3556

VENTURA COUNTY
4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 92418
Tel: (805) 642-2800

MAIN OFFICE
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Tel: (213) 236-1800

A PLAN SUMMARY
NOVEMBER 2019

connectsocal.org
DATE: December 12, 2019

TO: Westside Cities Council of Governments Board

FROM: Westside Cities Council of Governments Staff

SUBJECT: Northern Crenshaw Extension Project Presentation

Presentation and Discussion
Metro’s Project Manager Roger Martin will provide a brief presentation about the Northern Crenshaw Extension Project and summarize the public feedback from the community workshops in October.

Background
Metro is evaluating alignment alternatives to extend the Crenshaw/LAX line north from the Expo Line with connections to the Metro Purple and Red lines as well as numerous heavily traveled bus lines. Throughout the month of October, Metro held community workshops to present new information and solicit feedback from the community. Refer to Attachment A presentation that Metro used at the community meeting, which be presented to the WSCCOG Board by Roger Martin, Project Manager at Metro).

Attachments
A. Northern Crenshaw Extension Project - Community Workshop Presentation (October 2019)
Next stop: key rail connections.

Crenshaw Northern Extension - Video

https://www.youtube.com/watch?v=w21PlAUafZU
Goals of Today’s Meeting

- Project overview and history
- Alternatives being evaluated
- Current study process and next steps
- Gather community feedback

Project Goals & Objectives

- Create a fast and reliable north-south transit service through the Study Area
- Connect the South Bay, LAX, Inglewood and Crenshaw District and West Adams to Mid City, Central Los Angeles, West Hollywood, Hollywood and the San Fernando Valley
- Improve mobility and system connectivity
- Increase accessibility to major destinations and employment centers throughout the Study Area and wider region
Regional Overview: Measure M Projects

Extension of Crenshaw/LAX Line to Hollywood/Highland

Connects four Metro Rail lines and 5 of top 10 busiest bus lines

Schedule
- FY 2041 Groundbreaking
- FY 2047 Revenue Service

Funding: $2.24 billion (2015$) (Measure M Funding)
Early Project Delivery Strategy

- Potential for project acceleration through Metro’s Measure M Early Project Delivery Strategy
- Early project delivery study conducted by City of West Hollywood with input from City of Los Angeles and Metro

**Potential maximum additional funding sources identified to date within the City of West Hollywood:**

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Return</td>
<td>$48 million</td>
</tr>
<tr>
<td>WeHo Sales Tax</td>
<td>$447 million</td>
</tr>
<tr>
<td>Advertising</td>
<td>$65 million</td>
</tr>
<tr>
<td>EIFD</td>
<td>$573 million</td>
</tr>
</tbody>
</table>

**TOTAL** $1.13 billion

---

**Project History**

- Planning studies for Crenshaw/LAX Line
- Elimination of northern segment between Expo and Wilshire Blvd/Purple Line
- Potential Purple Line connection points
- Propensity of Crenshaw Line riders to head north and west
Project Study Area

Major Destinations

Metro

LAX
Summary of Outreach and Feedback

- March 2019 Community Meetings (first of two rounds)
  - Over 200 attendees submitted comments
  - Media: LA Times, Curbed, Urbanize LA, Korea Times, Streetsblog, Larchmont Buzz and Beverly Press
- Strong support for project acceleration
- Preference for San Vicente/La Cienega alignments, followed by Fairfax
- Concerns about displacement
- Desire to combine alternatives or build more than one
San Vicente Alternative (A)
Option: La Cienega (A1)

San Vicente Alternative (A)
Option: San Vicente-Fairfax Hybrid (A2)
## Advanced AA Summary Performance Measures

<table>
<thead>
<tr>
<th></th>
<th>A - SAN VICENTE</th>
<th>A1 - SAN VICENTE DESIGN OPTION 1</th>
<th>LA CIENEGA</th>
<th>B - FAIRFAX</th>
<th>C - LA BREA</th>
<th>VERMONT</th>
<th>A2 - SAN VICENTE DESIGN OPTION 2</th>
<th>HYBRID</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Distance</strong></td>
<td>9.5 mi</td>
<td>9.2 mi</td>
<td>8.1 mi</td>
<td>6.5 mi</td>
<td>10.2 mi</td>
<td>9.9 mi</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong># Stations</strong></td>
<td>9</td>
<td>9</td>
<td>7</td>
<td>6</td>
<td>5</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Travel Time</strong></td>
<td>19.0 min</td>
<td>18.4 min</td>
<td>15.7 min</td>
<td>12.4 min</td>
<td>26.8 min</td>
<td>20.6 min</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Ridership</strong></td>
<td>90,800</td>
<td>90,800</td>
<td>88,700</td>
<td>87,200</td>
<td>77,700</td>
<td>90,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cost</strong></td>
<td>$4.3~$6.4 B</td>
<td>$4.4~$6.2 B</td>
<td>$4.7~$5.3 B</td>
<td>$3.0~$4.4 B</td>
<td>$3.6 B</td>
<td>$5.5~$6.5 B</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*To Wilshire/Vermont Station only.

## Capital Cost of Alternatives
(2017 $ Billions)

### Total Capital Cost
(2017 $ Billions)
### Peak Transit - Travel Time Comparisons

<table>
<thead>
<tr>
<th>Between</th>
<th>And</th>
<th>Without Project (minutes)</th>
<th>With Project (minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hollywood</td>
<td>LAX</td>
<td>64</td>
<td>32-39</td>
</tr>
<tr>
<td>Hollywood</td>
<td>Cedars-Sinai</td>
<td>28</td>
<td>8</td>
</tr>
<tr>
<td>Hollywood</td>
<td>Culver City</td>
<td>52</td>
<td>24-31</td>
</tr>
<tr>
<td>West Adams</td>
<td>Hollywood</td>
<td>46</td>
<td>10-18</td>
</tr>
<tr>
<td>West Adams</td>
<td>Cedars-Sinai</td>
<td>41</td>
<td>9</td>
</tr>
<tr>
<td>Leimert Park</td>
<td>Westwood</td>
<td>56</td>
<td>25-26</td>
</tr>
<tr>
<td>LAX</td>
<td>CBS/The Grove</td>
<td>60</td>
<td>31</td>
</tr>
<tr>
<td>LAX</td>
<td>Miracle Mile</td>
<td>53</td>
<td>27-29</td>
</tr>
<tr>
<td>West Adams</td>
<td>CBS/The Grove</td>
<td>41</td>
<td>11</td>
</tr>
<tr>
<td>Leimert Park</td>
<td>CBS/The Grove</td>
<td>47</td>
<td>17</td>
</tr>
<tr>
<td>Leimert Park</td>
<td>Beverly Hills</td>
<td>57</td>
<td>21-22</td>
</tr>
<tr>
<td>West Adams</td>
<td>Westwood</td>
<td>49</td>
<td>19-20</td>
</tr>
</tbody>
</table>

### Transit Oriented Communities & First/Last Mile

**Study Goals**
Integrate LA Metro’s TOC/FLM planning principals into Crenshaw Northern Extension Study

**What are Transit Oriented Communities?**
Healthy, complete and equitable places that, by design, make it more convenient to take transit, walk, bike or roll than to drive.

**What is the First & Last Mile?**
The first and last part of the journey where riders walk, bike or roll to (or from) a transit station or bus stop is called the “first/last mile connection.”
## Transit Oriented Communities

<table>
<thead>
<tr>
<th>TOC Evaluation Criteria</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit-supportive density (population/employment)</td>
<td>[Image: Comer] [Image: Mira] [Image: Pacific Design Group]</td>
</tr>
<tr>
<td>Vacant and underutilized parcels</td>
<td>[Image: Vacant lot] [Image: Newly constructed commercial] [Image: Underutilized parcel]</td>
</tr>
<tr>
<td>TOC-supportive plans &amp; policies</td>
<td>[Image: Mobility Plan 2035] [Image: Design Guidelines &amp; Standards]</td>
</tr>
<tr>
<td>Affordable/inclusionary housing plans &amp; policies</td>
<td>[Image: Transit Oriented Communities Affordable Housing Initiative Program Guidelines (TOC Guidelines)]</td>
</tr>
</tbody>
</table>

## First/Last Mile

<table>
<thead>
<tr>
<th>FLM Evaluation Criteria</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>First/last mile connections</td>
<td>[Image: Bike lane on Faire St] [Image: Subway on Santa Monica Blvd] [Image: Bike lane on 3rd Street]</td>
</tr>
<tr>
<td>Quality of the public realm</td>
<td>[Image: Public art and seating on Beverly Blvd] [Image: Pedestrian lighting on Santa Monica Blvd] [Image: Mirrors on building facade on Western Blvd]</td>
</tr>
<tr>
<td>Safety &amp; security</td>
<td>[Image: White pedestrian crossing on Adams Blvd] [Image: Last exit on La Brea Blvd] [Image: White pedestrian crossing on Santa Monica Blvd]</td>
</tr>
</tbody>
</table>
| Active transportation plans & policies  | [Image: Complete Streets Manual] [Image: [Image: Street Smart - A Guide to Streetscapes]]
What we want to hear from you

- What do you think about the alternative routes?
- What is important to you and your community as we study this project?
Upcoming Community Meetings

Tuesday, October 22, 6-8:00 pm
Plummer Park
7377 Santa Monica Blvd, West Hollywood

Thursday, October 24, 6-8:00 pm
Wilshire-Crest Elementary School
5241 W Olympic Blvd, Los Angeles

Saturday, October 26, 10 am- 12:00 pm
Virginia Road Elementary School
2925 Virginia Rd., Los Angeles

Tuesday, October 29, 6-8:00 pm
Rosewood Avenue Elementary School
503 N Croft Ave., Los Angeles

Project Contact Information

Roger Martin, Project Manager
Metro
One Gateway Plaza, M/S 99-22-5
Los Angeles, CA 90012

Metro.net/crenshawnorth

213-418-3093

@metrolosangeles

CrenshawNorth@metro.net

losangelesmetro
The League’s Priority Bills from the Final Weeks of Legislative Session

Below is a compilation of the end of year priority bills plus an indicator of the votes by Westside Cities COG legislators. Votes consistent with the League’s position are marked with a “+” sign, and those in conflict with the League’s position are marked with a “-“ sign. Abstentions, which can be important, are reflected with either a “NV+” or “NV-“ sign.

* indicates LEAGUE HOT BILL
**indicates DIVISION Priority Bill

**AB 68** (Ting) Land Use. Accessory Dwelling Units. Significantly amends the statewide standards that apply to locally-adopted ordinances concerning accessory dwelling units (ADUs). Changes include: prohibits minimum lot size requirements; requires at least 850 sq.ft. per ADU; and requires approval within 60 days.

League Position: Oppose
Sen. Allen: -
Asm. Bloom: -  Asm. Burke: -
Governor Action: Chaptered
Sen. Mitchell: -
Asm. Kamlager-Dove: -

**AB 171** (Gonzalez) Employment. Sexual harassment. Creates another pathway for costly litigation against employers for issues that are already protected under the Fair Employment and Housing Act (FEHA) by adding sexual harassment retaliation protections to the Labor Code.

League Position: Oppose
Sen. Allen: -
Asm. Bloom: -  Asm. Burke: -
Governor Action: Vetoed
Sen. Mitchell: -
Asm. Kamlager-Dove: -

**AB 220** (Bonta) Political Reform Act of 1974. Campaign Funds. Childcare Costs. Clarifies that a candidate running for office is authorized to use campaign funds to pay for childcare expenses.

League Position: Support
Sen. Allen: +
Asm. Bloom: +  Asm. Burke: +
Governor Action: Chaptered
Sen. Mitchell: +
Asm. Kamlager-Dove: +

**AB 314** (Bonta) Public employees. Labor relations. Release time. Creates a uniform and expanded standard of time off without loss of compensation for public employees to engage in activities related to employer-employee relations, also known as “release time.”

League Position: Oppose
Sen. Allen: NV+
Asm. Bloom: -  Asm. Burke: -
Governor Action: Vetoed
Sen. Mitchell: -
Asm. Kamlager-Dove: -

**AB 344** (Calderon) New Beginnings California Program. Establishes the New Beginnings California Program, which will provide annual matching funds to up to 50 cities, counties, or local continuum of care programs to expand or continue employment programs for homeless individuals.

League Position: Support
Sen. Allen: +
Asm. Bloom: +  Asm. Burke: +
Governor Action: Vetoed
Sen. Mitchell: +
Asm. Kamlager-Dove: +

**AB 485** (Medina) Local government. Economic Development Subsidies. Imposes an extensive and onerous list of conditions that would overly restrict a local agency from offering economic incentives (with their own funds) to locate a warehouse.

League Position: Oppose
Sen. Allen: -
Asm. Bloom: -  Asm. Burke: -
Governor Action: Chaptered
Sen. Mitchell: -
Asm. Kamlager-Dove: -
**AB 836** (Wicks) Wildfire Smoke Clean Air Centers. Establishes the Wildfire Smoke Clean Air Centers for Vulnerable Populations Incentive Pilot Program. This grant program seeks to create a network of clean air centers by providing funding to public facilities for smoke-protective filtration systems.

League Position: Support  
Sen. Allen: +  
Asm. Bloom: +  
Asm. Burke: +  
Governor Action: Chaptered  
Sen. Mitchell: +  
Asm. Kamlager-Dove: +

**AB 881** (Bloom) Accessory Dwelling Units. Prohibits a local jurisdiction from requiring a property owner live in the main house or one of the accessory structures. Requires local agencies to ministerially approve ADUs on lots with residential or mixed-use zones. Defines "public transit" as a location, not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public.

League Position: Oppose  
Sen. Allen: -  
Asm. Bloom: -  
Asm. Burke: -  
Governor Action: Chaptered  
Sen. Mitchell: -  
Asm. Kamlager-Dove: -

*AB 931* (Boerner Horvath) Local Boards and Commissions. Representation. Appointments. Prohibits cities, with populations over 50,000, from having nonelected local boards and commissions comprised of more than 60 percent of the same gender identity beginning January 1, 2030.

League Position: Oppose  
Sen. Allen: -  
Asm. Bloom: -  
Asm. Burke: -  
Governor Action: Chaptered  
Sen. Mitchell: -  
Asm. Kamlager-Dove: -

**AB 1079** (Santiago). Telecommunications. Privacy Protections. Authorizes public safety agencies to test the systems that respond to 911 calls or communicate threats to life or property on unpublished or unlisted telephone numbers without first obtaining the subscriber’s express consent.

League Position: Support  
Sen. Allen: +  
Asm. Bloom: +  
Asm. Burke: +  
Governor Action: Chaptered  
Sen. Mitchell: +  
Asm. Kamlager-Dove: +

**AB 1093** (Rubio) Municipal separate storm sewer systems: financial capability analysis. Requires the State Water Resources Control Board, by July 1, 2020, to establish financial capability assessment guidelines for municipal separate storm sewer system permittees that are adequate and consistent when considering the costs to local jurisdictions.

Division Position: Support  
Sen. Allen: +  
Asm. Bloom: +  
Asm. Burke: +  
Status: Vetoed by Governor  
Sen. Mitchell: +  
Asm. Kamlager-Dove: +

**AB 1110** (Friedman) Rent Increases. Noticing. Lengthens the notification time requirement a tenant must receive before the effective date of specified rent increases.

League Position: Support  
Sen. Allen: +  
Asm. Bloom: +  
Asm. Burke: +  
Governor Action: Chaptered  
Sen. Mitchell: +  
Asm. Kamlager-Dove: +

*AB 1184* (Gloria) Public Records. Writing Transmitted by Electronic Mail. Retention. Requires all public agencies to store all public records transmitted electronically for at least two years. Additionally, prohibits local agencies from filing a state mandate claim because the bill states that it furthers the California Public Records Act (CPRA).

League Position: Oppose  
Sen. Allen: -  
Asm. Bloom: -  
Asm. Burke: -  
Governor Action: Vetoed  
Sen. Mitchell: -  
Asm. Kamlager-Dove: NV+
**AB 1297** (McCarty) **Firearms. Concealed Carry License.** Requires, rather than authorizes, a local licensing authority to charge a fee that is equal to the reasonable costs associated with processing a concealed carry weapon (CCW) license application, issuing a CCW license, and enforcing the license. The bill would also remove the current prohibition on charging more than $100 for the fee.

- **League Position:** Oppose
- **Governor Action:** Chaptered
- **Sen. Allen:** -
- **Asm. Bloom:** -
- **Asm. Burke:** NV+
- **Asm. Kamlager-Dove:** NV+

**AB 1483** (Grayson) **Housing Data. Collection and Reporting.** Requires local jurisdictions to provide public information regarding its zoning ordinances, development standards, fees, exactions, and affordability requirements. This information must be available on the local jurisdiction’s internet website.

- **League Position:** Oppose
- **Governor Action:** Chaptered
- **Sen. Allen:** -
- **Asm. Bloom:** -
- **Asm. Burke:** -
- **Asm. Kamlager-Dove:** -

**AB 1600** (Kalra) **Discovery. Personnel Records. Peace Officers and Custodial Officers.** Shortens the notice requirement in criminal cases when a defendant files a motion to discover police officer misconduct from 16-days to 10-days. Creates a limited exception to the prohibition on the release of supervisorial officer records.

- **League Position:** Oppose
- **Governor Action:** Chaptered
- **Sen. Allen:** -
- **Asm. Bloom:** -
- **Asm. Burke:** -
- **Asm. Kamlager-Dove:** -

*AB 1763* (Chiu) **Planning and Zoning. Density Bonuses. Affordable Housing.** Expands the existing Density Bonus Law (DBL) to require a city or county to award a developer significantly more density, additional concessions and incentives, and greater allowable height if 100% of the units in a development are restricted to lower income households.

- **League Position:** Oppose
- **Governor Action:** Chaptered
- **Sen. Allen:** -
- **Asm. Bloom:** -
- **Asm. Burke:** NV+
- **Asm. Kamlager-Dove:** -

**AB 1212** (Levine) **Public Employees' Retirement. Pension Fund Management. In-State Infrastructure.** Requires a state agency that is responsible for infrastructure projects to produce a list of priority infrastructure projects for funding consideration by the boards of the California Public Employees' Retirement System (CalPERS), California State Teachers' Retirement System (CalSTRS) and the boards of investment and retirement for 1937 Act county retirement systems (CERL), respectively, and the state agency to provide further project information to the board upon request.

- **League Position:** Support
- **Governor Action:** Vetoed
- **Sen. Allen:** +
- **Asm. Bloom:** +
- **Asm. Burke:** +
- **Asm. Kamlager-Dove:** +

**AB 1320** (Nazarian) **Public Employee Retirement Systems. Prohibited Investments. Turkey.** Prohibits the California Public Employees' Retirement System (CalPERS) and the California State Teachers' Retirement System (CalSTRS) from investing in an investment vehicle issued or owned by the government of Turkey, if the federal government of the United States (U.S.) imposes sanctions on the government of Turkey for failing to officially acknowledge its responsibility for the Armenian Genocide, among other provisions.

- **League Position:** Oppose
- **Governor Action:** Chaptered
- **Sen. Allen:** -
- **Asm. Bloom:** -
- **Asm. Burke:** -
- **Asm. Kamlager-Dove:** -
**AB 1637 (Smith) Unclaimed Property Law.** Authorizes the State Controller to automatically allocate to a state or local agency, without the requirement for an agency to file a claim, any unclaimed property in that agency’s name received as part of the Controller’s unclaimed property database.

<table>
<thead>
<tr>
<th>League Position: Support</th>
<th>Governor Action: Chaptered</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sen. Allen: +</td>
<td>Sen. Mitchell: +</td>
</tr>
<tr>
<td>Asm. Bloom: +</td>
<td>Asm. Burke: +</td>
</tr>
<tr>
<td>Asm. Kamlager-Dove: +</td>
<td></td>
</tr>
</tbody>
</table>

**SB 5 (Beall, McGuire, Portantino) Affordable Housing and Community Development Investment Program.** Establishes a new, local-State partnership to provide up to $2 billion annually to fund State approved affordable housing, infrastructure, and economic development projects that also support State policies to reduce greenhouse gas emissions, expand transit oriented development (TOD), address poverty, and revitalize neighborhoods.

<table>
<thead>
<tr>
<th>League Position: Support</th>
<th>Governor Action: Vetoed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sen. Allen: +</td>
<td>Sen. Mitchell: -</td>
</tr>
<tr>
<td>Asm. Bloom: -</td>
<td>Asm. Burke: -</td>
</tr>
<tr>
<td>Asm. Kamlager-Dove: -</td>
<td></td>
</tr>
</tbody>
</table>

**SB 13 (Wieckowski) Accessory Dwelling Units.** Prohibits local jurisdictions from imposing any impact fees on ADUs less than 750 square feet, and limit the charge on ADUs over 750 square feet to 25 percent of the fees otherwise charged for a new single-family dwelling on the same lot. Prohibits replacement parking when a garage, carport, or covered parking structure is demolished or converted into an ADU. This measure also prohibits owner occupancy requirements.

<table>
<thead>
<tr>
<th>League Position: Oppose</th>
<th>Governor Action: Chaptered</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sen. Allen: -</td>
<td>Sen. Mitchell: +</td>
</tr>
<tr>
<td>Asm. Bloom: -</td>
<td>Asm. Burke: -</td>
</tr>
<tr>
<td>Asm. Kamlager-Dove: +</td>
<td></td>
</tr>
</tbody>
</table>

**SB 137 (Dodd) Federal Transportation Funds. State Exchange Programs.** Authorizes Caltrans to expand the existing Match-Exchange Program to regions with populations greater than 200,000 that would allow the department to swap its funds with federal funds local agencies receive for transportation projects, for purposes of reducing duplicative federal environmental review requirements.

<table>
<thead>
<tr>
<th>League Position: Support</th>
<th>Governor Action: Chaptered</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sen. Allen: +</td>
<td>Sen. Mitchell: +</td>
</tr>
<tr>
<td>Asm. Bloom: +</td>
<td>Asm. Burke: +</td>
</tr>
<tr>
<td>Asm. Kamlager-Dove: +</td>
<td></td>
</tr>
</tbody>
</table>

**SB 209 (Dodd) Office of Emergency Services. Wildfire Forecast and Threat Intelligence Integration Center.** Establishes the Wildfire Forecast and Threat Intelligence Integration Center to serve as the State’s integrated central organizing hub for wildfire forecasting, weather information, and threat intelligence gathering.

<table>
<thead>
<tr>
<th>League Position: Support</th>
<th>Governor Action: Chaptered</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sen. Allen: +</td>
<td>Sen. Mitchell: +</td>
</tr>
<tr>
<td>Asm. Bloom: +</td>
<td>Asm. Burke: +</td>
</tr>
<tr>
<td>Asm. Kamlager-Dove: +</td>
<td></td>
</tr>
</tbody>
</table>

**SB 212 (Allen) Elections. Local Voting Methods.** Grants general law cities the ability to adopt two majority-winner voting methods for local elections: top-two primary and ranked choice voting.

<table>
<thead>
<tr>
<th>League Position: Support</th>
<th>Governor Action: Vetoed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sen. Allen: +</td>
<td>Sen. Mitchell: +</td>
</tr>
<tr>
<td>Asm. Bloom: +</td>
<td>Asm. Burke: +</td>
</tr>
<tr>
<td>Asm. Kamlager-Dove: +</td>
<td></td>
</tr>
</tbody>
</table>

**SB 230 (Caballero) Law Enforcement. Use of Deadly Force. Training. Policies.** Requires law enforcement agencies to maintain a use of force policy. Requires each agency to make its use of force policy accessible to the public. Standardizes use of force training and education for officers across California through both coursework and uniform minimum guidelines on use of force, as developed by the Commission on POST.

<table>
<thead>
<tr>
<th>League Position: Support</th>
<th>Governor Action: Vetoed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sen. Allen: +</td>
<td>Sen. Mitchell: +</td>
</tr>
<tr>
<td>Asm. Bloom: +</td>
<td>Asm. Burke: +</td>
</tr>
<tr>
<td>Asm. Kamlager-Dove: +</td>
<td></td>
</tr>
</tbody>
</table>
**SB 324 (Rubio) Street Lighting Systems: City of Temple City.** Allows Temple City to utilize funds levied under The Street Lighting Act of 1919 (1919 Act) to be used by the Temple City Citywide Landscape and Lighting District (District) for the purposes set forth in the Landscaping and Lighting Act of 1972 (1972 Act).

Division Position: Support
Sen. Allen: +
Asm. Bloom: +
Asm. Burke: +
Asm. Kamlager-Dove: +
Status: Signed by Governor
Sen. Mitchell: +

**SB 329 (Mitchell) Discrimination. Housing. Source of Income.** Prohibits landlords from discriminating against tenants who rely upon housing assistance paid directly to landlords, such as a Section 8 voucher, to help them pay the rent.

League Position: Support
Sen. Allen: +
Asm. Bloom: +
Asm. Burke: +
Asm. Kamlager-Dove: +
Governor Action: Chaptered
Sen. Mitchell: +

**SB 330 (Skinner) Housing Crisis Act of 2019.** Declares a statewide housing crisis and for a five-year period freezing nearly all development related fees once a developer submits a “preliminary” application, including essential project specific fees.

League Position: Oppose
Sen. Allen: NV+
Asm. Bloom: -
Asm. Burke: NV+
Asm. Kamlager-Dove: +
Governor Action: Chaptered
Sen. Mitchell: -

**SB 344 (McGuire) UUT Prepaid Mobile Telephony Collection.**
This measure grants a one-year extension of a sunset date to the Local Prepaid Mobile Telephony Services Collection Act (Local Prepaid MTS) until January 1, 2021, to ensure the affected local agencies can continue to implement this law and collect revenue needed for local services.

League Position: Support
Sen. Allen: +
Asm. Bloom: +
Asm. Burke: +
Asm. Kamlager-Dove: +
Governor Action: Chaptered
Sen. Mitchell: +

**SB 518 (Wieckowski) Civil Actions. Settlement Offers.**
Removes a key provision in current law that encourages settlements and avoids costly litigation in disputes between parties involving the Public Records Act.

League Position: Oppose
Sen. Allen: -
Asm. Bloom: -
Asm. Burke: -
Asm. Kamlager-Dove: -
Governor Action: Vetoed
Sen. Mitchell: -

**SB 531 (Glazer) Local Agencies. Retailers.**
Prohibits future sales tax agreements between local agencies and retailers with a warehouse, sales office, or fulfillment center that results in a shift of sales taxes from other jurisdictions.

League Position: Support
Sen. Allen: +
Asm. Bloom: +
Asm. Burke: +
Asm. Kamlager-Dove: NV-
Governor Action: Vetoed
Sen. Mitchell: +

**SB 542 (Stern) Workers’ Compensation.**
Creates a new presumption of industrial causation for all mental health conditions or mental disabilities that result in a diagnosis of post-traumatic stress disorder, or mental health disorder that develops or manifests itself during a period when a firefighter or peace officer is in service of the department.

League Position: Oppose
Sen. Allen: -
Asm. Bloom: -
Asm. Burke: -
Asm. Kamlager-Dove: -
Governor Action: Chaptered
Sen. Mitchell: -
Requires telecommunications service providers to submit a specified outage notification to the Office of Emergency Services (OES) when a telecommunications outage impacting 911 service and emergency notifications occurs. The Office of Emergency Services is then responsible for notifying the appropriate county offices of emergency services, public safety answering points (PSAPs), and sheriffs for areas affected by an outage.

League Position: Support
Sen. Allen: +
Asm. Bloom: +

Governor Action: Chaptered
Sen. Mitchell: +
Asm. Burke: +
Asm. Kamlager-Dove: +

SB 681 (Stern) Local Referenda and Charter Amendments. Withdrawal.
Provides local jurisdictions with the ability to withdraw referenda or charter amendments up to 88 days prior to an election.

League Position: Support
Sen. Allen: +
Asm. Bloom: +

Governor Action: Chaptered
Sen. Mitchell: +
Asm. Burke: +
Asm. Kamlager-Dove: +

The League’s Annual Legislative Report, which includes a summary of the legislation of interest to local governments enacted during the legislative year, will be available in December 2019 at www.CACities.org/legresources.
WESTSIDE CITIES COUNCIL OF GOVERNMENTS
Beverly Hills, California

FINANCIAL STATEMENTS
June 30, 2018
## CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>INDEPENDENT AUDITOR’S REPORT</td>
<td>1</td>
</tr>
<tr>
<td>MANAGEMENT’S DISCUSSION AND ANALYSIS (UNAUDITED)</td>
<td>3</td>
</tr>
<tr>
<td>BASIC FINANCIAL STATEMENTS:</td>
<td></td>
</tr>
<tr>
<td>GOVERNMENT-WIDE FINANCIAL STATEMENTS:</td>
<td></td>
</tr>
<tr>
<td>STATEMENT OF NET POSITION</td>
<td>10</td>
</tr>
<tr>
<td>STATEMENT OF ACTIVITIES</td>
<td>11</td>
</tr>
<tr>
<td>FUND FINANCIAL STATEMENTS:</td>
<td></td>
</tr>
<tr>
<td>GOVERNMENTAL FUNDS:</td>
<td></td>
</tr>
<tr>
<td>BALANCE SHEET</td>
<td>12</td>
</tr>
<tr>
<td>RECONCILITATION OF THE GOVERNMENTAL FUND BALANCE SHEET WITH THE STATEMENT OF NET POSITION</td>
<td>13</td>
</tr>
<tr>
<td>STATEMENT OF REVENUES, EXPENDITURES AND CHANGE IN FUND BALANCE</td>
<td>14</td>
</tr>
<tr>
<td>RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE OF THE GOVERNMENTAL FUND TO THE STATEMENT OF ACTIVITIES</td>
<td>15</td>
</tr>
<tr>
<td>NOTES TO THE BASIC FINANCIAL STATEMENTS</td>
<td>16</td>
</tr>
<tr>
<td>REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED):</td>
<td></td>
</tr>
<tr>
<td>BUDGETARY COMPARISON SCHEDULE – GENERAL FUND</td>
<td>23</td>
</tr>
<tr>
<td>INDEPENDENT AUDITOR’S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS</td>
<td>24</td>
</tr>
</tbody>
</table>
INDEPENDENT AUDITOR’S REPORT

Board of Directors
Westside Cities Council of Governments
Beverly Hills, California

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities and the major fund of the Westside Cities Council of Governments (the Authority), as of and for the year ended June 30, 2018, and the related notes to the financial statements, which collectively comprise the Authority’s basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor’s Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor’s judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity’s preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority’s internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of the Westside Cities Council of Governments, as of June 30, 2018, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.
Other Matter

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management’s discussion and analysis and budgetary comparison schedule identified as required supplementary information (RSI) in the accompanying table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic or historical context. We have applied certain limited procedures to the RSI in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management’s responses to our inquiries, the basic financial statements and other knowledge we obtained during the audit of the basic financial statements. We do not express an opinion or provide any assurance on the RSI because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by Government Auditing Standards

In accordance with Government Auditing Standards, we have also issued our report dated October 17, 2019, on our consideration of the Authority’s internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the Authority’s internal control over financial reporting and compliance.

Crowe LLP
Costa Mesa, California
October 17, 2019
Our discussion and analysis of the Westside Cities of Council of Governments (the “Authority”) financial performance presents an overview of the Authority’s financial activities during the fiscal year ended June 30, 2018. We encourage readers to consider information presented here in conjunction with the financial statements (beginning on page 9). The financial statements, notes, and this discussion and analysis were prepared by management and are the responsibility of management.

Background

The Authority was created on December 20, 2005 by a Joint Exercise of Power Agreement (the agreement) between the City of Santa Monica, City of Beverly Hills (the City), City of Culver City, City of Los Angeles, City of West Hollywood and the County of Los Angeles, all in California (collectively, Members). The Authority was formed to enable the Members to voluntarily engage in regional and cooperative planning and coordination of government services and responsibilities to assist the Members in the conduct of their affairs. The goal and intent of the Authority is one of voluntary cooperation among cities for the collective benefit of cities in the Westside areas of Los Angeles.

The Authority’s mission is to be the regional voice that extends the leverage of its member agencies at the State and Federal level for the benefit of the region. The Authority is charged with preserving and enhancing the respective local and regional quality of life by building relationships, maximizing resources, advocating for mutual interests and promoting policy for the benefit of the residents, businesses and visitors.

The Board of Directors is comprised of a Delegate and Alternate from each of the local government entities, appointed by their respective jurisdictions. These members have partnered in a voluntary cooperative endeavor to forge consensus on policies and programs of regional significance that enhance the quality of life, sustain the environment and enrich the future of Westside residents, businesses and visitors.

The Authority provides a forum for discussion and communication as well as formalized representation and advocacy with governmental agencies at all levels. The organization also monitors legislation as well as regional, state and federal funding and other collaborative opportunities to maximize services to the public at minimum cost. Priority issues established by the Board are sub regional economic health, transportation and improved mobility, environmental issues and sustainability and land use, housing, social services and homeland security and safety.

The Board of Directors convenes a total of six (6) regular meetings annually, including special meetings to discuss important sub-regional issues. The Board of Directors is also in charge of designating representatives to serve on behalf of the subregion on local public agency committees. The Authority staff includes an Executive Director who is charged with the following tasks, assisting and guiding the Board of Directors, developing and leading the annual work program and budget, providing administrative support to the Board of Directors, serving as a liaison to public agencies, serving as the filing officer for the Fair Political Practice Commission Statement of Economic Interests, and organizing advocacy efforts to further the annual work program.

Financial Highlights

- Total net position of the Authority was $106,388 and consisted of unrestricted net position.
- At June 30, 2018, the Authority’s assets of $121,354 exceeded its liability of $14,966 resulting in a net position of $106,388.
Overview of Financial Statements

The Authority’s basic financial statements consist of three components: (1) Government-wide Financial Statements, (2) Fund Financial Statements and (3) Notes to the Basic Financial Statements.

Government-wide Financial Statements

The government-wide financial statements found on pages 9 and 10 are designed to give readers a broad overview of the Authority’s financial position. These include all of the Authority’s assets and liabilities, revenues and expenses. The accounting basis is full accrual (similar to private sector companies) where revenues are recorded as earned and expenses are recorded when liability is incurred, regardless of the timing of related cash flows.

The Statement of Net Position presents all of the Authority’s assets, liabilities with the difference reported as net position (or equity in the private sector). Over time, increases or decreases in net position serve as useful indicators of whether the financial position of the Authority is improving or declining.

The Statement of Activities presents information showing how the Authority’s net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows.

Fund Financial Statements

The fund financial statements can be found on pages 12 through 15 of this report. A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives.

Differences between the two sets of financial statements are normally determined by the complexity of the reporting agency and usually revolve around different treatments for capital assets and debt issuance and repayment. Since the Authority has no capital assets and no long-term debts, the Government-wide and the Fund Financial Statements are similar.

Notes to the Basic Financial Statements

This report includes notes to the basic financial statements. They provide additional information that is important to a complete understanding of the data contained in the government-wide and fund financial statements. The notes can be found on pages 16 through 21 of this report.
Financial Analysis

Statements of Net Position

The following table summarizes the assets, liabilities, and net position of the Authority’s primary government as of June 30, 2018 and 2017:

<table>
<thead>
<tr>
<th></th>
<th>Statement of Position</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
</tr>
<tr>
<td>Current assets</td>
<td>$121,354</td>
</tr>
<tr>
<td>Total assets</td>
<td>121,354</td>
</tr>
<tr>
<td>Current liabilities</td>
<td>14,966</td>
</tr>
<tr>
<td>Total liabilities</td>
<td>14,966</td>
</tr>
<tr>
<td>Net position</td>
<td></td>
</tr>
<tr>
<td>Unrestricted</td>
<td>106,388</td>
</tr>
<tr>
<td>Total net position</td>
<td>$106,388</td>
</tr>
</tbody>
</table>

Current assets increased this year by $9,542, or 9%, and current liabilities decreased by $7,477 or 33%. The increase in current assets is primarily due to increase in cash and cash equivalents. The decrease in current liabilities is primarily due to a decrease in accounts payable for payments due to vendors at the end of the year.

As previously discussed, net position can serve as an indicator of financial health. The Authority’s assets exceeded liabilities by $106,388 and $89,369 as of June 30, 2018 and 2017, respectively.
Statements of Activities

The following table presents the Authority’s revenues, expenses, and changes in net position for the years ended June 30, 2018 and 2017:

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2017</th>
<th>Variance</th>
<th>Amount</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenues</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Program revenues</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating contributions</td>
<td>$153,000</td>
<td>$138,000</td>
<td>$15,000</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td>and grants</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total program revenues</td>
<td>$153,000</td>
<td>$138,000</td>
<td>$15,000</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td>General revenues</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use of money and property</td>
<td>1,390</td>
<td>783</td>
<td>607</td>
<td>78%</td>
<td></td>
</tr>
<tr>
<td>Total general revenues</td>
<td>1,390</td>
<td>783</td>
<td>607</td>
<td>78%</td>
<td></td>
</tr>
<tr>
<td>Total revenues</td>
<td>$154,390</td>
<td>$138,783</td>
<td>$15,607</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td><strong>Expenses</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General government</td>
<td>137,371</td>
<td>140,620</td>
<td>(3,249)</td>
<td>-2%</td>
<td></td>
</tr>
<tr>
<td>Total expenses</td>
<td>137,371</td>
<td>140,620</td>
<td>(3,249)</td>
<td>-2%</td>
<td></td>
</tr>
<tr>
<td><strong>Increase (decrease in net assets)</strong></td>
<td>17,019</td>
<td>(1,837)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net position at beginning of year</td>
<td>89,369</td>
<td>91,206</td>
<td>(1,837)</td>
<td>-2%</td>
<td></td>
</tr>
<tr>
<td><strong>Net position at end of year</strong></td>
<td>$106,388</td>
<td>$89,369</td>
<td>$17,019</td>
<td>19%</td>
<td></td>
</tr>
</tbody>
</table>

Program revenues for the Authority consist primarily of dues from six members comprised of five cities and one county. There is $15,000 or 11% increase in revenues during FY2018 compared to FY2017, due to grant funds received.

General revenues of $1,390 for FY 2018 increased by $607 or 78% compared to $783 for FY2017. This was attributable to increase cash and investments balance as of June 30, 2018.

Total general government expenses were $137,371 in FY2018 compared to $140,620 in FY2017, a decrease of $1,837 or 2%. The decrease is due to less travel expenses.

See accompanying notes to financial statements and independent accountant’s report.

6.
Financial Analysis of Fund Statements

The Authority uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds

The focus of the Authority’s governmental fund is to provide information on the sources, uses and balances of spendable resources. Such information is useful in assessing the Authority’s short-term financial requirements. The type of governmental fund reported by the Authority includes the General Fund.

The General Fund is the only operating fund for the Authority. At the end of the fiscal year, the General Fund’s total fund balance was $106,388, as compared to $89,369 for the prior fiscal year. There is an increase of $17,019, or 19%, due to lower amount of expenditures over revenues during the last fiscal year. The decrease in fund balance was minimized this year due to the increase in grant funds received and decrease in expenditures.

Statement of Revenues, Expenditures and Changes in Fund Balance in the General Fund, including comparative amounts from the preceding year is as follows:

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2017</th>
<th>Variance</th>
<th>Amount</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenues</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intergovernmental</td>
<td>$153,000</td>
<td>$138,000</td>
<td>$15,000</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td>Investment earnings</td>
<td>1,390</td>
<td>783</td>
<td>607</td>
<td>78%</td>
<td></td>
</tr>
<tr>
<td>Total program revenues</td>
<td>154,390</td>
<td>138,783</td>
<td>15,607</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td><strong>Expenses</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General government</td>
<td>137,371</td>
<td>140,620</td>
<td>(3,249)</td>
<td>-2%</td>
<td></td>
</tr>
<tr>
<td>Total expenses</td>
<td>137,371</td>
<td>140,620</td>
<td>(3,249)</td>
<td>-2%</td>
<td></td>
</tr>
<tr>
<td><strong>Net change in fund balance</strong></td>
<td>17,019</td>
<td>(1,837)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fund balance at beginning of year</td>
<td>89,369</td>
<td>91,206</td>
<td>(1,837)</td>
<td>-2%</td>
<td></td>
</tr>
<tr>
<td><strong>Fund balance at end of year</strong></td>
<td>$106,388</td>
<td>$89,369</td>
<td>$17,019</td>
<td>19%</td>
<td></td>
</tr>
</tbody>
</table>

Revenues for the Authority consist primarily of dues from six members comprised of five cities and one county. There is $15,000 or 11% increase in revenues during the FY2018 compared to FY2017, due to grant revenue received.

Revenues from investment earnings increased by $607 or 78%. This was attributable to increased interest rates that financial institutions were offering as of June 30, 2018.

Expenditures during the year decreased from $140,620 this FY2017 compared to $137,371 in FY2018. The decrease of $3,249 or 2% is due to a reduced travel expense.
General Fund Budgetary Highlights

There are no significant differences between the final budgeted amounts versus actual expenditures amounts during the fiscal year. The favorable difference of $1,433 between the final budgeted expenditures versus actual expenditures is due to the remaining budget amounts for the SCAG PEV Grant.

Economic Factors and Next Year’s Budget

On July 25, 2016, the Authority’s board approved an annual work plan that reflects continued efforts for the Transportation Strategic Initiative, as well as examines homelessness as an issue of regional significance. The work plan also includes working with Southern California Association of Governments (SCAG) on the grant project for the Plug-in Electric Vehicle Charging Station Siting Study.

The budget for fiscal year 2019 assumes that the on-hand net position as of June 30, 2018, will be required and available to fulfill the program and administrative expense requirements. In order to limit the drawdown of reserves for future years, the Authority has kept the budget at the same level with fiscal year 2018. There is no change in the annual dues charged to each member. There is also no change in the contract for Executive Director Services.

Further Information

This report has been designed to provide a general overview of the Authority’s finances for all those with an interest in the Authority’s finances and to show the Authority’s accountability for the money it receives. Questions concerning any of the information provided in the June 30, 2018 report or requests for additional information should be addressed to Sandra Skorkaite, Principal Accountant, at 455 N. Rexford Drive, #350, Beverly Hills, California, 90210.
BASIC FINANCIAL STATEMENTS
WESTSIDE CITIES COUNCIL OF GOVERNMENTS

STATEMENT OF NET POSITION

June 30, 2018

<table>
<thead>
<tr>
<th></th>
<th>Governmental Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ASSETS</strong></td>
<td></td>
</tr>
<tr>
<td>Current assets</td>
<td></td>
</tr>
<tr>
<td>Cash and investments</td>
<td>$ 121,354</td>
</tr>
<tr>
<td>Total assets</td>
<td>121,354</td>
</tr>
<tr>
<td><strong>LIABILITIES</strong></td>
<td></td>
</tr>
<tr>
<td>Current liabilities</td>
<td></td>
</tr>
<tr>
<td>Accounts payable and other liabilities</td>
<td>14,966</td>
</tr>
<tr>
<td>Total liabilities</td>
<td>14,966</td>
</tr>
<tr>
<td><strong>NET POSITION</strong></td>
<td></td>
</tr>
<tr>
<td>Unrestricted</td>
<td>106,388</td>
</tr>
<tr>
<td>Total net position</td>
<td>$ 106,388</td>
</tr>
</tbody>
</table>

See accompanying notes to the financial statements.
WESTSIDE CITIES COUNCIL OF GOVERNMENTS  
STATEMENT OF ACTIVITIES  
For the Fiscal Year Ended June 30, 2018

<table>
<thead>
<tr>
<th>Functions/Programs</th>
<th>Expenses</th>
<th>Operating Grants and Contributions</th>
<th>Capital Grants and Contributions</th>
<th>Net (Expenses) Revenues and Change in Net Position</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Charges for Services</td>
<td></td>
<td></td>
</tr>
<tr>
<td>General government</td>
<td>$ 137,371</td>
<td>$ 138,000</td>
<td>$ 15,000</td>
<td>$ 15,629</td>
</tr>
<tr>
<td>Total governmental activities</td>
<td>$ 137,371</td>
<td>$ 138,000</td>
<td>$ 15,000</td>
<td>$ 15,629</td>
</tr>
<tr>
<td>General revenues</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Investment earnings</td>
<td></td>
<td></td>
<td></td>
<td>1,390</td>
</tr>
<tr>
<td>Change in net position</td>
<td></td>
<td></td>
<td></td>
<td>17,019</td>
</tr>
<tr>
<td>Net position, beginning of year</td>
<td></td>
<td></td>
<td></td>
<td>89,369</td>
</tr>
<tr>
<td>Net position at end of year</td>
<td></td>
<td></td>
<td></td>
<td>$ 106,388</td>
</tr>
</tbody>
</table>

See accompanying notes to the financial statements.
## WESTSIDE CITIES COUNCIL OF GOVERNMENTS

**BALANCE SHEET**  
**GOVERNMENTAL FUND**  
June 30, 2018

<table>
<thead>
<tr>
<th>General Fund</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ASSETS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash and investments</td>
<td></td>
<td>$ 121,354</td>
<td></td>
</tr>
<tr>
<td>Total assets</td>
<td></td>
<td>$ 121,354</td>
<td></td>
</tr>
<tr>
<td><strong>LIABILITIES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accounts payable and other liabilities</td>
<td>14,966</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total liabilities</td>
<td>14,966</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>FUND BALANCE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unassigned</td>
<td>106,388</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total fund balance</td>
<td>106,388</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total liabilities and fund balance</td>
<td></td>
<td></td>
<td>$ 121,354</td>
</tr>
</tbody>
</table>

See accompanying notes to the financial statements.
WESTSIDE CITIES COUNCIL OF GOVERNMENTS
RECONCILIATION OF THE BALANCE SHEET OF THE GOVERNMENTAL FUND
TO THE STATEMENT OF NET POSITION
June 30, 2018

Fund balance of the governmental fund $ 106,388
Net position of governmental fund $ 106,388

See accompanying notes to the financial statements.
WESTSIDE CITIES COUNCIL OF GOVERNMENTS
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
GOVERNMENTAL FUND
For the Fiscal Year Ended June 30, 2018

<table>
<thead>
<tr>
<th>General Fund</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues</td>
<td></td>
</tr>
<tr>
<td>Intergovernmental</td>
<td>$ 153,000</td>
</tr>
<tr>
<td>Investment earnings</td>
<td>1,390</td>
</tr>
<tr>
<td>Total revenues</td>
<td>154,390</td>
</tr>
<tr>
<td>Expenditures</td>
<td></td>
</tr>
<tr>
<td>General government</td>
<td>137,371</td>
</tr>
<tr>
<td>Total expenditures</td>
<td>137,371</td>
</tr>
<tr>
<td>Net change in fund balance</td>
<td>17,019</td>
</tr>
<tr>
<td>Fund balance at beginning of year</td>
<td>89,369</td>
</tr>
<tr>
<td>Fund balance at end of year</td>
<td>$ 106,388</td>
</tr>
</tbody>
</table>

See accompanying notes to the financial statements.
Net change in fund balance of the governmental fund $ 17,019
Change in net position of governmental activities $ 17,019

See accompanying notes to the financial statements.
NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity: The Westside Cities Council of Governments (the Authority) was created on December 20, 2005 by a Joint Exercise of Power Agreement (the Agreement) between the City of Santa Monica, City of Beverly Hills (the City), City of Culver City, City of Los Angeles, City of West Hollywood and the County of Los Angeles, all in California (collectively, Members). This Agreement shall continue in existence until the Agreement is terminated. This Agreement may not be terminated except by an affirmative vote of a majority of total voting membership of the Governing Board.

The Authority was formed to enable the Members to voluntarily engage in regional and cooperative planning and coordination of government services and responsibilities so as to assist the Members in the conduct of their affairs. The goal and intent of the Authority is one of voluntary cooperation among cities for the collective benefit of cities in the Westside area of Los Angeles County.

One elected official from each Member is appointed to the Authority as a governing board representative of the Authority (the Governing Board). The terms of office of the Chair and Vice Chair shall commence until July 1 of that fiscal year and expire on the following July 1. The positions of Chair and Vice Chair are alternated between the Members.

The Governing Board approves an annual budget based upon the costs of operating the Authority prior to July 1 of each fiscal year. The Governing Board may at any time amend the budget to incorporate additional income and disbursements that might become available to the Authority for its purposes during a fiscal year.

The books and records for the Authority for the fiscal year ended June 30, 2018 are located in the City of Beverly Hills, Finance Department at 455 N. Rexford Drive, #350, Beverly Hills, CA 90210.

Measurement Focus and Basis of Accounting: The basic financial statements of the Authority are composed of the following:

- Government-wide financial statements
- Fund financial statements
- Notes to the basic financial statements

Government-wide Financial Statements - Government-wide financial statements are presented using the economic resources measurement focus and the accrual basis of accounting. Measurement focus indicates the type of resources being measured such as current financial resources or economic resources. Under the economic resources measurement focus, all (both current and long term) economic resources and obligations of the reporting government are reported in the government-wide financial statements. Basis of accounting refers to when revenues and expenditures are recognized in the accounts and reported in the financial statements. Under the accrual basis of accounting, revenues, expenses, gains, losses, assets and liabilities resulting from exchange and exchange-like transactions are recognized when the exchange takes place. Revenues, expenses, gains, losses, assets and liabilities resulting from nonexchange transactions are recognized on an accrual basis.

Program revenues include charges for services and payments made by parties outside of the reporting government’s citizenry if that money is restricted to a particular program. Program revenues are deducted from program expenses in the statement of activities to present the net cost of each program. The grants revenues are grants received from the Southern California Association of Governments (SCAG), to be used for Operation purposes of the Authority.

(Continued)
NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Fund Financial Statements - Fund financial statements for the Authority's governmental fund are presented after the government-wide financial statements.

In the fund financial statements, the governmental fund is presented using the modified-accrual basis of accounting. Revenues are recognized when they become measurable and available as net current assets. Measurable means that the amounts can be estimated or otherwise determined. Available means that the amounts were collected during the reporting period or soon enough thereafter to be available to finance the expenditures accrued for the reporting period. The Authority uses a 60-day availability period. Expenditures are recorded when the liability is incurred.

The Authority reports the following as a major governmental fund:

- The General Fund is the Authority's operating fund and is used to account for all financial resources.

Annual Budget: The Authority adopted an annual budget prepared on the modified accrual basis for the General Fund, which is consistent with accounting principles generally accepted in the United States of America.

In addition, a minimum reserve of 15% of operating revenues must be maintained according to the Authority's reserve policy.

Financial policies also provide for the Executive Director to transfer up to 50% of budget line items and to report such transfers in monthly financial reports.

Cash and Investments: Investments are reported in the accompanying financial statements at fair value. Changes in fair value that occur during a fiscal year are recognized as investment income reported for that fiscal year. Investment income includes interest earnings, changes in fair value and any gains or losses realized upon the liquidation or sale of investments.

The Authority’s share in the investment pool of the City of Beverly Hills is displayed in the accompanying financial statements as cash and investments. Investment income earned by the pooled investments is allocated monthly to the various City funds and to the Authority based on daily average cash and investment balances.

Fair Value Measurements: Fair value is defined as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The Authority categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The fair value hierarchy categorizes the inputs to valuation techniques used to measure fair value into three levels based on the extent to which inputs used in measuring fair value are observable in the market:

- Level 1 inputs are quoted prices (unadjusted) in active markets for identical assets or liabilities.
- Level 2 inputs are inputs — other than quoted prices included within level 1 — that are observable or an asset or liability, either directly or indirectly.
- Level 3 inputs are unobservable inputs for an asset or liability.
NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

If the fair value of an asset or liability is measured using inputs from more than one level of the fair value hierarchy, the measurement is considered to be based on the lowest priority level input that is significant to the entire measurement. The fair value of the Authority’s share in the investment pool is uncategorized.

Net Position: Net position is classified as either net investment in capital assets, restricted or unrestricted. Net position that is net investment in capital assets consist of capital assets, net of accumulated depreciation, and reduced by the outstanding principal of related debt. Restricted net position is the portion of net position that has external constraints placed on it by creditors, grantors, contributors, laws or regulations of other governments or through constitutional provisions or enabling legislation. Unrestricted net position consists of net position that does not meet the definition of net investment in capital assets or restricted net position.

At June 30, 2018, the Authority’s net position was unrestricted.

When both restricted and unrestricted resources are available for use, it is the Authority’s policy to use restricted resources first and then unrestricted resources as they are needed.

Fund Balance: In the fund financial statements, the governmental fund reports fund balance as non-spendable, restricted, committed, assigned or unassigned based primarily on the extent to which the Authority is bound to honor constraints on how specific amounts can be spent.

- Nonspendable fund balance - amounts that cannot be spent because they are either (a) not spendable in form or (b) legally or contractually required to be maintained intact.
- Restricted fund balance - amounts with constraints placed on their use that are either (a) externally imposed by creditors, grantors, contributors or laws or regulations of other governments or (b) imposed by law through constitutional provisions or enabling legislation.
- Committed fund balance - amounts that can only be used for specific purposes determined by formal action of the Authority’s highest level of decision-making authority (the Board of Directors) and that remain binding unless removed in the same manner. The underlying action that imposed the limitation needs to occur no later than the close of the reporting period.
- Assigned fund balance - amounts that are constrained by the Authority’s intent to be used for specific purposes. The intent can be established at either the highest level of decision making or by a body or an official designated for that purpose.
- Unassigned fund balance - amounts not contained in the other classifications, which is the residual classification for the Authority’s funds.

At June 30, 2018, the Authority’s fund balance was unassigned.

The Board of Directors establishes, modifies or rescinds fund balance commitments by passage of an ordinance or resolution.
NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Upcoming GASB Pronouncements:

In November 2016, the GASB issued Statement 83, Certain Asset Retirement Obligations. This Statement addresses accounting and financial reporting for certain asset retirement obligations (AROs) and establishes criteria for determining the timing and pattern of recognition of a liability and a corresponding deferred outflow of resources for AROs. This Statement is effective for the Authority’s fiscal year ended June 30, 2019. Management has determined that this statement will not have any impact on its financial statements.

In January 2017, the GASB issued Statement 84, Fiduciary Activities. The objective of this Statement is to improve guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. This Statement establishes criteria for identifying fiduciary activities of all state and local governments. The focus of the criteria generally is on (1) whether a government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom a fiduciary relationship exists. Separate criteria are included to identify fiduciary component units and postemployment benefit arrangements that are fiduciary activities. This Statement is effective for the Authority’s fiscal year ended June 30, 2020. Management has not determined what impact, if any, this statement will have on its financial statements.

In June 2017, the GASB issued Statement 87, Leases. The objective of this Statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments. This Statement increases the usefulness of governments’ financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. This Statement is effective for the Authority’s fiscal year ended June 30, 2021. Management has not determined what impact, if any, this statement will have on its financial statements.

In April 2018, the GASB issued Statement No. 88, Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements. The primary objective of this Statement is to improve the information that is disclosed in notes to government financial statements related to debt, including direct borrowings and direct placements. It clarifies which liabilities governments should include when disclosing information related to debt. It also defines debt for purposes of disclosure in notes to financial statements as a liability that arises from a contractual obligation to pay cash (or other assets that may be used in lieu of cash) in one or more payments to settle an amount that is fixed at the date the contractual obligation is established. This Statement is effective for the Authority’s fiscal year ended June 30, 2019. Management has determined that this statement will not have any impact on its financial statements.
NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

In June 2018, the GASB issued Statement No. 89, Accounting for Interest Cost Incurred before the End of a Construction Period. The objectives of this Statement are (1) to enhance the relevance and comparability of information about capital assets and the cost of borrowing for a reporting period and (2) to simplify accounting for interest cost incurred before the end of a construction period. This Statement establishes accounting requirements for interest cost incurred before the end of a construction period. This Statement is effective for the Authority’s fiscal year ended June 30, 2021. Management has not determined what impact, if any, this statement will have on its financial statements.

In August 2018, the GASB issued Statement No. 90, Majority Equity Interests—an amendment of GASB Statements No. 14 and No. 61. The primary objectives of this Statement are to improve the consistency and comparability of reporting a government’s majority equity interest in a legally separate organization and to improve the relevance of financial statement information for certain component units. It defines a majority equity interest and specifies that a majority equity interest in a legally separate organization should be reported as an investment if a government’s holding of the equity interest meets the definition of an investment. This Statement also requires that a component unit in which a government has a 100 percent equity interest account for its assets, deferred outflows of resources, liabilities, and deferred inflows of resources at acquisition value at the date the government acquired a 100 percent equity interest in the component unit. This Statement is effective for the Authority’s fiscal year ended June 30, 2020. Management has not determined what impact, if any, this statement will have on its financial statements.

In May 2019, the GASB issued Statement No. 91, Conduit Debt Obligations. The primary objectives of this Statement are to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations, and (3) related note disclosures. This Statement achieves those objectives by clarifying the existing definition of a conduit debt obligation; establishing that a conduit debt obligation is not a liability of the issuer; establishing standards for accounting and financial reporting of additional commitments and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations; and improving required note disclosures. This Statement is effective for the Authority’s fiscal year ended June 30, 2022. Management has not determined what impact, if any, this statement will have on its financial statements.

Classification of Revenues: Program revenues consist of charges to member agencies. Nonoperating revenues consist of investment income and other nonoperating income.

Use of Estimates: The financial statements have been prepared in accordance with accounting principles generally accepted in the United States of America and necessarily include amounts based on estimates and assumptions by management. Actual results could differ from those amounts.

NOTE 2 - CASH AND INVESTMENTS

Cash and investments as of June 30, 2018 are classified in the accompanying financial statements as follows:

<table>
<thead>
<tr>
<th>Statement of net position:</th>
<th>$ 121,354</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash and investments</td>
<td></td>
</tr>
</tbody>
</table>

Cash and investments as of June 30, 2018 consist of the following:

<table>
<thead>
<tr>
<th>Equity in City of Beverly Hills cash and investment pool</th>
<th>$ 121,354</th>
</tr>
</thead>
</table>
NOTE 2 - CASH AND INVESTMENTS (Continued)

Equity in the Cash and Investment Pool of the City of Beverly Hills: The Authority has no separate bank accounts or investments other than Authority’s equity in the cash and investment pool managed by the City of Beverly Hills. The Authority is a voluntary participant in that pool. This pool is governed by and under the regulatory oversight policy of the Investment Policy adopted by City Council of the City of Beverly Hills. The Authority has not adopted an investment policy separate from that of the City of Beverly Hills. The fair value of the Authority’s investment in this pool is reported in the accompanying financial statements at amounts based upon the Authority’s pro rata share of the fair value calculated by the City for the entire City portfolio. The balance available for withdrawal is based on the accounting records maintained by the City, which are recorded on a market value basis. Information regarding the City of Beverly Hills’ investments can be obtained in the City’s Comprehensive Annual Financial Report available from the Finance Department located at 455 N. Rexford Drive, #350, Beverly Hills, CA 90210.

NOTE 3 - COMMITMENTS

The Authority has a contract with an advisory firm to provide Executive Director Services in effect on May 17, 2018. Under this agreement, the Authority is to pay this firm $10,000 per month through June 30, 2019.
REQUIRED SUPPLEMENTARY INFORMATION
## WESTSIDE CITIES COUNCIL OF GOVERNMENTS
### BUDGETARY COMPARISON SCHEDULE
#### GENERAL FUND
(REQUIRED SUPPLEMENTARY INFORMATION)
For the Fiscal Year Ended June 30, 2018

<table>
<thead>
<tr>
<th></th>
<th>Budgeted Amounts</th>
<th>Variances with Final Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Original</td>
<td>Final</td>
</tr>
<tr>
<td><strong>Revenues</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intergovernmental</td>
<td>$138,000</td>
<td>$138,000</td>
</tr>
<tr>
<td>Investment earnings</td>
<td>800</td>
<td>800</td>
</tr>
<tr>
<td><strong>Total revenues</strong></td>
<td>138,800</td>
<td>138,800</td>
</tr>
<tr>
<td><strong>Expenditures</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General government</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contract for Executive Director</td>
<td>120,000</td>
<td>120,000</td>
</tr>
<tr>
<td>Travel</td>
<td>1,400</td>
<td>1,400</td>
</tr>
<tr>
<td>Miscellaneous printing and binding</td>
<td>1,700</td>
<td>1,700</td>
</tr>
<tr>
<td>Meeting setup and logistics</td>
<td>4,000</td>
<td>4,000</td>
</tr>
<tr>
<td>IT services</td>
<td>2,000</td>
<td>2,000</td>
</tr>
<tr>
<td>Audit services</td>
<td>5,100</td>
<td>5,100</td>
</tr>
<tr>
<td>Metro deputy shared salary augmentation and travel expense</td>
<td>1,832</td>
<td>1,832</td>
</tr>
<tr>
<td>SCAG plug-in vehicle project outreach</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Bank fees</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total expenditures</strong></td>
<td>136,032</td>
<td>136,032</td>
</tr>
<tr>
<td><strong>Net change in fund balance</strong></td>
<td>2,768</td>
<td>2,768</td>
</tr>
<tr>
<td>Fund balance beginning of year</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Fund balance end of year</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
INDEPENDENT AUDITOR’S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

Board of Directors
Westside Cities Council of Governments
Beverly Hills, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States, the financial statements of the governmental activities and the major fund of the Westside Cities Council of Governments (the Authority) as of and for the year ended June 30, 2018, and the related notes to the basic financial statements, which collectively comprise the Authority’s basic financial statements, and have issued our report thereon dated October 17, 2019.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority’s internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority’s internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority’s internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Authority’s financial statements will not be prevented, or detected and corrected, on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority’s financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under Government Auditing Standards.

(Continued)
Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity’s internal control or on compliance. This report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the entity’s internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Costa Mesa, California
October 17, 2019
WSCCOG Transportation Working Group (NOTES)

Agenda
Wednesday, October 23, 2019

Attendees: Jesse (Beverly Hills); Diana (Culver City); (Santa Monica); David Fenn, Bob Cheung (West Hollywood) Jay Greenstein (CD 5); Patrick Chandler (Metro); Hank Hsing (DPW); Leeor Alpern (SCAQMD); Perri, Rosemary Madeleine

1. WSCCOG Mobility Study – Caltrans Update
   A. Proposal Review Committee’s recommendation on consultant

2. Metro Updates – Patrick Chandler, Manager of Community Relations – Westside (Metro)
   A. Crenshaw Northern Extension Project Briefing
      i. Early project delivery strategy in terms of funding was submitted in West Hollywood and Metro
      ii. Winnie to include this presentation as receive and file for WSCCOG’s board report in December
   B. Sepulveda Transit Corridor Project Update and Timeline
      i. Moving forward with a pre-development agreement (PDA)
   C. ATP Cycle 5 – Call for Projects (Spring 2020) information

3. Legislation Update
   A. SB 127 – Complete Streets Bill (Vetoed)
      i. Require Caltrans to consider Complete Streets elements where state highways function as local roads
   B. SB 400 – Clean Cars 4 All program (Signed)
      i. Includes biking sharing and electric bicycles to the program
      ii. On Friday, Sept. 6, California’s Governor Gavin Newsom signed SB 400 into law. This bill provides funding for low-income and disadvantaged communities to purchase an e-bike or use a bikeshare program. The bill amends the Clean Cars 4 All (CC4A) Program by expanding the definition of “mobility options” to include e-bikes and bikeshare programs. SCAQMD has a similar program that qualifies for funding from this program and they are currently working with the state to modify the language so they can participate in this funding.
      iii. Replace your Ride Program is the name of the program in the SCAQMD area
   C. Mobility Data for Safer Streets (E-Scooters) Application
      i. Spin in partnership with data analytics platforms Populus, Streetlight Data, and Gehl to share data and tools with advocates. Eligible only for non-profit organizations focused on multimodal advocacy, vision zero, etc.
      ii. The goal is to help advocates make data-driven arguments to political stakeholders about the necessity of an infrastructure project they're working on. The tools will allow them to gather critical data to make the case to a city department; monitor the success of an existing project to ensure the city
remains committed; or highlight the need for a project based on an understanding of multimodal traffic in their neighborhood.

D. Governor Newsom’s Executive Order N-19-19
   i. Calls for transportation funding to align with state climate goals

E. SCAQMD is looking into providing an update for our COG cities on AB 2766 Subvention fund, which provides funding for cities to meet requirements of federal and state Clean Air Acts, and for implementation of motor vehicle emission reduction measures in the SCAQMD Air Quality Management Plan (AQMP).

F. VW Settlement funding become available

4. WSCCOG Board Meeting
   A. Thursday, December 12 (Culver City)
      i. SCAG Connect SoCal Briefing
Item 8C

Date: November 14, 2019

To: Gateway Cities Council of Governments Board of Directors
    South Bay Cities Council of Governments Board of Directors
    Westside Cities Council of Governments Board of Directors
    Las Virgenes – Malibu Council of Governments Board of Directors
    League of Cities LA County Division Board of Directors

From: Judith Mitchell, Governing Board Member, South Coast Air Quality Management District (AQMD) and California Air Resources (CARB) Board

Subject: Recap of October/November AQMD and CARB Meetings/Activities

AQMD November Board meetings/Other Key Items

**Torrance Air Quality Monitoring Project (Torrance Air):** AQMD recently announced an initiative in Torrance to monitor local air quality using four air quality monitoring stations located throughout the community and four fenceline air monitors at the Torrance Refinery. The data will be made available through a mobile-friendly website, www.torranceair.org. The four air quality stations will be located throughout the City of Torrance to measure harmful air pollutants, including hydrofluoric acid (HF). The four fenceline monitors will soon be installed on the north side of the Torrance refinery and will utilize “Open-Path” instruments that can measure similar pollutants. The data gathered via the four community-based monitors is being collected and will be made available through mid-2021 on the website.

The Torrance Air Project formed an Advisory Committee, including members of several Torrance homeowners associations, Families Lobbying Against Refinery Exposures (FLARE), Torrance Refinery Action Alliance (TRAA), as well as representatives from the City of Torrance, Torrance Fire Department, Torrance Police Department, Torrance Refinery, Torrance Unified School District, and Torrance Chamber of Commerce, all to help ensure the community is engaged and to provide input for this project.

This project was funded as the result of a settlement following the 2015 incident at the Torrance Refinery. AQMD is also working with the city of Torrance on upgrading their community alert system, which will include additional sirens around the city, so that all residents are notified in case of an emergency. The alert system will be tied into public safety agencies and data from the monitoring network so that sirens can be activated quickly. For access to data or more information on the Torrance Air Project, please visit: www.torranceair.org

**Universal Studios Electric Tram Demonstration:** The AQMD recently attended a demonstration of a prototype electric tram at Universal Studios along with CARB Chairman Mary Nichols. The electric power train repower is being done by Complete Coach Works in Riverside and would be wirelessly quick-charged at the pickup/drop off location in the park.

**VW Mitigation Trust Funding:** AQMD recently released an announcement on the availability of $65 million in funding for the VW Mitigation Trust Zero-Emission Transit, School and Shuttle Bus program. Information was sent to local school districts, school bus service providers,
transit agencies and cities, counties, colleges and nonprofit organizations. This is a statewide solicitation being administered by the San Joaquin Valley APCD with funding available on a first-come, first-served basis. Grantees can be awarded up to $400,000 to replace an engine or vehicle. More information can be found at: http://vwbusmoney.valleyair.org

CARB October Board meetings/Other Key Items

Funding Plan for Clean Transportation Incentives: CARB approved a $533 million plan to fund clean car rebates, zero-emission transit and school buses, clean trucks, and other innovative, clean transportation and mobility pilot projects, largely funded with cap-and-trade proceeds. The plan focuses on improving air quality and reducing greenhouse gas emissions in the transportation sector, the state’s largest source of air pollution and climate-changing gases. Highlights of the FY 2019-20 Plan include:

- **$238 million** for the Clean Vehicle Rebate Project (CVRP), with a stipulation that $25 million be used to fund increased rebates for low-income consumers. CVRP promotes clean-vehicle adoption by offering rebates for the purchase or lease of new, eligible zero-emission vehicles, including electric, plug-in hybrid electric and fuel cell vehicles.
- **$182 million** for clean trucks, buses and off-road freight equipment, including $142 million for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) and $40 million for advanced technology demonstration and pilot projects in the heavy-duty sector.
- **$65 million** for Clean Transportation Equity Projects to continue efforts to increase access to clean transportation and mobility options benefitting low-income communities and households. These include funding for existing projects such as Clean Cars 4 All, which provides incentives for lower-income drivers to scrap and replace older, high-polluting cars with zero- or near-zero-emission cars, and school bus replacements. Two new projects to increase outreach and support communities in their planning efforts also will receive funding.
- **$48 million** in Air Quality Improvement Program funding to clean up heavy-duty truck emissions. Demand is expected to rise as a result of a new law that will only allow trucks that are compliant with California’s Truck and Bus Regulation to be registered by the Department of Motor Vehicles.

For more information, visit https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low-1