



AGENDA

REGULAR MEETINGS OF THE SANTA FE SPRINGS PUBLIC FINANCING AUTHORITY WATER UTILITY AUTHORITY HOUSING SUCCESSOR SUCCESSOR AGENCY AND CITY COUNCIL

October 19, 2021
6:00 P.M.

Jay Sarno, Councilmember
Juanita Trujillo, Councilmember
Joe Angel Zamora, Councilmember
Annette Rodriguez, Mayor Pro Tem
John M. Mora, Mayor

Council Chambers
11710 Telegraph Road
Santa Fe Springs, CA 90670

You may attend the City Council meeting telephonically or electronically using the following means:

Electronically using Zoom: Go to Zoom.us and click on "Join A Meeting" or use the following link:

<https://zoom.us/j/521620472?pwd=U3cyK1RuKzY1ekVGZFdkQXNZVzh4Zz09>

Zoom Meeting ID: 521620472

Password: 659847

Telephonically: Dial: 888-475-4499

Meeting ID: 521620472

Public Comment: The public is encouraged to address City Council on any matter listed on the agenda or on any other matter within its jurisdiction. If you wish to address the City Council, please sign-in using the sheet available with front staff. You may also submit comments in writing by sending them to the City Clerk's Office at cityclerk@santafesprings.org. All written comments received by 12:00 p.m. the day of the City Council Meeting will be distributed to the City Council and made a part of the official record of the meeting. Written comments will not be read at the meeting, only the name of the person submitting the comment will be announced.

Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future City Council meeting.

Americans with Disabilities Act: In compliance with the ADA, if you need special assistance to participate in a City meeting or other services offered by this City, please contact the City Clerk's Office. Notification of at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Please Note: Staff reports, and supplemental attachments, are available for inspection at the office of the City Clerk, City Hall, 11710 E. Telegraph Road during regular business hours 7:30 a.m.-5:30 p.m., Monday-Thursday and every other Friday. Telephone: (562) 868-0511.

City of Santa Fe Springs

Regular Meetings

October 19, 2021

1. **CALL TO ORDER**

2. **ROLL CALL**

Jay Sarno, Councilmember
Juanita Trujillo, Councilmember
Joe Angel Zamora, Councilmember
Annette Rodriguez, Mayor Pro Tem
John M. Mora, Mayor

3. **INVOCATION**

4. **PLEDGE OF ALLEGIANCE**

5. **PUBLIC COMMENTS** *This is the time when comments may be made by citizens on matters under the jurisdiction of the City Council, on the agenda and not on the agenda. Each citizen is limited to three (3) minutes.*

PUBLIC FINANCING AUTHORITY

6. **CONSENT AGENDA**

Consent Agenda items are considered routine matters which may be enacted by one motion and vote. Any item may be removed from the Consent Agenda and considered separately by the Public Financing Authority.

a. Minutes of the September 20, 2021 Public Financing Authority Meetings (City Clerk)

Recommendation:

- Approve the minutes as submitted.

b. Monthly Report on the Status of Debt Instruments Issued through the City of Santa Fe Springs Public Financing Authority (PFA) (Finance)

Recommendation:

- Receive and file the report.

WATER UTILITY AUTHORITY

7. **CONSENT AGENDA**

Consent Agenda items are considered routine matters which may be enacted by one motion and vote. Any item may be removed from the Consent Agenda and considered separately by the Water Utility Authority.

a. Minutes of the September 20, 2021 Water Utility Authority Meetings (City Clerk)

Recommendation:

- Approve the minutes as submitted.

b. Monthly Report on the Status of Debt Instruments Issued through the City of Santa Fe Springs Water Utility Authority (WUA) (Finance)

Recommendation:

- Receive and file the report.

- c. Status Update of Water-Related Capital Improvement Projects (Public Works)

Recommendation:

- Receive and file the report.

HOUSING SUCCESSOR

8. CONSENT AGENDA

Consent Agenda items are considered routine matters which may be enacted by one motion and vote. Any item may be removed from the Consent Agenda and considered separately by the Housing Successor.

Minutes of the September 20, 2021 Housing Successor Meetings (City Clerk)

Recommendation:

- Approve the minutes as submitted.

SUCCESSOR AGENCY

9. CONSENT AGENDA

Consent Agenda items are considered routine matters which may be enacted by one motion and vote. Any item may be removed from the Consent Agenda and considered separately by the Successor Agency.

Minutes of the September 20, 2021 Successor Agency Meetings (City Clerk)

Recommendation:

- Approve the minutes as submitted.

CITY COUNCIL

10. CONSENT AGENDA

Consent Agenda items are considered routine matters which may be enacted by one motion and vote. Any item may be removed from the Consent Agenda and considered separately by the City Council.

- a. Minutes of the September 20, 2021 Special City Council Meetings (City Clerk)

Recommendation:

- Approve the minutes as submitted.

- b. A Resolution of the City Council Reaffirming the Existence of a Local Emergency Due to the Threat of COVID-19 (pursuant to Government Code section 8630)(City Attorney)

Recommendation:

- Adopt Resolution No. 9734:
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS, CALIFORNIA, REAFFIRMING THE EXISTENCE OF A LOCAL EMERGENCY DUE TO THE THREAT OF COVID-19.

NEW BUSINESS

- 11. Fiscal Year (FY) 2020-2021 Preliminary Year-End Review (Finance)**

Recommendation:

- Authorize the transfer of \$15.4 million from the FY 2020-21 increase in

available General Fund balance to the following reserves and/or funds:

- \$6.0 million of available balance to the Unfunded Liability Reserve
 - \$5.0 million of available balance to the Capital Improvement Program (CIP) Fund
 - \$2.0 million of available balance to the Equipment Replacement Fund
 - \$1.2 million of available balance to the Employee Benefits Fund for compensated absences liability
 - \$1.2 million of available balance to the Economic Contingency Reserve
- Authorize the transfer of \$0.6 million from the FY 2020-21 increase in available Water Fund balance to the Water CIP Reserve Fund.

12. Development of a Vehicle Miles Traveled (VMT) Methodology – Award of Contract and Appropriation of Funds (Planning)

Recommendation:

- Accept the Proposal from Fehr & Peers; and
- Award a contract to Fehr & Peers, in an amount of \$75,000, to develop a Vehicle Miles Traveled (VMT) Methodology to Evaluate Transportation Impacts Consistent with the California Environmental Quality Act (CEQA), and the Requirements of Senate Bill (SB) 743; and
- Appropriate \$75,000.00 from the General Fund to Account No: 1031-9000 (Planning-Non-Recurring); and
- Authorize the Mayor or designee to execute a Professional Services Agreement with Fehr & Peers, subject to the final review and approval of the City Attorney.

13. Amendment Number One (“Amendment”) to the Exclusive Negotiating Agreement (ENA) by and Between the City of Santa Fe Springs, a California Municipal Corporation (the “City”) and Westland Real Estate Group, a California liability company (“Developer”) (Planning)

Recommendation:

- Approve Amendment Number One between the City and Developer which would allow the Agreement to continue to in effect and to terminate on May 17, 2022; and
- Authorize an extension of the Exclusive Negotiating Period for an additional six months, to May 17, 2022, to allow for further due diligence and to negotiate a purchase and sales agreement; and
- Authorize the mayor or designee to execute Amendment Number One between the City and Developer.

14. Imperial Highway Complete Street Study – Implementation Agreement (Public Works)

Recommendation:

- Add the Imperial Highway Complete Street Study to the approved Capital Improvement Plan (CIP);
- Appropriate \$3,755.62 from the CIP User Utility Tax Fund (UUT) to the

- Imperial Highway Complete Street Study; and
- Authorize the Mayor to execute the Implementation Agreement.

15. Fitness Court Project at Los Nietos Park – Authorize the Purchase of Shade Cover, Install Concrete Pad and Award of Contract (Community Services)

Recommendation:

- Accept the proposal for installation of a concrete Pad;
- Award a contract to Advanced Concrete Specialists, Inc., of Bellflower, CA in the amount of \$44,000;
- At the direction of the CIP Subcommittee, accept the proposal from USA Shade and Fabric Structure, of Orange, CA for the purchase and installation of a shade structure;
- Appropriate an additional \$23,000 from the Utility Users Tax Funds for the project;
- Authorize the Director of Purchasing to Authorize a Purchase Order in the amount of \$48,149 for the purchasing and installation of the shade structure with USA Shade and Fabric Structure.

16. PRESENTATIONS

- a. Status Update of Capital Improvement Projects (Public Works)

17. CITY MANAGER’S AND EXECUTIVE TEAM REPORTS

18. APPOINTMENTS TO BOARDS, COMMITTEES, COMMISSIONS

19. COUNCIL COMMENTS

20. ADJOURNMENT

I, Janet Martinez, City Clerk for the City of Santa Fe Springs, do hereby certify under penalty of perjury under the laws of the State of California, that the foregoing agenda was posted at the following locations; City’s website at www.santafesprings.org; Santa Fe Springs City Hall, 11710 Telegraph Road; Santa Fe Springs City Library, 11700 Telegraph Road; and the Town Center Plaza (Kiosk), 11740 Telegraph Road, not less than 72 hours prior to the meeting.



Janet Martinez, CMC, City Clerk

October 14, 2021
Date Posted

**FOR ITEM NO. 6A
PLEASE SEE ITEM NO. 10A**



CONSENT CALENDAR

Monthly Report on the Status of Debt Instruments Issued through the City of Santa Fe Springs Public Financing Authority (PFA)

RECOMMENDATION

Receive and file the report.

BACKGROUND

The Santa Fe Springs Public Financing Authority (PFA) is a City entity that has periodically issued debt for the benefit of the Santa Fe Springs community. The following is a brief status report on the debt instruments currently outstanding that were issued through the PFA.

Consolidated Redevelopment Project 2006-A Tax Allocation Bonds

Financing proceeds available for appropriation at 9/30/2021

None

Outstanding principal at 9/30/2021

\$41,765,000

Bond Repayment

The former Community Development Commission (CDC) issued a number of tax allocation bonds before it was dissolved by State law effective February 1, 2012 which are administered by the City acting as Successor Agency under the oversight of the appointed Oversight Board. The Successor Agency no longer receives tax increment. Instead, distributions from the Redevelopment Property Tax Trust Fund (RPTTF) are received based on approved obligations. It is anticipated that sufficient allocations from the RPTTF will continue to be made to the Successor Agency to meet ongoing debt service obligations.

Unspent Bond Proceeds

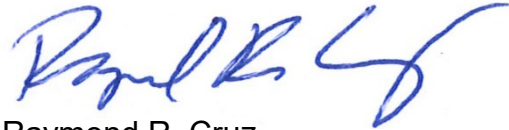
Under an approved Bond Expenditure Agreement, unspent bond proceeds of the former CDC in the amount of approximately \$19 million were transferred to the City in July 2014. The funds are to be spent in accordance with the original bond documents. The unspent proceeds continue to be a source of funding within the City's capital improvement program (CIP).

2016 Bond Refunding

In July 2016, the Successor Agency issued its 2016 Tax Allocation Refunding Bonds, which paid off several bond issuances of the former CDC. The bonds were originally issued through the Public Financing Authority and included the 2001 Series A, 2002 Series A, 2003 Series A, the current interest portion of the 2006 Series A, and 2006 Series B bond issuances.

2017 Bond Refunding

In December 2017, the Successor Agency issued its 2017 Tax Allocation Refunding Bonds, which paid off the 2007 Tax Allocation Bonds of the former CDC. The 2007 Bonds were originally issued through the Public Financing Authority.



Raymond R. Cruz
City Manager/Executive Director

**FOR ITEM NO. 7A
PLEASE SEE ITEM NO. 10A**



CONSENT CALENDAR

Monthly Report on the Status of Debt Instruments Issued through the City of Santa Fe Springs Water Utility Authority (WUA)

RECOMMENDATION

Receive and file the report.

BACKGROUND

The Santa Fe Springs Water Utility Authority (WUA) is a City entity that has issued debt for the benefit of the Santa Fe Springs community. The following is a brief status report on the debt instruments currently outstanding that were issued through the WUA.

Water Revenue Bonds, 2013

Financing proceeds available for appropriation at 9/30/2021

None

Outstanding principal at 9/30/2021

\$6,890,000

Water Revenue Bonds, 2018

Financing proceeds available for appropriation at 9/30//2021

None

Outstanding principal at 9/30/2021

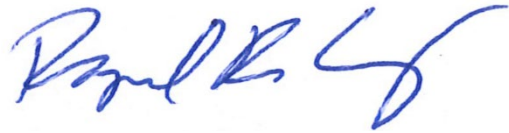
\$1,025,000

In May 2013 the Water Utility Authority issued the 2013 Water Revenue Bonds in the amount of \$6,890,000. The bonds refunded the existing 2003 Water Revenue Bonds (issued through the Public Financing Authority) and provided additional funds for water improvement projects in the amount of \$2,134,339. The funds were restricted for use on water system improvements. In August 2013 the Water Utility Authority Board appropriated the proceeds for the Equipping Water Well No. 12 Project and all proceeds were since used on this project.

In January 2018 the Water Utility Authority issued the 2018 Water Revenue Bonds in the amount of \$1,800,000. The bonds refunded the existing 2005 Water Revenue Bonds (issued through the Public Financing Authority). No additional funds were raised through the issuance of the 2018 Water Revenue Bonds.

The City budget includes sufficient appropriations and adequate revenues are expected to be collected to meet the debt service obligations associated with the 2013 and 2018 Water Revenue Bonds.

The WUA was formed in June of 2009. Water revenue bonds issued prior to this date were issued through the City of Santa Fe Springs Public Financing Authority.



Raymond R. Cruz
City Manager/Executive Director



City of Santa Fe Springs

Water Utility Authority Meeting

ITEM NO. 7C

October 19, 2021

CONSENT AGENDA

Status Update of Water-Related Capital Improvement Projects

RECOMMENDATION

- Receive and file the report.

BACKGROUND

This report is for informational purposes only. The following is a listing of current active water projects.

Water Well No. 2 Assessment Status Update

Constructed in 1963, Water Well No. 2 has been inactive since 2006 due to a change in water quality requirements from the State Water Board. City staff is evaluating whether this well has the potential to be brought back online at a reduced cost as compared to the water treatment for Water Well No. 12. City Council approved awarding the contract to General Pump Company, Inc. to assess Water Well No. 2. The contractor has completed all field work of the assessment and is currently working to produce the final Profiling Report. The project is on schedule for completion by the end of October 2021.

FISCAL IMPACT

A total of \$167,000 has been allocated for the Water Well No. 2 assessment.

INFRASTRUCTURE IMPACT

A comprehensive assessment of Water Well No. 2 will provide City staff with the information needed to determine if the water well can be rehabilitated and if treatment is necessary. This project has the potential to allow the City to deliver high-quality groundwater and reduce the City's dependence on costly imported water from the Metropolitan Water District of Southern California.


Raymond R. Cruz
Executive Director

Attachments:

None

Report Submitted By:

Noe Negrete
Director of Public Works

 Date of Report: October 14, 2021

FOR ITEM NO. 8
PLEASE SEE ITEM NO. 10A

FOR ITEM NO. 9
PLEASE SEE ITEM NO. 10A



City of Santa Fe Springs

City Council Meeting

ITEM NO. 10A

October 19, 2021

CONSENT AGENDA

Minutes of the September 20, 2021 Special City Council Meetings

RECOMMENDATION(S)

- Approve the minutes as submitted.

BACKGROUND

Staff has prepared minutes for the following meeting:

- September 20, 2021

Staff hereby submits the minutes for Council's approval.

A handwritten signature in blue ink, appearing to read "Raymond R. Cruz".

Raymond R. Cruz
City Manager

Attachments:

1. September 20, 2021 Meeting Minutes



APPROVED:

MINUTES OF THE SPECIAL MEETINGS OF THE CITY COUNCIL

September 20, 2021

1. **CALL TO ORDER**

Mayor Mora called the meeting to order at 6:31 p.m.

2. **ROLL CALL**

Members present: Councilmembers/Directors: Sarno, Trujillo, Zamora (via Zoom), Mayor Pro Tem/Vice Chair Rodriguez and Mayor/Chair Mora.

Members absent: None

3. **INVOCATION**

Council Member Trujillo led the invocation.

4. **PLEDGE OF ALLEGIANCE**

Mayor Pro Tem Rodriguez led the Pledge of Allegiance.

5. **PUBLIC COMMENTS**

The following persons spoke during Public Comments: Irma Huitron, Marla Velasquez, Norma Hernandez, and Mara Sigueros-Byanda. Via Zoom: Leticia Vasquez-Wilson.

PUBLIC FINANCING AUTHORITY

6. **CONSENT AGENDA**

Consent Agenda items are considered routine matters which may be enacted by one motion and vote. Any item may be removed from the Consent Agenda and considered separately by the Public Financing Authority.

- a. Minutes of the August 17, 2021 Public Financing Authority Meetings (City Clerk)

Recommendation:

- Approve the minutes as submitted.

- b. Monthly Report on the Status of Debt Instruments Issued through the City of Santa Fe Springs Public Financing Authority (PFA) (Finance)

Recommendation:

- Receive and file the report.

It was moved by Council Member Sarno, seconded by Council Member Trujillo, to approve Items No. 6A and 6B, by the following vote:

Ayes: Sarno, Trujillo, Zamora, Rodríguez, Mora

Nays: None

Absent: None

WATER UTILITY AUTHORITY

7. CONSENT AGENDA

Consent Agenda items are considered routine matters which may be enacted by one motion and vote. Any item may be removed from the Consent Agenda and considered separately by the Water Utility Authority.

- a. Minutes of the August 17, 2021 Water Utility Authority Meetings (City Clerk)
Recommendation:
 - Approve the minutes as submitted.
- b. Monthly Report on the Status of Debt Instruments Issued through the City of Santa Fe Springs Water Utility Authority (WUA) (Finance)
Recommendation:
 - Receive and file the report.
- c. Status Update of Water-Related Capital Improvement Projects (Public Works)
Recommendation:
 - Receive and file the report.
- d. On-Call Emergency Water Repair Services – Issue Purchase Order (Public Works)
Recommendation:
 - Accept the proposals; and
 - Authorize the Director of Purchasing to issue a Purchase Order to each of the three contractors listed below for the On-Call Emergency Water Repair Services for an amount not to exceed \$30,000 for each contractor.

It was moved by Council Member Trujillo, seconded by Council Member Sarno, to approve Items No. 7A through 7D, by the following vote:

Ayes: Sarno, Trujillo, Zamora, Rodríguez, Mora

Nayes: None

Absent: None

HOUSING SUCCESSOR

8. CONSENT AGENDA

Consent Agenda items are considered routine matters which may be enacted by one motion and vote. Any item may be removed from the Consent Agenda and considered separately by the Housing Successor.

Minutes of the August 17, 2021 Housing Successor Meetings (City Clerk)

Recommendation:

- Approve the minutes as submitted.

It was moved by Mayor Pro Tem Rodriguez, seconded by Council Member Zamora, to approve the minutes as submitted, by the following vote:

Ayes: Sarno, Trujillo, Zamora, Rodríguez, Mora

Nayes: None

Absent: None

SUCCESSOR AGENCY

9. CONSENT AGENDA

Consent Agenda items are considered routine matters which may be enacted by one motion and vote. Any item may be removed from the Consent Agenda and considered separately by the Successor Agency.

Minutes of the August 17, 2021 Successor Agency Meetings (City Clerk)

Recommendation:

- Approve the minutes as submitted.

It was moved by Council Member Zamora, seconded by Council Member Trujillo, to approve the minutes as submitted, by the following vote:

Ayes: Sarno, Trujillo, Zamora, Rodríguez, Mora

Nayes: None

Absent: None

CITY COUNCIL

10. CONSENT AGENDA

Consent Agenda items are considered routine matters which may be enacted by one motion and vote. Any item may be removed from the Consent Agenda and considered separately by the City Council.

a. Minutes of the August 17, 2021 Regular City Council Meetings (City Clerk)

Recommendation:

- Approve the minutes as submitted.

b. Authorize the Disposal of Surplus Vehicles and Equipment by Way of Public Auction (Finance)

Recommendation:

- Authorize the disposal of thirteen (13) surplus vehicles, two (2) trailers, and various obsolete equipment at public auction.

c. Horseshoe Pit Improvements – Final Payment (Public Works)

Recommendation:

- Approve the Final Payment (less 5% Retention) to Corral Construction & Development, Inc. of Commerce, California in the amount of \$39,957.00 for the subject project.

It was moved by Mayor Pro Tem Rodriguez, seconded by Council Member Trujillo, to approve Item Nos. 10A through 10C along with staff's recommendation to move Item No. 12 to the consent agenda and approve said items, by the following vote:

Ayes: Sarno, Trujillo, Zamora, Rodríguez, Mora

Nayes: None

Absent: None

PUBLIC HEARING

11. Consideration of an appeal of Development Plan Approval Case No. 980 and related Environmental Documents (Initial Study/Mitigated Negative Declaration) (Planning)

Recommendations:

- Continue the appeal hearing to the next regularly scheduled City Council Meeting on Tuesday, October 5, 2021.

It was moved by Council Member Trujillo, seconded by Mayor Pro Tem Rodriguez, to continue the appeal hearing to the next regularly scheduled City Council Meeting on Tuesday, October 5, 2021, by the following vote:

Ayes: Sarno, Trujillo, Zamora, Rodríguez, Mora

Nayes: None

Absent: None

NEW BUSINESS

12. Approval of Parcel Map No. 83392 – 13911 Gannet Street (Public Works)

Recommendation:

- Approve Parcel Map No. 83392;
- Find that Parcel Map No. 83392 together with the provisions for its design and improvement, is consistent with the City's General Plan; and
- Authorize the City Engineer and City Clerk to sign Parcel Map No. 83392.

Item No. 12 was approved along with Item No. 10.

13. Modification of Job Specification and Title for the Library Services Division Director (Finance)

Recommendations:

- Approve the proposed title for the Library Services Division Director.

Director of Finance and Administrative Services, Travis Hickey, provided a brief presentation on Item No. 13

It was moved by Council Member Zamora, seconded by Mayor Pro Tem Rodriguez, to approve the proposed title for the Library Services Division Director, by the following vote:

Ayes: Sarno, Trujillo, Zamora, Rodríguez, Mora

Nayes: None

Absent: None

14. Resolution No. 9731 - Establishing the City's Maximum Contribution for Miscellaneous and Safety Employees under the Public Employees' Medical and Hospital Care Act (Finance)

Recommendations:

- Adopt Resolution No. 9731, establishing the City's maximum contribution to medical insurance premiums under the Public Employees' Medical and Hospital Care Act.

Director of Finance and Administrative Services, Travis Hickey, provided a brief presentation on Item No. 14

It was moved by Council Member Sarno, seconded by Mayor Pro Tem Rodriguez, to adopt Resolution No. 9731, establishing the City's maximum contribution to medical insurance premiums under the Public Employees' Medical and Hospital Care Act, by the following vote:

Ayes: Sarno, Trujillo, Zamora, Rodríguez, Mora
Nays: None
Absent: None

15. PRESENTATIONS

- a. Introduction of Department of Community Services Newly Hired and Recently Promoted Employees (Community Services)
- b. Introduction of New Santa Fe Springs Department of Fire-Rescue Firefighter Candidates (Fire)
- c. Introduction of New Finance and Administrative Services Full-Time Employee, Storekeeper, Vanneza Ponce (Finance)
- d. Proclamation – Proclaiming October 6, 2021 as “Walk to School Day” in the City of Santa Fe Springs (Community Services)
- e. Proclamation – Proclaiming October 2021 as “Breast Cancer Awareness Month” in the City of Santa Fe Springs (Community Services)

16. CITY MANAGER AND EXECUTIVE TEAM REPORTS

- City Manager, Raymond R. Cruz spoke about a Milestone Recognition for Albert C. Morales, who turned 100 years old. He also spoke about attending a Fall Education Summit along with Council Member Trujillo in Indian Wells, CA that provided information on homelessness services and single-family neighborhoods.
- Water Utility Services Manager, Jesse Sira provided an update on the Town Center Plaza Improvements Project.
- Associate Planner, Vince Velasco spoke about potential changes to the sculpture garden on the corner of Telegraph Rd. and Norwalk Blvd. Director of Planning, Wayne Morrell provided information on surplus sites along the Interstate-5 Freeway and the potential for statewide affordable housing opportunities.
- Director of Police Services, Dino Torres introduced Lieutenant David Elizarraras.
- Fire Chief, Brent Hayward spoke about COVID-19 cases within the City and within Los Angeles County. He announced that the 2021 Relay for Life event will be held at Lake Center Park on September 25, 2021. Lastly, he reported on the successful Potato Bake sale for Relay for Life.
- Director of Finance, Travis Hickey announced that RFP's will be received for the implementation of an online payment service so that residents can make payments via the internet.
- Director of Community Services, Maricela Balderas announced that free breast cancer screening will be held on Friday, October 1st to kick start Breast Cancer Awareness month. She recapped the Fiestas Patrias event, announced the end of the aquatic season, and spoke about the wooden furniture at the Gus Velasco Neighborhood Center that was renewed with the help of Public Works staff.

17. APPOINTMENTS TO BOARDS, COMMITTEES, COMMISSIONS

None

18. COUNCIL COMMENTS

Council Member Sarno welcomed all new employees and commended Parks and Recreation staff for the great events they provide to the community.

Council Member Trujillo expressed delight at seeing staff being promoted to higher positions and welcomed all the new firefighter cadets. She spoke about attending the contract cities conference this past weekend and touched on some of the sessions that were offered which would benefit the City.

Council Member Zamora thanked all speakers for expressing their concerns and also welcomed and congratulated new and existing staff on their positions.

Mayor Pro Tem Rodriguez congratulated all the new employees and thanked the Chamber of Commerce for hosting a great mentor program. She expressed her delight at the Mommy and Me classes and Fiestas Patrias event, and stated she looked forward to the upcoming Relay for Life event.

Mayor Mora expressed his delight at the offerings during the Fiestas Patrias event, and also commended the Chamber of Commerce on the mentor program. He also praised the Fire-Rescue Department for the potato bake event and thanked all the public speakers. Lastly, he talked about the ribbon cutting events being hosted by the Chamber of Commerce and thanked staff for rescheduling the meeting to today.

CLOSED SESSION

19. CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION

(Pursuant to California Government Code Section 54956.9(d)(1))

Name of case: City of Santa Fe Springs v. ELM PROPERTIES GROUP, LLC, Case No. 21NWCV00011

Mayor Mora recessed the meeting at 7:54 p.m.

Mayor Mora reconvened the meeting at 8:08 p.m.

20. CLOSED SESSION REPORT

City Attorney Ivy M. Tsai provided a closed session report. Direction was given to staff, and no reportable action was taken.

21. ADJOURNMENT

Mayor Mora adjourned the meeting at 8:08 p.m. in memory of Danielle Lavalley.

John M. Mora
Mayor

ATTEST:

Janet Martinez
City Clerk

Date

October 19, 2021



City of Santa Fe Springs

City Council Meeting

CONSENT AGENDA

A Resolution of the City Council Reaffirming the Existence of a Local Emergency Due to the Threat of COVID-19 (pursuant to Government Code section 8630)

RECOMMENDATION

- Adopt Resolution No. 9734:
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS, CALIFORNIA, REAFFIRMING THE EXISTENCE OF A LOCAL EMERGENCY DUE TO THE THREAT OF COVID-19

BACKGROUND

On March 4, 2020, the Governor of California issued a proclamation declaring a state of emergency due to the threat of COVID-19. On March 13, 2020, the President of the United States issued a proclamation of national emergency, beginning March 1, 2020, due to the COVID-19 outbreak. On March 17, 2020, the City Manager, acting as the Director of Emergency Services, issued a proclamation declaring the existence of a local emergency beginning March 12, 2020, due to the threat of COVID-19. On March 18, 2020, the City Council adopted Resolution No. 9668 ratifying the proclamation, and on April 9, 2020, the City Council adopted Resolution No. 9669 relating to taking action in response to the local emergency. The City Council has continued to reaffirm the existence of a local emergency due to the threat of COVID-19.

Government Code section 8630(c) provides that the City Council shall review the need for continuing the local emergency at least once every 60 days until the City Council terminates the local emergency. The state of emergency still exists and has not been lifted at the statewide or county level. On July 30, 2021, the Los Angeles County Department of Public Health issued a revised health order, citing the increase of COVID-19 daily cases and the fact that millions of people in Los Angeles County are unvaccinated. On August 9, 2021, the Los Angeles County Department of Public Health reported a near-doubling in the number of people hospitalized each day for COVID-19 illness in the past two weeks.

The Los Angeles County Department of Public Health issued a revised health order on September 28, 2021, citing the fact that at least 1,456,275 cases of COVID-19 and 26,047 deaths had been reported in Los Angeles County as of the date of the order. The Department of Public Health has also stated that the Delta variant is two times as contagious as earlier variants, remains predominant in Los Angeles County, and continues to lead to increased infections. The reasons for declaring a local emergency still exist, and therefore, staff recommends that the City Council adopt the attached Resolution affirming the existence of a local emergency in accordance with Government Code section 8630(c).


Raymond R. Cruz
City Manager

Attachment: Resolution No. 9734

RESOLUTION NO. 9734

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS, CALIFORNIA, REAFFIRMING THE EXISTENCE OF A LOCAL EMERGENCY DUE TO THE THREAT OF COVID-19

WHEREAS, on March 4, 2020, the Governor of California issued a proclamation declaring a state of emergency due to the threat of COVID-19; and

WHEREAS, on March 13, 2020, the President of the United States issued a proclamation of national emergency, beginning March 1, 2020, due to the COVID-19 outbreak; and

WHEREAS, on March 17, 2020, the City Manager, acting as the Director of Emergency Services, issued a proclamation declaring the existence of a local emergency beginning March 12, 2020, due to the threat of COVID-19; and

WHEREAS, on March 18, 2020, the City Council adopted Resolution No. 9668 ratifying the proclamation declaring the existence of a local emergency, and on April 9, 2020, the City Council adopted Resolution No. 9669 relating to taking action in response to the local emergency; and

WHEREAS, the City Council previously adopted Resolution Nos. 9672, 9684, 9696, 9701, and 9715 reaffirming the existence of a local emergency due to the threat of COVID-19; and

WHEREAS, Government Code section 8630(c) provides that the City Council shall review the need for continuing the local emergency at least once every 60 days until the City Council terminates the local emergency; and

WHEREAS, the state of emergency still exists and has not been lifted at the statewide or county level; and

WHEREAS, the Los Angeles County Department of Public Health issued a revised health order on September 28, 2021, citing the fact that at least 1,456,275 cases of COVID-19 and 26,047 deaths had been reported in Los Angeles County as of the date of the order; and

WHEREAS, the Department of Public Health has also stated that the Delta variant is two times as contagious as earlier variants, remains predominant in Los Angeles County, and continues to lead to increased infections; and

WHEREAS, COVID-19 continues to pose a threat to the safety of individuals in Santa Fe Springs and Los Angeles County, and the reasons for declaring a local emergency still exist.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS DOES HEREBY RESOLVE AS FOLLOWS:

1. The City Council determines that there is need for continuing the local emergency until such time as the City Council declares the termination of the local emergency. The City Council will review the need for continuing the local emergency at least once every 60 days in accordance with Government Code section 8630(c).

2. The City Council reaffirms Resolution Nos. 9668 and 9669 relating to the declaration of and response to a local emergency due to the threat of COVID-19, and all parts therein.

APPROVED and ADOPTED this 19th day of October, 2021.

AYES:

NOES:

ABSENT:

ABSTAIN:

John M. Mora, Mayor

ATTEST:

Janet Martinez, CMC, City Clerk



City of Santa Fe Springs

City Council Meeting

ITEM NO. 11

October 19, 2021

NEW BUSINESS

Fiscal Year (FY) 2020-21 Preliminary Year-End Review

RECOMMENDATION

- Authorize the transfer of \$15.4 million from the FY 2020-21 increase in available General Fund balance to the following reserves and/or funds:
 - \$6.0 million of available balance to the Unfunded Liability Reserve
 - \$5.0 million of available balance to the Capital Improvement Program (CIP) Fund
 - \$2.0 million of available balance to the Equipment Replacement Fund
 - \$1.2 million of available balance to the Employee Benefits Fund for compensated absences liability
 - \$1.2 million of available balance to the Economic Contingency Reserve
- Authorize the transfer of \$0.6 million from the FY 2020-21 increase in available Water Fund balance to the Water CIP Reserve Fund.

BACKGROUND

As part of the City's annual fiscal year-end procedures, staff compiles an "unaudited" summary of the City's actual General Fund and Water Fund revenues and operating expenditures compared to the midyear budget. While the figures are not final, nor official, the summary is instrumental in helping staff assess prior year expenditures and current financial trends in order to incorporate the information into future budget estimates and to assess the City's current financial position. Staff expects to provide complete year-end audited figures as part of the full Annual Financial Report upon the completion of the audit.

Actual vs. Budget Information

Attached are revenue and expenditure summaries illustrating comparisons between budgeted and actual figures. Although the City's operations in FY 2020-21 were, in part, influenced by the pandemic and its effect on the national economy, the City was fortunate, from a financial perspective, given that the Sales Tax base was relatively unaffected by the pandemic. The City experienced little to no effect on our revenue stream, and in fact, the Stay-at-Home orders generated greater than anticipated online sales, from which the City greatly benefitted. While the Sales Tax generated the previous fiscal year (FY 2019-20) was the highest the City has ever generated at \$30.5 million, FY 2020-21 Sales Tax generated was \$32.1 million, surpassing last fiscal year's figure. The Sales Tax revenue/growth is critical to our finances as it represents nearly half of all the City's General Fund revenues.



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This is also the second full year of collecting the voter-approved Transaction & Use Tax (Measure Y) and its trend is very favorable for the City. Measure Y has alleviated some of the financial burdens that have threatened our strong financial position. Even during a global pandemic, Measure Y was a consistent and reliable stream of revenue for the City. The Sales Tax and Measure Y combined represent over two-thirds (66.7%) of General Fund revenues.

Additionally, across the General Fund, the actual year-end financial information is favorable for both revenues and expenditures. Revenues, in general, are higher than anticipated by 14.5% and expenditures are less than budgeted amounts by 8.5%. The influx in additional revenue coupled with significant savings from operating costs across departments due to COVID-19's impact on in-person activities has created an operating surplus of approximately \$15.4 million for FY 2020-21.

Similarly, the revenues in the Water Fund were higher than anticipated by about 13.1% and expenditures were 1.8% under budget. The actual revenues were \$14.4 million and actual expenditures were \$13.9 million, which resulted in an increase in available fund balance of \$0.6 million.

GENERAL FUND

Overall, General Fund revenues were approximately 14.5% higher than anticipated at \$68.7 million; revenues exceeded the budget estimate by approximately \$8.7 million. This high variance is primarily due to the Sales Tax, the Transaction and Use Tax (Measure Y) and the Property Tax, which were \$4.1 million, \$1.7 million, and \$1.6 million higher, respectively, than budgeted. As discussed last year during the FY 2020-21 development process, revenue estimates were initially very conservative given the uncertainties surrounding the onset of the pandemic.

Property Taxes generated during FY 2020-21 totaled \$5.6 million, which is \$1.6 million over the anticipated amount. Approximately \$3.0 million of the \$5.6 million received was from Property Tax allotments and \$2.6 million were from Residual Property Tax (former Redevelopment Agency). Increases to both sources were a direct result of higher assessed valuation throughout the City. As of the most recent information, the City had an increase of about 7% in assessed valuation (\$9.2 billion vs. \$8.6 billion - including redevelopment project area properties).

The Utility User's Tax (UUT) came in at 7.8% over budget expectations at \$6.6 million. The UUT was a revenue that staff was closely monitoring given that there was a downward trend observed for the UUT. However, on a year-over-year comparison, the UUT increased by approximately \$500,000. Even though one year's positive performance does not indicate a new trend, it is an encouraging indication



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of a change in the trend. Staff will continue to monitor and adjust figures as appropriate.

Franchise Tax, Motor Vehicle in Lieu Tax, other miscellaneous taxes, and Use of Money, Property, & Other, exceeded budget expectations by an average of approximately 10.1% over budget. The Other Taxes category is the only revenue source that was slightly under budget by \$11,859. This is primarily due to the fluctuation in oil consumption throughout the fiscal year, which has affected the City's Barrel Tax. Staff anticipates that the tax will stabilize with oil consumption levels returning to what they were prior to the pandemic.

Operating Expenditures

Overall in the General Fund, operating department expenditures totaled \$48.4 million, providing a savings of approximately \$4.5 million (8.5%) compared to the midyear budget figures. Although there were customary actual-to-budget departmental fluctuations, all departments realized savings primarily through labor and operational savings due to COVID-19's impact on in-person activities.

The Fire-Rescue Department realized savings of approximately \$1.7 million through labor savings, increased applied revenues and other operational savings throughout their activities. The Community Services department generated close to \$1.0 million in savings due to less in-person activities and the Public Works and Police departments generated a combined \$866,060 in savings when compared to the midyear budget. Planning & Building's applied (departmental) revenues, primarily the building inspection fees, enabled the department to achieve \$456,996 in saving while the Finance & General Government Departments generated approximately \$600,000 in combined savings.

Summary

Below is a summary comparing the General Fund's budgeted vs. actual year-end figures followed by a discussion of potential uses of the available balance.

GENERAL FUND (see attachment for details)	Midyear Budget	Actual*
Revenues	\$60,003,400	\$68,685,828
Operating Expenditures	(52,394,650)	(48,354,664)
Vehicles/Transfers/Non-Recurring	(4,492,700)	(4,227,711)
Total Uses	\$56,887,350	\$52,582,375
Operational Surplus/(Deficit)	\$3,116,050	\$16,103,453
Year-End Encumbrances**	0	(718,600)



City of Santa Fe Springs

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Net Increase in Available Fund Balance	\$3,116,050	\$15,384,853
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*Unaudited figures

**Year-End encumbrances are carryovers of unspent appropriations for vehicles/equipment and nonrecurring expenditures which were not received by June 30, 2021

Recommended FY 2020-21 General Fund Surplus Allocation Plan

Given the rising pension costs and organizational needs going forward, the following allocation plan is recommended for FY 2020-21:

- \$6.0 million of the available balance to the Unfunded Liability Reserve for deposit to the City's account with the California Employer's Pension Prefunding Trust (CEPPT). This will help to mitigate annual unfunded liability increases and/or increases to the Employer Contribution Rates; in 2020, CalPERS reported a 4.7% return on investment. This is lower than the 7% target, which will result in an increased cost to the City of approximately \$6 million.
- \$5.0 million of the available balance to the Capital Improvement Program (CIP) Fund to support critical deferred maintenance needs; this allocation is over and above the \$2,800,000 in annual funding.
- \$2.0 million of the available balance to the Equipment Replacement Fund to support the replacement of critical City equipment, such as vehicles and other gasoline or diesel-powered equipment.
- \$1.2 million of the available balance to the Employee Benefits Fund for Compensated Absences to provide funding for compensated absences the City incurs on an annual basis. Compensated absences are absences for which employees will be paid, such as vacation, flex leave and other leave at termination or retirement.
- \$1.2 million of the available balance to the Economic Contingency Reserve to offset any major variation in General Fund revenues and/or offset any other unforeseen cost increases. Currently, the reserve has a balance of \$4,925,000 with the additional funding proposed, the new balance would be \$6,125,000.



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WATER FUND

Revenues

In the Water Fund, as mentioned at the beginning of the report, revenues received were higher than the budget amount by approximately \$1.7 million or 13.1%. This was primarily due to an increase in water sales larger than expected and the phasing in of the new water rates. Metered water sales alone increased on a year-over-year basis by 12.8% or \$1.6 million. Interest earnings came in \$16,380 greater than anticipated. The approved water rate increases have been and will continue to be crucial in raising the revenue to the level it should be to maintain operations and begin to address capital needs.

Operating Expenditures

Similar to the General Fund, the Water Fund experienced overall expenditure savings of \$251,557 or 1.8% in the operating activities. Given that the costs to acquire water have increased and consumption has also increased, the Water Purchases activity has exceeded the budget by \$423,685 or 6%. However, this overage is offset by savings of \$675,242 generated throughout the other Water Fund activities including: Administration, Billing and Collection, Backflow, Distribution System Maintenance and Production Facilities Maintenance.

Summary

The Water Fund's budgeted vs. actual year-end figures are summarized in the table below:

WATER FUND	Midyear Budget	Actual*
Revenues (see attachment for details)	\$12,756,200	\$14,427,902
Operating Expenditures (see attach. for details)	14,126,640	13,875,083
Operational Surplus/(Deficit)	\$(1,370,440)	\$552,819
Net Increase in Available Fund Balance	\$(1,370,440)	\$552,819

*Unaudited figures

Available Fund Balance

The beginning fund balance in the Water Fund in FY 2019-20 was \$4.4 million***. If no further action is taken by the City Council, the net increase in available balance of \$0.6 million would be added to the Water Fund's available balance, bringing the new total to approximately \$5.0 million.



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*** The available balance of \$4.4 million does not correspond directly to the City's annual audit report due to the Water Fund being reported on a full-accrual basis of accounting. Under full-accrual accounting, long-term assets and liabilities are included in the financial statements and used to define the fund's operating position. Therefore, the reported available balance is net of these long-term balances and does not reflect the current available resources, as is the case with the General Fund.

Potential Use for Water Fund Balance

Given the water infrastructure needs and available funding for necessary projects, the recommended use of the Water Fund Balance is to deposit the \$0.6 million in excess into the Water CIP Reserve Fund. The additional funding will be critical to support the long-term improvement of the water system.

FUTURE OUTLOOK

As discussed above, both the City's General Fund and Water Fund experienced positive results for FY 2020-21 despite the impacts from COVID-19. Both funds are reporting increases in available fund balances and the Sales Tax and Measure Y provided a significant increase to the City's revenue base. However, there are a number of issues to call to the City Council's attention as we look to the future:

- CalPERS Unfunded Liability and Normal Costs contributions are expected to increase over the next five years. These projections are based on actuarial report from June 30, 2020 and will be adjusted each year based on actual results experienced by CalPERS. In addition, and perhaps more significantly, if investment performance does not meet expectations, the rates could escalate even higher, which can occur given the current economic environment. The CalPERS contributions affect both the General Fund and Water Fund.
- Infrastructure funding will be critical in the upcoming years. While there are funds and accounts that have been established by the City Council, the City will be challenged to continue to set funding aside on an ongoing basis.



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Under the current fiscal environment, revenues are expected to exceed expenditures over the next couple of years, but this structural surplus is expected to decrease each year given the negotiated salary increases, new positions added to the organization and other increases in operating costs. As such, staff will continue to pursue internal operating efficiencies and strategies to minimize costs and impacts to City services while exploring new and innovative revenue ideas. Staff will continue to work with the City Council to explore not only new revenue options but cost containment strategies as well.

Raymond R. Cruz
City Manager

Attachment:

1. Attachment A – General Fund – FY 2020-21 Budget to Actual Summary (Unaudited)
2. Attachment B – Water Fund – FY 2020-21 Budget to Actual Summary (Unaudited)

Revenues

Type	Midyear Budget	Actual	Variance: Actual vs. Final Favorable / (Unfavorable)	
			\$	%
Sales Tax	\$ 28,000,000	\$ 32,097,995	\$ 4,097,995	14.6%
Transactions & Use Tax	12,000,000	13,682,006	1,682,006	14.0%
Utility Users Tax	6,100,000	6,572,916	472,916	7.8%
Franchise Tax	3,000,000	3,411,092	411,092	13.7%
Property Tax	4,050,000	5,606,399	1,556,399	38.4%
Motor Vehicle In Lieu Tax	2,200,000	2,297,474	97,474	4.4%
Other Taxes	1,582,000	1,570,141	(11,859)	-0.7%
Use of Money, Property, & Other	3,071,400	3,447,805	376,405	12.3%
Total Revenues	60,003,400	68,685,828	8,682,428	14.5%

Expenditures (Operating Departments)

Department/Activity	Midyear Budget	Actual	Variance: Actual vs. Final Favorable / (Unfavorable)	
			\$	%
General Government	\$ 2,527,500	\$ 2,264,609	\$ 262,891	10.4%
Finance and Admin Svcs.	6,000,800	5,656,225	344,575	5.7%
Police	12,403,300	12,087,140	316,160	2.5%
Fire-Rescue	17,686,050	15,965,385	1,720,665	9.7%
Planning and Development	1,253,900	796,904	456,996	36.4%
Public Works				
Engineering	893,300	654,117	239,183	26.8%
Maintenance	7,536,700	7,225,983	310,717	4.1%
Subtotal	8,430,000	7,880,100	549,900	6.5%
Community Services				
Administration	791,000	729,286	61,714	7.8%
Parks and Recreation	2,262,400	1,917,167	345,233	15.3%
Library & Cultural Services	1,949,900	1,591,719	358,181	18.4%
Family & Human Services	1,576,900	1,355,820	221,080	14.0%
Subtotal	6,161,200	5,593,992	986,208	16.0%
Overhead Recovery *	(2,068,100)	(1,889,691)	(178,409)	-8.6%
Total Operating Expenditures	\$ 52,394,650	\$ 48,354,664	\$ 4,458,986	8.5%

* In the budget document, overhead recovery is included within the Finance & Admin. Services Dept.

General Fund - FY 2020-21 Budget to Actual Summary (Unaudited)

Other Sources and Uses

Type	Midyear Budget	Actual	Variance: Actual vs. Final Favorable / (Unfavorable)	
			\$	%
Vehicle Acquisitions/Replacements	-	-	-	0.0%
Interfund Transfers	2,800,000	2,800,000	-	0.0%
Non-Recurring	1,692,700	1,427,711	264,989	15.7%
Total Vehicles/Transfers/Non-Recurring	\$ 4,492,700	\$ 4,227,711	\$ 264,989	5.9%
Total Before One-Time Sources/Other	\$ 3,116,050	\$ 16,103,453	12,987,403	-416.8%
Year-End Encumbrances	-	(718,600)	N/A	0.0%
Available Balance After One-Time Sources	\$ 3,116,050	\$ 15,384,853	12,268,803	393.7%
Net Increase in Available Fund Balance	\$ 3,116,050	\$ 15,384,853	\$ 12,268,803	393.7%

Revenues

Type	Midyear Budget		Actual		Variance: Actual vs. Final Favorable / (Unfavorable)	
					\$	%
Metered Water Sales	\$	12,700,000	\$	14,320,945	\$ 1,620,945	12.8%
Interest		55,000		71,380	16,380	29.8%
Other		1,200		35,577	34,377	2864.8%
Total Revenues		12,756,200		14,427,902	1,671,702	13.1%

Department/Activity	Midyear Budget		Actual		Variance: Actual vs. Final Favorable / (Unfavorable)	
					\$	%
Administration	\$	1,383,840	\$	1,225,691	\$ 158,149	11.4%
Purchases		7,115,400		7,539,085	(423,685)	-6.0%
Billing and Collection		1,181,700		1,078,427	103,273	8.7%
Backflow		398,300		256,806	141,494	35.5%
Distribution System Maintenance		1,530,400		1,332,414	197,986	12.9%
Production Facilities Maintenance		871,700		797,360	74,340	8.5%
Debt Service		489,000		489,000	-	0.0%
Interfund Transfers		1,156,300		1,156,300	-	0.0%
Total Operating Expenditures	\$	14,126,640	\$	13,875,083	\$ 251,557	1.8%
Total Revenues Less Expenditures	\$	(1,370,440)	\$	552,819	\$ 1,923,259	-140.3%



NEW BUSINESS

Development of a Vehicle Miles Traveled (VMT) Methodology- Award of Contract and Appropriation of Funds

RECOMMENDATIONS

- Accept the Proposal from Fehr & Peers; and
- Award a contract to Fehr & Peers, in an amount of \$75,000, to develop a Vehicle Miles Traveled (VMT) Methodology to Evaluate Transportation Impacts Consistent with the California Environmental Quality Act (CEQA), and the Requirements of Senate Bill (SB) 743; and
- Appropriate \$75,000.00 from the General Fund to Account No: 1031-9000 (Planning-Non-Recurring); and
- Authorize the Mayor or designee to execute a Professional Services Agreement with Fehr & Peers, subject to the final review and approval of the City Attorney

BACKGROUND

On February 13, 2020, the City Council awarded a contract to the consultant firm of MIG, to embark on the City's first comprehensive General Plan update since 1993. The General Plan update included a Targeted Zoning Code update and an update of the City's Housing Element for the 6th Regional Housing Needs Assessment (RHNA) Cycle (2021-2029). The almost 2-year long General Plan update process is nearing completion with a formal adoption by the City Council anticipated in early 2022. The California Environmental Quality Act (CEQA) requires an Environmental Impact Report (EIR) for the update, and an EIR has been prepared to analyze potential impacts associated with the comprehensive General Plan update.

The passage of SB 743. (Steinberg, 2013) changed how transportation impacts are measured under the CEQA in the review of land use and transportation plans and projects. SB 743 removed Level of Service (LOS) as the primary measure of transportation impacts of environmental significance and required the Governor's Office of Planning and Research (OPR) to develop revisions to CEQA Guidelines establishing criteria for determining the significance of transportation impacts. OPR subsequently selected Vehicles Miles Travelled (VMT) as the preferred metric to comply with SB 743, as it is more aligned with the state's goals of reducing GHG emission through promotion of infill development, active transportation and other sustainable land use and transportation projects.

Two types of projects, land use development projects and transportation infrastructure projects, are affected by SB 743.

- Land Use - Development projects and area plans (e.g., General Plan or Housing Element) will continue to require a transportation impact analysis. Transportation impact studies, however, conducted as part of the CEQA process will now be

- required to base project impacts on VMT. CEQA guidance says that municipalities will determine thresholds of significance to determine VMT related impacts.
- Transportation Infrastructure - Prior to SB 743, transportation projects that had the potential to worsen vehicle delay, such as adding a pedestrian scramble phase, may have resulted in an environmental impact under CEQA. With SB 743 in place, transportation projects that promote travel by non-motorized modes are no longer considered to result in an environmental impact. CEQA guidance says transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact

Because of these changes, since July 1, 2020, lead agencies under CEQA are required to analyze project-related VMT to determine whether transportation impacts from a given development would constitute a significant environmental impact under CEQA. To properly evaluate impacts it is necessary for local agencies to establish methodologies and quantified thresholds from which to determine levels of significance. The City currently has no methodology or mechanism in place to transition to these new requirements.

Historically, the City of Santa Fe Springs and other jurisdictions have LOS as the threshold for analyzing the significance of impacts to transportation infrastructure under CEQA, as well as in the General Plan and other transportation policies. As a measure of congestion or roadway capacity, LOS assigns a letter grade (A = high capacity or low congestion, through F = no capacity, high congestion) to intersections or roadway segments based on the ability to carry a certain level of traffic. California jurisdictions have been using LOS to analyze a project's CEQA transportation impacts since the inception of CEQA in 1970.

The following table illustrates how VMT methodology compares to LOS methodology. As noted in the table, LOS measures, supports, and promotes automobile travel, while VMT measures automobile travel but promotes and supports multimodal travel. VMT measures the amount and distance of vehicle travel a project will generate, then proactively tries to reduce it by encouraging other transportation options. LOS measures the amount of vehicle traffic a project will generate at signalized intersections, then seeks to accommodate the increased traffic either within the existing intersection or by expanding the intersection. The same is true for the use of LOS along roadway segments.

Level of Service (LOS)	Vehicle Miles Traveled (VMT)
Measures project vehicles intersections	Measure total project vehicle miles generated
Measures Peak hour only	Measures travel all day
Focus on automobile travel	Focus on all modes of travel
Facilitates driving	Facilitates other transportation options
Increases vehicle capacity	Improves pedestrian, bicycle, and transit access
Encourages suburban development	Encourages urban development
Increases GHG emissions	Reduces GHG emissions

At the City Council meeting of June 3, 2021, the City Council authorized the Director of Planning to release a Request For Proposal (RFP) to qualified consultants to develop a Vehicle Miles Traveled (VMT) Methodology to Evaluate transportation impacts consistent with the California Environmental Quality Act (CEQA), to meet the requirements of Senate Bill (SB) 743. At that time, it was noted that Staff would return before the Council at a later time to award the contract to the selected firm and for an appropriation of fund for the contract.

On June 4, 2021, an RFP was sent to three (3) professional firms soliciting proposals to develop a Vehicle Miles Traveled (VMT) Methodology to evaluate transportation impacts consistent with the California Environmental Quality Act (CEQA), and the requirements of Senate Bill (SB) 743. By the submittal deadline of July 5, 2021, the City received three (3) proposals. Those proposals were from EPD Solutions, Inc., Minagar and Associates and Fehr and Peers.

A committee consisting of two members from the Planning Department (the Director of Planning and the City's Senior Planner), one member from the Department of Public Works (the City's Traffic Engineer) and two consultants, one from the consulting firm of Sagecrest Planning+Environmental and the other from JWA Urban Consultants, Inc., reviewed and rated all of the proposals. Based on the evaluation criteria and point system as outlined in the City's RFP, two of the three firms were sent memos requesting clarification on certain aspects of their RFP. Upon receipt of their answers, interviews were conducted with the two firms to go over their responses.

Based on the evaluation criteria and point system as outlined in the City's RFP and an evaluation of the responses to the clarification questions, Fehr and Peers was selected as the firm to develop a Vehicle Miles Traveled (VMT) Methodology to Evaluate transportation impacts consistent with the California Environmental Quality Act (CEQA), to meet the requirements of Senate Bill (SB) 743.

It should be noted that the rating between the two firms was extremely close. Notwithstanding, the rationale for selecting Fehr and Peers was based on the following:

- They already are working on the City's General Plan and has prepared the VMT analysis for the General Plan.

- They have been at the forefront of developing VMT metrics and thresholds for jurisdictions throughout the State of California.
- They have assisted the Governor's Office of Planning and Research (OPR) during their development of the State guidance in response to SB 743 and have assisted or are currently assisting a multitude of cities, both large and small
- Within Los Angeles County, they have provided SB 743 implementation services to the following: Los Angeles, Pasadena, Santa Monica, Culver City, Gardena, Glendora, and San Gabriel Valley COG and member cities – to name a few.
- They were aware that trucks are an important part of the City's travel demand and transportation infrastructure needs, and although SB 743 does not specifically address trucks, they proposed a method where the City can consider truck travel demand and implement measures to account for truck VMT.

The attached chart shows the interview scores.

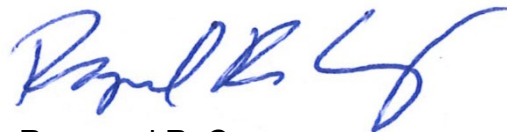
LEGAL REVIEW

The City Attorney's office has reviewed the professional services agreement.

FISCAL IMPACT:

To reiterate, at the time that the City Council authorized Staff to release an RFP to qualified consultants to develop a VMT Methodology to Evaluate transportation impacts consistent with CEQA), and to meet the requirements of SB 743, it was specified that Staff would return before the Council at a later time to award the contract to the selected firm and for an appropriation of funds for the contract.

Staff is, therefore, requesting that \$75,000.00 be taken from the General Fund and placed into Account No: 1031-9000 (Planning-Non-Recurring).



Raymond R. Cruz
City Manager

Attachments:

1. Staff Report-June 03, 2021: Authorization For RFP
2. City of Santa Fe Springs Request For Proposal
3. Fehs & Pers Proposal
4. Interview Scores
5. Professional Services Agreement



City of Santa Fe Springs

Special City Council Meeting

ITEM NO. 11

June 3, 2021

NEW BUSINESS

Authorize the Director of Planning to Release a Request for Proposal (RFP) to Qualified Consultants to Develop a Vehicle Miles Traveled (VMT) Methodology to Evaluate Transportation Impacts Consistent with the California Environmental Quality Act (CEQA), to Meet the Requirements of Senate Bill (SB) 743

RECOMMENDATION

- Authorize the Director of Planning to Release a Request for Proposal (RFP) to Qualified Consultants to Develop a Vehicle Miles Traveled (VMT) Methodology to Evaluate Transportation Impacts Consistent with the California Environmental Quality Act (CEQA), to Meet the Requirements of Senate Bill (SB) 743.

BACKGROUND

The passage of SB 743. (Steinberg, 2013) changed how transportation impacts are measured under the California Environmental Quality Act (CEQA) in the review of land use and transportation plans and projects. SB 743 removed automobile delay as the primary measure of transportation impacts of environmental significance and required the Governor's Office of Planning and Research (OPR) to develop revisions to CEQA Guidelines establishing criteria for determining the significance of transportation impacts. OPR subsequently selected Vehicles Miles Travelled (VMT) as the preferred metric to comply with SB 743, as it is more aligned with the state's goals of reducing GHG emission through promotion of infill development, active transportation and other sustainable land use and transportation projects.

Because of these changes, since July 1, 2020, lead agencies under CEQA are required to analyze project-related VMT to determine whether transportation impacts from a given development would constitute a significant environmental impact under CEQA. To properly evaluate impacts it is necessary for local agencies to establish methodologies and quantified thresholds from which to determine levels of significance. The City currently has no methodology or mechanism in place to transition to these new requirements.

SB 743, which passed in 2013, requires that Level of Service (LOS) be replaced in the CEQA process with a metric that would promote the reduction of greenhouse gas emission (GHG), the development of a multi-modal transportation system and a diversity of land use patterns. OPR recommended VMT as the most appropriate metric to measure the transportation impacts for developments since it is more aligned with the state's goals of reducing GHG emission through promotion of infill development, active transportation and other sustainable land use and transportation projects. SB 743, when implemented appropriately, could serve as the implementation tool of SB 375 through building more sustainable projects on the ground. It will also further the goals of the Gateway COG's Regional Transportation Plan (RTP)/Sustainable

Communities Strategy (SCS), and help the region achieve the GHG reduction targets set by the California Air Resources Board. SB 375 directs the California Air Resources Board to set regional targets for reducing greenhouse gas emissions. The new law establishes a “bottom up” approach to ensure that cities and counties are involved in the development of regional plans to achieve those targets.

Historically, the City of Santa Fe Springs and other jurisdictions have LOS as the threshold for analyzing the significance of impacts to transportation infrastructure under CEQA, as well as in the General Plan and other transportation policies. As a measure of congestion or roadway capacity, LOS assigns a letter grade (A = high capacity or low congestion, through F = no capacity, high congestion) to intersections or roadway segments based on the ability to carry a certain level of traffic. California jurisdictions have been using LOS to analyze a project’s CEQA transportation impacts since the inception of CEQA in 1970.

VMT measures the amount and distance a project might cause people to drive, including the number of passengers within a vehicle. Typically, development at a greater distance from other land uses, and development located in areas with poor access to non-auto modes of travel, will generate more driving than development located close to other complementary uses. Thus, VMT will always be higher where transportation options other than the personal automobile are limited.

To measure and mitigate VMT, local jurisdictions must establish the average VMT for residential, office, and other land uses that generate regional travel such as large shopping centers, regional hospitals, and private schools. The average VMT is used to set a threshold for VMT reduction. The State recommends a threshold of 15 percent reduction from the average VMT. Most jurisdictions in California are using this threshold. Areas of the City near transit will easily meet this target, while areas further away from transit without a diverse mix of land uses will have higher VMT levels and require mitigation.

The most impactful mitigation for development projects is project location, density, and diversity. Many projects will meet the VMT target based on location, density, and diversity of land uses alone. However, if a project requires additional VMT mitigation, multimodal transportation improvements such as bicycle, pedestrian, and transit network improvements can also mitigate impacts. Transportation Demand Management (TDM) programs are also effective in mitigating VMT, particularly for office and employment developments where TDM programs are easy to monitor and enforce.

The following table illustrates how VMT methodology compares to LOS methodology. As noted in the table, LOS measures, supports, and promotes automobile travel, while VMT measures automobile travel but promotes and supports multimodal travel. VMT measures the amount and distance of vehicle travel a project will generate, then

proactively tries to reduce it by encouraging other transportation options. LOS measures the amount of vehicle traffic a project will generate at signalized intersections, then seeks to accommodate the increased traffic either within the existing intersection or by expanding the intersection. The same is true for the use of LOS along roadway segments.

Level of Service (LOS)	Vehicle Miles Traveled (VMT)
Measures project vehicles intersections	Measure total project vehicle miles generated
Measures Peak hour only	Measures travel all day
Focus on automobile travel	Focus on all modes of travel
Facilitates driving	Facilitates other transportation options
Increases vehicle capacity	Improves pedestrian, bicycle, and transit access
Encourages suburban development	Encourages urban development
Increases GHG emissions	Reduces GHG emissions

California has now shifted away from using LOS in the CEQA process because measuring congestion at intersections and along roadway segments has had the unintended consequences of encouraging urban sprawl. Under LOS, roadway widening, and other infrastructure improvements have incentivized new development to locate in more remote areas, since these areas have little congestion compared to urban environments. This outcome, combined with large differentials in the cost of suburban vs urban housing in certain parts of the State, has resulted in greater vehicle use and traffic congestion overall because people must travel larger distances to reach destinations. This is especially true when employment and residential neighborhoods are located far apart.

Notwithstanding, although no longer used to measure CEQA transportation impacts, LOS is still required by City Policy and will continue to be used to comply with the State-mandated Congestion Management Program (CMP). LOS will remain a viable metric to determine some portions of localized impacts for new development projects to determine Conditions of Approval, for mobility and safety improvements, but does so apart from the CEQA process. The General Plan will also continue to use the LOS metric to measure intersection congestion since this is an important planning issue for new growth. This approach is in part due to the newness of VMT, and because VMT thresholds and measures have not yet been adopted. Additionally, the City's existing Capital Improvement Plan and Traffic Impact Projects list are modeled and based on the LOS standard. For the foreseeable future, projects in the City of Santa Fe Springs will still be subject to the LOS standard of review for purposes of being consistent with the General Plan, but not for environmental analysis purposes.

In summary, under State law the City of Santa Fe Springs is required to analyze project-related VMT to determine whether transportation impacts from a given development would constitute a significant environmental impact under CEQA. To properly evaluate impacts it is necessary for the City to establish methodologies and quantified thresholds

from which to determine levels of significance. The City currently has no methodology or mechanism in place to transition to these new requirements.

To comply with State law, City staff is requesting approval, through the RFP process, to solicit proposals from qualified consultants to develop a VMT methodology to evaluate transportation impact analysis consistent with CEQA, to meet the requirements of SB 743.

The new citywide VMT methodology would provide established and consistent criteria for analyzing transportation impacts of development projects and transportation projects subject to CEQA, and long-range plans. The RFP will be in circulation from June 3, 2021 through July 5, 2021. The deadline for firms to submit proposals is July 5, 2021 by 5:00 p.m. Review of submittals will occur July 6, 2021 through July 16, 2021. A recommendation for the preferred consultant will be brought before the City Council in August 2021.

FISCAL IMPACT

There are no significant fiscal impacts associated with approving and circulating the RFP. At a future City Council meeting, staff will request Councils' approval to award contract to the selected consultant and also concurrently request an appropriation of fund to cover the consultant's contract. At this time the contract cost is estimated, at the lower end to be \$50,000 and at the higher end, to be \$75,000.



Raymond R. Cruz
City Manager

Attachment:

- Request For Proposal

Request for Proposals
SB 743 Implementation
Vehicle Miles Traveled (VMT) CEQA Thresholds
For the City of Santa Fe Springs

Background

The City of Santa Fe Springs (City) invites qualified firms to respond to this RFP for Senate Bill (SB) 743 implementation services. The City wishes to develop a vehicle miles traveled (VMT) based methodology to develop CEQA thresholds to evaluate development projects consistent with CEQA requirements. The development and documentation of a legally defensible methodology for evaluating transportation impacts under the revised CEQA guidelines is needed to assist the City to screen development proposals and provide direction to prospective developers. The City wishes to have the SB 743 work completed concurrently with the adoption of the comprehensive General Plan update and targeted Zoning Code update, which is currently being completed by MIG. MIG anticipates issuing the draft EIR for public review in summer/fall 2021 and adopting the General Plan, Zoning updates, and EIR in October/November 2021. The City encourages the Consultant to coordinate and communicate with MIG at key project milestones. MIG is the lead consultant for the Update. Fehr & Peers is a sub-consultant on the team and is assisting with the analysis and development of vehicle traffic counts, intersection analysis, transportation and mobility analysis, and SB 743 analysis for the completion of CEQA requirements. The current Scope of Work for the General Plan update does not include the development of a VMT Ordinance. City staff are sending this RFP to qualified consultants, including Fehr & Peers.

Basis For Award of Contract

The City intends to select the Consultant on the basis of fair and competitive negotiation, demonstrated competence, and professional qualifications in accordance with applicable State and Federal regulations. To that end, the construct is to be awarded to the Consultant whose proposal best meets the technical requirements of the RFP as determined by the City. Should an award be made, the proposal submitted by Consultant shall be incorporated as part of the final contract accordingly. The final selection will be the Consultant, which in the City's opinion, is the most responsive and responsible, meets the City's requirements in providing this service, and is in the City's best interest. The City maintains the proposals received. The City also reserves the right to reject any and all proposals, and accept or reject all or any part of any proposal, as well as re-issue or modify the RFP.

Criteria for the evaluation of the proposals may include but is not limited to the following, in no order of priority:

- Project Approach and Methodology
 - A description of the Consultant's general approach for completing the tasks specified in the Scope of Work. The work plan shall be of sufficient detail to demonstrate the Consultant's ability to accomplish project objectives and that the Consultant understands the City's goals and objectives.
 - Outline the activities and tasks that would be undertaken in completing the Scope of Work and specify who in the firm, or sub-contractors on the team, would perform the tasks.
 - Identify any special issues or problems that are likely to be encountered in a project of this type and how the Consultant would address them.
- Consultant's Knowledge, Experience and Project Management
 - It is essential that the key personnel providing the services have the background, experience, and qualifications to address the City's needs for this RFP.
 - The Proposal shall name the assigned Project Manager and all key personnel. Resumes and qualifications of the consultant team, including their assigned role, experience, and examples of similar projects shall also be provided.
- Understanding and Vision of Project Scope of Work
 - Consultant shall provide a narrative that addresses the Scope of Work for this RFP that demonstrates that the Consultant fully comprehends the City's expectations under this RFP. The Proposal should include:
 - A description of the Consultant's general approach for completing the tasks specified in the Scope of Work. The work plan shall be of sufficient detail to demonstrate the Consultant's ability to accomplish project objectives and that the Consultant understands the City's goals and objectives.
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 - Consultant is encouraged to identify recommended enhancements or any procedural or technical innovations to the Scope of Work that do not materially deviate from the City's objectives.
- Project Schedule and Timing to Complete Tasks
 - Consultant should be mindful of the City's need for timely development of the VMT significance thresholds and tools for assessment and evaluation of appropriate mitigation measures. A comprehensive Proposal should include a schedule for timely completion of the necessary tasks that are closely coordinated with the comprehensive General Plan and Zoning Code updates. The VMT thresholds will be needed for the timely completion of the Program DEIR.
- Cost-effectiveness of Proposal Budget
 - Consultant should identify methods that will be incorporated to ensure quality control for the project, including budget and schedule management. This

information should be included as part of the Proposal for consideration in the evaluation and ranking process.

- The Proposal shall include a Project Budget that includes all labor costs, overhead costs, sub-consultant costs, and an itemized list for direct expenses. Cost must be shown in a matrix format, by task groupings, and show hours per staff member and hourly rate.

Sample City Contract

A Sample City Contract is attached for Consultant review and approval. Based upon the review, the Consultant shall provide a statement as to the acceptability or disagreement with specific sections, terms, and/or language of the draft contract. The statement is to be a part of the Proposal.

Submission Requirements

Consultant shall provide the following information in the Proposal:

- Introductory Cover Letter
- Statement Approving/Disapproving Sample Contract Terms
- Statement of any Conflict of Interest
- Statement Acknowledging Review of City's Website for Questions/Answers and Addendums to RFP
- Professional Experience, Key Personnel, Resumes/Biographies, Sub-Contractors
- Scope of Work and Methodology
- Project Schedule and Budget (not-to-exceed cost)
- References: three professional references and contact information
- Sample of Work

Questions

Should you require further information or have specific questions, please direct all questions to Mr. Cuong Nguyen, Senior Planner, at CuongNguyen@santafesprings.org. All questions must be in writing and City responses will be posted on its website as the questions are received. It is the responsibility of the Consultant to check the Santa Fe Springs website regularly during the solicitation period for updated information. By submitting a proposal, Consultants are deemed to have constructive knowledge and notice of all information on the website. In the event information cannot be downloaded from the website, Consultants should contact Mr. Cuong Nguyen, at CuongNguyen@santafesprings.org. Link to webpage is provided below:

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Proposal Submittal

Proposals will be accepted electronically no later than 5:00 p.m., July 5, 2021. No other forms of submittal will be accepted. Send to waynemorrell@santafesprings.org.

Release of RFP	June 3, 2021
Final date for submitting questions	5:00 p.m., June 18, 2021
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Consultant proposal review period	July 6-July 16, 2021
Award of Contract	August 3, 2021

Scope of Work

City staff believes that the following tasks outline the minimum level of work required for the completion of the requested SB 743 implementation services. The City intends to utilize the Consultant's work product and directly transfer the data and information into an ordinance establishing SB 743 thresholds and VMT implementation. The Consultant is encouraged to carefully review this RFP and determine applicable areas, if any, where additional or supplemental work may be included to produce value. Also, the on-going pandemic has greatly impacted our ability to meet in-person and while it seems that the vaccine roll-out is reducing the spread of the virus, the City recommends that the Consultant consider the nature of meetings (virtual or in-person) when developing the budget.

Note: The scope of work is developed for the implementation of SB 743 related to development projects and planning documents (e.g., general plan, specific plan, zoning code amendments, etc.). Whenever the term "development project" is used, the Consultant should also consider "planning documents."

Task 1. Kick-Off and Coordination Meetings

A. Kick-Off Meeting

- The Consultant will attend a kick-off meeting with City staff. The purpose of the meeting is to discuss the City's goals and objectives for the study. The Consultant shall provide a set of data needs prior to the Kick-Off Meeting to allow sufficient time for City staff to assemble materials.

B. Regular Management Meetings and City Staff Meetings

- The Consultant will lead, coordinate, and present at bi-weekly virtual meetings with City staff to discuss project status, challenges, and city feedback. It is anticipated that each meeting will be 30-60 minutes.
- The Consultant shall meet as often and as necessary in order to gather information, conduct research, and receive clarification and direction from the Planning and Public Works departments. It is anticipated that these meetings will not be in-person meetings but can be conducted telephonically or via virtual meeting platforms.

Deliverables: Meeting notes/minutes; Data Needs Matrix

Task 2 Develop Vehicle Miles Traveled (VMT) Metrics and Thresholds

A. VMT Metrics

- The Consultant will develop VMT metrics for the City and the full length of vehicle trips should be considered. OPR guidelines recommend comparing VMT metrics for a City to the regional average VMT (i.e., SCAG region). The Consultant may wish to utilize the customized SCAG RTP/SCS regional travel demand model that is developed for the City's current General Plan update and utilize the TAZs to reflect the trip making and social economic characteristics of the city. The model should include trucks and automobiles to estimate VMT for all vehicle types. The City is particularly interested in assessing and measuring large semi-truck VMTs to the extent possible.
- Develop existing and future VMT data for the following metrics:
 - VMT per service population
 - Residential Home-Based VMT per capita
 - Employment Home-Based Work VMT per employee
 - Total VMT (including automobiles and trucks) for Service Population (population plus employment)
 - Truck VMT

B. VMT Metric and Threshold Options for Land Use Projects

- Develop VMT impact threshold options for land use projects based on City's goals and policies. The Consultant shall document how the various threshold options would meet the substantial evidence test under CEQA.
- Determine if reporting VMT for particular subareas, such as defined Specific Plan areas, is relevant.

C. Develop VMT Screening Options for Land Use Projects

- The Consultant will develop VMT impact threshold options for land use projects based on goals and policies and are consistent with SB 743 guidance from the State. OPR has provided guidance related to several opportunities for screening projects that would generate a low VMT, including screening based on project size, retail nature (local-serving versus regional), located in a low-VMT area, and in a transit priority area.

D. Conduct Case Studies for Land Use Projects

- After developing the VMT threshold and screening options, the Consultant shall apply the selected metrics to six case studies, to be provided by City staff. The case studies will be used to evaluate the project-level VMT impacts for a variety of development types and locations that are likely to occur in the City, such as two multi-family residential projects, two industrial projects, neighborhood shopping center, and a mixed-use project. The results of the case studies are intended to inform the development of the VMT methodology and thresholds that are most appropriate for the City.

E. Screening and Threshold Recommendations

- The Consultant shall summarize the results of the aforementioned tasks in a technical memorandum that demonstrates how the recommended VMT metrics, screening criteria, and impact thresholds support goals and policies to improve the VMT performance of new projects, implement the objectives of SB 743, and meet the substantial evidence standard under CEQA.
- The proposed guidelines shall clarify the methodology for determining significant impacts, such as projects that induce travel demand or increase VMT per capita. The most appropriate methodologies for quantifying the impacts should be identified as well.

Deliverables: Technical memorandum documenting recommended VMT metrics, screening criteria, and impact thresholds; Case Studies memorandum.

Task 3. TDM Mitigation Options

The Consultant will develop mitigation options and Transportation Demand Management (TDM) strategies to remove or lower potential impacts and identify methodologies to quantify and measure the amount of VMT reduction. The City is particularly interested in the analysis and identification of mitigation strategies pertaining to truck VMT.

Deliverables: Memorandum and/or Matrix summarizing mitigation options and TDM strategies to reduce VMT impacts.

Task 4. Review of Transportation Study Guidelines and Draft Circulation Element

- A. Prior to the adoption of SB 743, the City was using the County of Los Angeles transportation impact assessment guidelines. The Consultant shall review the City's current practices for conducting transportation impact studies and prepare new procedural updates to include VMT analysis, and conduct project level Transportation Impact Analysis, including VMT-based analysis, develop mitigation options and TDM strategies to either remove or lower potential impacts. This review should also include any pertinent evaluation protocols that result from the revised State CEQA Guidelines and updated CEQA checklist for transportation impacts. The City wishes to retain Level of Service (LOS) methodology for General Plan compliance.
- B. Create a simple and comprehensive user guide or handbook that describes in non-technical language, the newly created VMT and LOS criteria and thresholds, including the types of traffic studies that may be needed for typical development proposals.
- C. Provide a two-hour training to City staff on VMT thresholds and implementation tools, and tracking methodology for effectiveness of VMT reduction strategies.
- D. The City is currently updating the General Plan. The Consultant should review the draft General Plan, but in particular, the Circulation Element to identify those goals, policies, and objectives that may need to be modified in support of the SB 743 objectives.

Deliverables: Memorandum and/or Matrix containing recommended updates to the City's current practices for conducting transportation impact studies and draft General Plan policies, goals, and objectives; User Guide or Handbook, and Two-Hour Training Session.

Task 5. Final Report

The Consultant shall develop a final report, documenting the background data and approach used to develop the City's proposed VMT metrics, the proposed screening and threshold criteria, and the potential mitigation options. The Report shall include narratives, graphics, maps, and tables as appropriate to display and communicate the information in a manner that is comprehensible to the layperson.

Deliverables: Two Drafts and one Final Report.

Task 6. Public Meetings

The Consultant shall prepare for, conduct and present at the following public meetings:

- One Planning Commission meeting
- One Traffic Commission meeting
- One City Council meeting

The City reserves the right to combine meetings as a single meeting for budgeting purposes (e.g., joint study session).

Deliverables: Attendance at three Public Meetings, assistance in preparing staff reports, ordinances, and/or resolutions.

Task 7. Project Schedule and Budget

The Consultant shall identify the anticipated time frame, with major milestones, and associated budget costs for each task and sub-task, with the hourly rates for each position clearly identified. Consultant shall coordinate work activities to align with the Comprehensive General Plan Update process so that the VMT final report will be completed, within sufficient time, to inform and guide the completion of the EIR for the General Plan/Zoning Code update.

Task 8. Optional Items

A. VMT Evaluation Tool

- The Consultant shall develop a simple VMT evaluation tool to enable the City to assess the most common development project and calculate project specific VMT and cumulative impacts for development proposals. The Tool should be based on information from SCAG's RTP/SFS model and enable City staff to evaluate potential VMT impacts for development projects as compared to the thresholds, and identify potential mitigation measures.

B. Additional Public Meetings/Hearings

- The Consultant shall identify a separate budget for each additional Commission or City Council meeting as an Optional item in the proposed Budget, should more than three public meetings are required.

Deliverables: Optional Budget Line Items for a VMT Calculator and additional public meetings.

Addenda to the RFP

Any changes to the requirements of this RFP initiated by the City will be made by written addenda to this RFP. Any written addenda issued pertaining to this RFP shall be incorporated into and made a part of the terms and conditions or any resulting agreement. The City will not be bound to any modifications to or deviations from the requirements set forth in this RFP unless they have been documented by addenda to this RFP. Consultants will be required to document that they are aware of all addenda issued by the City in their proposal.

Cost of Proposal Preparation

Any party responding to this RFP shall do so at their own risk and cost. The City shall not, under any circumstances, be liable for any pre-contractual expenses incurred by any Consultants who elects to submit a proposal in response to this RFP or by any Consultant that is selected. Pre-contractual expenses are defined as expenses incurred by Consultants and the selected Consultant, if any, in:

- Preparing a Proposal and related information in response to this RFP.
- Submitting a Proposal to the City.
- Negotiations with the City on any matter related to this RFP.
- Costs associated with interviews, meetings, travel or presentations; or
- Any and all other expenses incurred by the Consultant prior to the date of the award, if any, of an agreement, and formal notice to proceed.

The City will provide only the staff assistance and documentation specifically referred to herein and will not be responsible for any other cost or obligation of any kind, which may be incurred by the Consultant.

Conflict of Interest

Consultants are advised that the City intends to award a contract through a process of full and open competition. By responding to this RFP, each Consultant represents to the best of their knowledge that:

- Neither Consultant, nor any of its affiliates, proposed sub-consultants, and associated staff, have communicated with any member of the City since the release of this RFP on any matter related to this RFP except to the extent specified in this RFP.
- Neither Consultant, nor any of its affiliates, proposed sub-consultants, and associated staff, has obtained or used any information regarding this RFP and the proposed services that has not been generally available to all Consultants.

Request for Proposals

SB 743 Implementation

Vehicle Miles Traveled (VMT) CEQA Thresholds

For the City of Santa Fe Springs

Background

The City of Santa Fe Springs (City) invites qualified firms to respond to this RFP for Senate Bill (SB) 743 implementation services. The City wishes to develop a vehicle miles traveled (VMT) based methodology to develop CEQA thresholds to evaluate development projects consistent with CEQA requirements. The development and documentation of a legally defensible methodology for evaluating transportation impacts under the revised CEQA guidelines is needed to assist the City to screen development proposals and provide direction to prospective developers. The City wishes to have the SB 743 work completed concurrently with the adoption of the comprehensive General Plan update and targeted Zoning Code update, which is currently being completed by MIG. MIG anticipates issuing the draft EIR for public review in summer/fall 2021 and adopting the General Plan, Zoning updates, and EIR in October/November 2021. The City encourages the Consultant to coordinate and communicate with MIG at key project milestones. MIG is the lead consultant for the Update. Fehr & Peers is a sub-consultant on the team and is assisting with the analysis and development of vehicle traffic counts, intersection analysis, transportation and mobility analysis, and SB 743 analysis for the completion of CEQA requirements. The current Scope of Work for the General Plan update does not include the development of a VMT Ordinance. City staff are sending this RFP to qualified consultants, including Fehr & Peers.

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- Scope of Work and Methodology
- Project Schedule and Budget (not-to-exceed cost)
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- Sample of Work

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Task 1. Kick-Off and Coordination Meetings

A. Kick-Off Meeting

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- The Consultant shall meet as often and as necessary in order to gather information, conduct research, and receive clarification and direction from the Planning and Public Works departments. It is anticipated that these meetings will not be in-person meetings but can be conducted telephonically or via virtual meeting platforms.

Deliverables: Meeting notes/minutes; Data Needs Matrix

Task 2. Develop Vehicle Miles Traveled (VMT) Metrics and Thresholds

A. VMT Metrics

- The Consultant will develop VMT metrics for the City and the full length of vehicle trips should be considered. OPR guidelines recommend comparing VMT metrics for a City to the regional average VMT (i.e., SCAG region). The Consultant may wish to utilize the customized SCAG RTP/SCS regional travel demand model that is developed for the City's current General Plan update and utilize the TAZs to reflect the trip making and social economic characteristics of the city. The model should include trucks and automobiles to estimate VMT for all vehicle types. The City is particularly interested in assessing and measuring large semi-truck VMTs to the extent possible.
- Develop existing and future VMT data for the following metrics:
 - VMT per service population
 - Residential Home-Based VMT per capita
 - Employment Home-Based Work VMT per employee
 - Total VMT (including automobiles and trucks) for Service Population (population plus employment)
 - Truck VMT

B. VMT Metric and Threshold Options for Land Use Projects

- Develop VMT impact threshold options for land use projects based on City's goals and policies. The Consultant shall document how the various threshold options would meet the substantial evidence test under CEQA.
- Determine if reporting VMT for particular subareas, such as defined Specific Plan areas, is relevant.

C. Develop VMT Screening Options for Land Use Projects

- The Consultant will develop VMT impact threshold options for land use projects based on goals and policies and are consistent with SB 743 guidance from the State. OPR has provided guidance related to several opportunities for screening projects that would generate a low VMT, including screening based on project size, retail nature (local-serving versus regional), located in a low-VMT area, and in a transit priority area.

D. Conduct Case Studies for Land Use Projects

- After developing the VMT threshold and screening options, the Consultant shall apply the selected metrics to six case studies, to be provided by City staff. The case studies will be used to evaluate the project-level VMT impacts for a variety of development types and locations that are likely to occur in the City, such as two multi-family residential projects, two industrial projects, neighborhood shopping center, and a mixed-use project. The results of the case studies are intended to inform the development of the VMT methodology and thresholds that are most appropriate for the City.

E. Screening and Threshold Recommendations

- The Consultant shall summarize the results of the aforementioned tasks in a technical memorandum that demonstrates how the recommended VMT metrics, screening criteria, and impact thresholds support goals and policies to improve the VMT performance of new projects, implement the objectives of SB 743, and meet the substantial evidence standard under CEQA.
- The proposed guidelines shall clarify the methodology for determining significant impacts, such as projects that induce travel demand or increase VMT per capita. The most appropriate methodologies for quantifying the impacts should be identified as well.

Deliverables: Technical memorandum documenting recommended VMT metrics, screening criteria, and impact thresholds; Case Studies memorandum.

Task 3. TDM Mitigation Options

The Consultant will develop mitigation options and Transportation Demand Management (TDM) strategies to remove or lower potential impacts and identify methodologies to quantify and measure the amount of VMT reduction. The City is particularly interested in the analysis and identification of mitigation strategies pertaining to truck VMT.

Deliverables: Memorandum and/or Matrix summarizing mitigation options and TDM strategies to reduce VMT impacts.

Task 4. Review of Transportation Study Guidelines and Draft Circulation Element

- A. Prior to the adoption of SB 743, the City was using the County of Los Angeles transportation impact assessment guidelines. The Consultant shall review the City's current practices for conducting transportation impact studies and prepare new procedural updates to include VMT analysis, and conduct project level Transportation Impact Analysis, including VMT-based analysis, develop mitigation options and TDM strategies to either remove or lower potential impacts. This review should also include any pertinent evaluation protocols that result from the revised State CEQA Guidelines and updated CEQA checklist for transportation impacts. The City wishes to retain Level of Service (LOS) methodology for General Plan compliance.
- B. Create a simple and comprehensive user guide or handbook that describes in non-technical language, the newly created VMT and LOS criteria and thresholds, including the types of traffic studies that may be needed for typical development proposals.
- C. Provide a two-hour training to City staff on VMT thresholds and implementation tools, and tracking methodology for effectiveness of VMT reduction strategies.
- D. The City is currently updating the General Plan. The Consultant should review the draft General Plan, but in particular, the Circulation Element to identify those goals, policies, and objectives that may need to be modified in support of the SB 743 objectives.

Deliverables: Memorandum and/or Matrix containing recommended updates to the City's current practices for conducting transportation impact studies and draft General Plan policies, goals, and objectives; User Guide or Handbook, and Two-Hour Training Session.

Task 5. Final Report

The Consultant shall develop a final report, documenting the background data and approach used to develop the City's proposed VMT metrics, the proposed screening and threshold criteria, and the potential mitigation options. The Report shall include narratives, graphics, maps, and tables as appropriate to display and communicate the information in a manner that is comprehensible to the layperson.

Deliverables: Two Drafts and one Final Report.

Task 6. Public Meetings

The Consultant shall prepare for, conduct and present at the following public meetings:

- One Planning Commission meeting
- One Traffic Commission meeting
- One City Council meeting

The City reserves the right to combine meetings as a single meeting for budgeting purposes (e.g., joint study session).

Deliverables: Attendance at three Public Meetings, assistance in preparing staff reports, ordinances, and/or resolutions.

Task 7. Project Schedule and Budget

The Consultant shall identify the anticipated time frame, with major milestones, and associated budget costs for each task and sub-task, with the hourly rates for each position clearly identified. Consultant shall coordinate work activities to align with the Comprehensive General Plan Update process so that the VMT final report will be completed, within sufficient time, to inform and guide the completion of the EIR for the General Plan/Zoning Code update.

Task 8. Optional Items

A. VMT Evaluation Tool

- The Consultant shall develop a simple VMT evaluation tool to enable the City to assess the most common development project and calculate project specific VMT and cumulative impacts for development proposals. The Tool should be based on information from SCAG's RTP/SFS model and enable City staff to evaluate potential VMT impacts for development projects as compared to the thresholds, and identify potential mitigation measures.

B. Additional Public Meetings/Hearings

- The Consultant shall identify a separate budget for each additional Commission or City Council meeting as an Optional item in the proposed Budget, should more than three public meetings are required.

Deliverables: Optional Budget Line Items for a VMT Calculator and additional public meetings.

Addenda to the RFP

Any changes to the requirements of this RFP initiated by the City will be made by written addenda to this RFP. Any written addenda issued pertaining to this RFP shall be incorporated into and made a part of the terms and conditions or any resulting agreement. The City will not be bound to any modifications to or deviations from the requirements set forth in this RFP unless they have been documented by addenda to this RFP. Consultants will be required to document that they are aware of all addenda issued by the City in their proposal.

Cost of Proposal Preparation

Any party responding to this RFP shall do so at their own risk and cost. The City shall not, under any circumstances, be liable for any pre-contractual expenses incurred by any Consultants who elects to submit a proposal in response to this RFP or by any Consultant that is selected. Pre-contractual expenses are defined as expenses incurred by Consultants and the selected Consultant, if any, in:

- Preparing a Proposal and related information in response to this RFP.
- Submitting a Proposal to the City.
- Negotiations with the City on any matter related to this RFP.
- Costs associated with interviews, meetings, travel or presentations; or
- Any and all other expenses incurred by the Consultant prior to the date of the award, if any, of an agreement, and formal notice to proceed.

The City will provide only the staff assistance and documentation specifically referred to herein and will not be responsible for any other cost or obligation of any kind, which may be incurred by the Consultant.

Conflict of Interest

Consultants are advised that the City intends to award a contract through a process of full and open competition. By responding to this RFP, each Consultant represents to the best of their knowledge that:

- Neither Consultant, nor any of its affiliates, proposed sub-consultants, and associated staff, have communicated with any member of the City since the release of this RFP on any matter related to this RFP except to the extent specified in this RFP.
- Neither Consultant, nor any of its affiliates, proposed sub-consultants, and associated staff, has obtained or used any information regarding this RFP and the proposed services that has not been generally available to all Consultants.

- No conflict of interest exists under any applicable statute or regulation or as a result of any past or current contractual relationship with the City.
- Neither Consultant, nor any of its affiliates, proposed sub-consultants, and associated staff, has any financial interest in any property that will be affected by any of the reference projects.
- Neither Consultant, nor any of its affiliates, proposed sub-consultants, and associated staff, has a personal relationship with any member of the governing body, officer, or employee of the City who exercises any functions or responsibilities in connection with the referenced projects.

Request for Proposal

City of
Santa Fe
Springs
SB 743
Implementation
Vehicle Miles
Traveled
(VMT) CEQA
Thresholds

July 5, 2021

PREPARED FOR:

CITY OF SANTA FE SPRINGS
11710 E. TELEGRAPH ROAD
SANTA FE SPRINGS, CA 90670

PREPARED BY:

FEHR & PEERS
100 OCEANGATE, SUITE 1425
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FEHR & PEERS

July 5, 2021

Wayne Morrell
Director of Planning
Santa Fe Springs
11710 E. Telegraph Road
Santa Fe Springs, CA 90670

Subject: Request for Proposals – SB 743 Implementation Vehicle Miles Traveled (VMT) CEQA Thresholds

Dear Wayne Morrell,

The City of Santa Fe Springs has outlined a meaningful and thoughtful approach to SB 743 implementation that will provide valuable information and will integrate a Vehicle Miles Traveled (VMT) approach into the City's transportation analysis guidelines. Fehr & Peers is pleased to submit this proposal to deliver SB 743 Implementation Services for the City. We understand our role is to execute the outlined approach and to provide knowledge and insight along the way that will allow the City to be well prepared for a transition to VMT as its primary transportation impact metric for CEQA analysis, marrying the State's objectives to encourage transportation-efficient development with the City's own goals and objectives.

Fehr & Peers has been at the forefront of developing VMT metrics and thresholds for jurisdictions throughout the State of California. We assisted the **Governor's Office of Planning and Research (OPR)** during their development of the State guidance in response to SB 743 and have assisted or are currently assisting a multitude of cities, both large and small. Within Los Angeles County, we have provided SB 743 implementation services to the following: **Los Angeles, Pasadena, Santa Monica, Culver City, Gardena, Glendora, and San Gabriel Valley COG and member cities** – to name a few.

One of the key advantages the Fehr & Peers team offers is translating **advanced research into SB 743 implementation**. We have data and materials prepared related to VMT methodology options, VMT thresholds, and the latest information regarding VMT mitigation. We have also anticipated the critical questions that the City and its stakeholders will have, and we are knowledgeable on relevant plans and policies already in place. Our research, knowledge, and experience will support the City in successful SB 743 implementation, and we look forward to working with the City.

In addition to our expertise in SB 743, our proposed Project Manager, Fatemeh Ranaiefar, is part of the project team updating the Santa Fe Springs General Plan. Fehr & Peers is leading the Transportation analysis for the EIR, supporting a Community Need Assessment task that is being used for grant development and community outreach, providing a thorough review of transportation planning best practices in support of the Mobility Element, developing a roadway and non-motorized network through a layered approach, providing travel forecasting and VMT for 2020

and 2040 scenarios, and is providing guidance on incorporating the SB743 VMT guidelines. With this current experience, we can hit the ground running and support the city in SB 743 Implementation.

The City serves as an ideal workshop for evaluating SB 743 implementation across a variety of land use contexts. Given this environment, it is important that the implementation strategies are effective. We look forward to your selection process and the potential to create an outcome whose benefits extend throughout the City and beyond. Thank you for this opportunity.

There is no sample contract attached to the RFP – however, Fehr & Peers is currently working with the City on the General Plan, and we accept the terms and conditions if they are the same as the sample contract on the General Plan. Please note: if Fehr & Peers develops a web app or other tool(s) for this project, we may need to modify terms as it relates to intellectual property. We are open to discussing further.

To the best of its knowledge, Fehr & Peers has no conflict of interest as outlined in the RFP that will impact our proposed services described in this proposal.

We acknowledge the questions/answers posted on the City's website.

Sincerely,



Sarah Brandenburg, PE

Principal-in-Charge

100 Oceangate, Suite 1425

Long Beach, CA 90802

s.brandenberg@fehrandpeers.com

213-261-3075



Our mission is to empower every employee to develop effective and innovative transportation solutions that **improve communities**

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Project Approach and Methodology

What is SB 743?

On September 27, 2013, Governor Jerry Brown signed SB 743 into law and started a process intended to fundamentally change transportation impact analysis as part of CEQA compliance. The primary change was the elimination of LOS as a measure of vehicular capacity and traffic congestion as a basis for determining significant transportation impacts under CEQA. The law directed the Governor's Office of Planning and Research (OPR) to update the CEQA Guidelines to include new performance criteria for determining the significance of transportation impacts.

In response to SB 743, OPR selected vehicle miles of travel (VMT) as the new transportation impact metric. OPR then submitted updates to the CEQA Guidelines, and these updates were certified by the Natural Resources Agency in December 2018. Lead agencies have been granted a grace period until July 1, 2020, to opt-in to implementing a VMT analysis as part of their environmental review process.

To help aid lead agencies with SB 743 implementation, OPR produced a Technical Advisory (see link below). The Technical Advisory helps lead agencies think about the variety of implementation questions they face with respect to shifting to a VMT metric. However, lead agencies must still make their own specific decisions about VMT methodology, screening criteria, significance thresholds, and mitigation. These decisions should be consistent with the City of Santa Fe Springs' goals as expressed in its general plan.

Technical Advisory on Evaluating Transportation Impacts in CEQA, OPR, December 2018

http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

Why Did the State Adopt SB 743?

The intent of SB 743 is to better support the following State goals:

- Reducing greenhouse gas (GHG) emissions
- Encouraging infill development and a diversity of land uses
- Developing multimodal transportation networks
- Improving public health through active transportation

While changes to driving conditions that increase travel times are an important consideration for traffic operations and management, these changes do not fully describe environmental effects associated with fuel consumption, emissions, and public health. VMT-based impact criteria will help to incorporate these environmental effects and move toward achieving the State goals listed above.

What Projects are Affected by SB 743?

Two types of projects, land use development projects and transportation infrastructure projects, are affected by SB 743.

Land Use - Development projects and area plans (e.g., General Plan or Housing Element) will continue to require a transportation impact analysis. However, transportation impact studies conducted as part of the CEQA process will now be required to base project impacts on VMT. CEQA guidance says that municipalities will determine thresholds of significance to determine VMT related impacts.

Transportation Infrastructure - Prior to SB 743, transportation projects that had the potential to worsen vehicle delay, such as adding a pedestrian scramble phase, may have resulted in an environmental impact under CEQA. With SB 743 in place, transportation projects that promote travel by non-motorized modes are no longer considered to result in an environmental impact. CEQA guidance says transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact.

What Decisions Does the City Need to Make to Implement SB 743?

The implementation of SB 743 is a three-step process. First, the City will need to define the VMT screening criteria for use in transportation impact analyses. The City can decide to screen-out certain projects, such as small projects or projects located close to high quality transit, from needing a VMT impact analysis.

Next, the City will define its VMT impact thresholds. The City's impact thresholds should be consistent with the goals and policies outlined in the General Plan. Finally, the City's transportation impact assessment (TIA) guidelines should reflect the new metrics and thresholds. The City can determine if other elements of the historical methodologies and approach to traffic impact studies in the City are appropriate as is, or if the City wants to recommend changes for evaluating the local transportation effects of a project.

The updated CEQA guidelines have a new section for determining the significance of transportation impacts (Section 15064.3). While OPR produced a Technical Advisory to help lead agencies think about the variety of implementation questions they face when shifting to a VMT metric, lead agencies must still make their own specific decisions about VMT methodology, thresholds, and mitigation. The implementation of new CEQA guidance in the City of Santa Fe Springs requires the following decisions:

1. **VMT Screening & Qualitative Review** - The first step is to determine when a VMT analysis is required. OPR recommends that projects be screened from a VMT analysis based on their size, location, or accessibility to transit. In addition, transportation projects that are not adding new travel lanes may be screened from further VMT analysis.
2. **VMT Analysis Methodology** - If the project is not screened from needing a VMT analysis, the City can use the regional travel demand model to estimate a project's VMT. OPR recommends that VMT be reported as "Home-Based VMT" per capita for residential projects and "Home-Based Work VMT" per employee for office projects. Total VMT per service population can be reported for large-scale retail projects or other project types, such as special event venues and hotels.
3. **VMT Impact Thresholds** - The City has discretion to develop and adopt their own, or rely on thresholds recommended by other agencies, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence. OPR recommends that projects exceeding a level of 15 percent below existing VMT per capita or per employee when compared to the regional average may indicate an impact.
4. **VMT Mitigation** - The types of mitigation that effect VMT are those that encourage multimodal travel, reduce the number of single-occupant vehicles generated by the site, or reduce the length of trips. This can be accomplished by changing the land uses being proposed or by implementing TDM measures.

Each of these topics will be addressed in this study. The table below summarizes the new CEQA criteria and the OPR Technical Advisory and what this means for the City.

Table 1: Summary of CEQA Guidelines and OPR Technical Advisory

CEQA Criteria	OPR Technical Advisory	What this means for Santa Fe Springs
VMT Screening and Qualitative Review		
If existing models or methods are not available to estimate VMT for the project being considered, a lead agency may analyze the project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc.	Generally, qualitative analyses should only be conducted when methods do not exist for undertaking a quantitative analysis. OPR suggests screening for small projects, retail uses less than 50,000 SF, projects located in low- VMT areas, and projects located in high quality transit areas.	Based upon the preferences of the City, many projects can likely be screened from completing a detailed VMT analysis and simply provide a qualitative analysis.
VMT Analysis Methodology		
A lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household or in any other measure.	OPR recommends reporting VMT as follows: Residential = Daily home-based VMT per capita Office = Daily home-based work VMT per employee Retail = Change in total VMT	VMT metrics for the City can be prepared the model used for the General plan for baseline and future conditions.
A lead agency may use a model to estimate a project's VMT and may revise those estimates to reflect professional judgment based on substantial evidence.	OPR also recommends using a regional travel demand model to estimate VMT.	For larger projects that require a VMT analysis in the City, a SCAG model run can be performed by a transportation consultant.
VMT Impact Thresholds		
Lead agencies have discretion to develop and adopt their own, or rely on thresholds recommended by other agencies, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.	OPR recommends the following: Residential: A proposed project exceeding a level of 15% below existing regional or citywide daily VMT per capita may indicate a significant transportation impact. Office: A proposed project exceeding a level of 15% below existing regional daily VMT per employee may indicate a significant transportation impact. Retail: A net increase in total VMT may indicate a significant transportation impact.	The City should consider its current and future VMT levels with planned land uses and policies in the General Plan in comparison to the regional average and set thresholds that are appropriate to the City.

SB 743 Implementation in Santa Fe Springs

We are currently working with the City to update their General Plan, and as part of the General Plan project, we have already calibrated the regional SCAG model to local conditions in the City. This will be an effective tool for evaluating VMT thresholds and screening criteria for the City. We propose to begin the process of implementing SB 743 by collecting baseline VMT data for the City and reviewing future VMT trends based on the model used for the General Plan. We would then use the VMT data to test pilot projects and consider options for the preferred VMT methodology, thresholds, and potential mitigations. Finally, we would develop the City's TIA guidelines to inform the scope and analysis methodologies for future studies in the City.

Addressing Potential Issues and Concerns

Quality Control Measures

Fehr & Peers employs a Quality Control (QC) process on all our projects. Our staff are well trained through our acclaimed in-house training program, and we spend our own resources to ensure we use state-of-the-art planning principles and analysis techniques. Work quality is managed through detailed written work plans based on Fehr & Peers' recommended practices and senior staff review of all deliverables. Our practices have evolved over time to minimize re-work and ensure cost effective procedures. These practices are documented through our companywide intranet, which often includes step by step instructions or video examples of how to conduct various procedures.

At the core of the QC process is a hierarchy of staff that are responsible for various aspects of each project. Each project team member is responsible for maintaining consistent communication, high technical quality, and adherence to industry standards and best practices.

For this study, our key staff are listed below:

- Our **Project Manager (PM), Fatemeh Ranaiefar**, will be responsible for client contact, schedule maintenance, budget adherence, scope development and completion (including the appropriate analysis techniques and tools), documentation, meetings, and overall project success. The PM or the PM's designated QA/QC lead will ensure adherence to the QA/QC Plan. It is the PM's responsibility to make certain the team has members with the technical skills for the tasks at hand. She's currently managing the Circulation Element for the General Plan, and has developed and supported for similar guidelines for the Cities of Carson, Whittier, and Santa Monica.
- Our **Principal-in-Charge (PIC), Sarah Brandenburg**, will provide oversight, review, and strategic direction on the study. She will also serve as an independent point of contact to the City should the need

arise to discuss project direction. She has been the Principal-in-Charge for the development of the Los Angeles County VMT-Based Transportation Impacts Study, and over a dozen of other cities in Southern California.

- Our **Technical Advisor, Miguel Núñez**, will bring local context and support project efficiency. He has worked directly with local cities, including Whittier and Carson, and has strong local knowledge of the area.

Our proposed modelers, analysts, and data scientists will complete the technical aspects of the project under the guidance of the PM, PIC and Technical Advisor. Our Project Manager will provide guidance on schedule and budget issues, and often on most technical elements. Higher-level technical guidance may also be provided by the Technical Advisor for complex or unique technical assignments.

Fehr & Peers' Technical/Administrative Staff includes individuals who prepare high quality graphics, process reports, set up conference calls, and conduct other project-related activities as necessary. This staff allows our analysts and Project Managers to focus on the technical analysis.

Fehr & Peers maintains an in-house Writing and Editorial Services Team responsible for editing, proofreading and final review of deliverables. Fehr & Peers has invested significantly in the training and development of this team to ensure high-quality reports and other project documents for our clients.

Risk Management

Risk is inherent with any project, including conflicts that may arise regarding staff, resources, and schedules that may prevent us from meeting or exceeding the City's expectations for this project. We will identify, analyze, prioritize, mitigate, and monitor programmatic risks and key contract vulnerabilities through our effective project management methods and disciplines, including employing frequent communication to reduce the probability of problems and maintaining awareness of schedules, milestones, resource requirements, and deliverables. In addition to this general approach to risk management, we are sensitive to the risks inherent in the specific technical activities proposed for this project. This project could have some challenges, including potential conflict between stakeholders, and the development of practical TDM strategies due to heavy industrial presence within the City. We will include these potential risks in the final report and will provide proactive actions to manage them. Some examples of these strategies are included below.

Proactive Actions for Risk Management:

- Close coordination and transparent communication with the City's project manager.
- Adjusting resource allocation; Some tasks may require more than the anticipated level of effort, while others can be completed with less budget, especially in collaboration with City staff.

- Increased efficiency using project management tools. Our project management system promptly alerts us when the budget for that particular task has reached 80%, allowing us to quickly respond with a plan to more efficiently perform subsequent tasks.
- Provide quality documentation of project processes and methods.

Consultant's Knowledge, Experience and Project Management

About Fehr & Peers

Fehr & Peers has an extensive and successful history providing transportation solutions to public and private sector clients. As technical experts, the creative, cost-effective, and results-oriented solutions we develop position us as one of the preeminent authorities on transportation solutions.

Fehr & Peers is uniquely positioned to guide the SB 743 Implementation for the City of Santa Fe Springs as highlighted below:

Fehr & Peers has been directly involved with the Governor's Office of Planning and Research (OPR), Caltrans, the State Transportation Agency, and the big four Metropolitan Planning Organizations (SACOG, MTC, SANDAG, and SCAG) helping to develop the CEQA Guidelines and Technical Advisory related to SB 743 implementation.

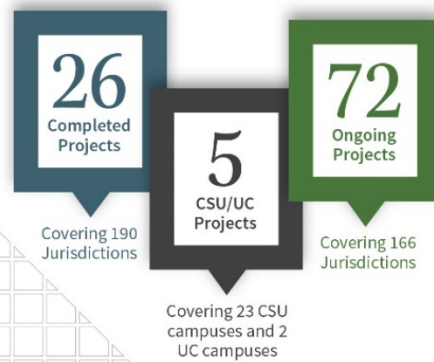
Fehr & Peers is under contract with multiple local agencies statewide to develop SB 743 implementation guidance and tools. Further, we routinely perform SB 743 analysis for a variety of projects.

Finally, Fehr & Peers has been actively involved in research projects to quantify VMT and VMT reduction strategies. We funded our own research to build better VMT forecasting models using big data such as cell-phone based global positioning system (GPS) and have worked for a variety of national and state agencies or entities to investigate the effectiveness of transportation demand management (TDM) strategies including projects funded by US EPA, the Strategic Highway Research Program, the California Air Resources Board (CARB), and the California Air Pollution Control Officers Association (CAPCOA). Our most recent work for CARB is related to their Net Zero Building Feasibility Study and includes a complete update to our research on TDM effectiveness from the widely used CAPCOA Quantifying Greenhouse Gas Mitigation Measures. The results of our research provide a head start to the development of tools and to the identification of effective mitigation strategies for this project to ensure efficient use of the available budget.

FEHR & PEERS

Senate Bill 743 Implementation

Fehr & Peers is leading SB 743 implementation projects throughout California with a wide range of state, regional, and local governments:



Source: Fehr & Peers
Version: 2/2021

Similar Projects

City of Carson General Plan & SB 743 Implementation

PROJECT DESCRIPTION

Fehr & Peers, as part of a team, is assisting with the Carson 2030 General Plan Update. This project is underway, and the team is working to complete the existing conditions review, including data collection and analysis, with particular attention to multi-modal transportation and goods movement in the City of Carson. Following the existing conditions analysis, the focus of the effort will shift to developing the General Plan Mobility Element and preparing the environmental analysis for CEQA clearance of the project.

Through the development of analysis tools and utilization of the regional travel model, Fehr & Peers is identifying the future roadway network to serve future anticipated development provided by the project team. Due to the varied nature of land uses, neighborhoods, travel patterns, and individual preferences for travel, Fehr & Peers is also developing a set of policy and project recommendations for active transportation networks and goods movement that are intended to advance quality of life through mobility options, increased opportunities for physical activity, increasing access to services and goods, and helping reduce the impact of vehicle travels to the environment and infrastructure.

As an extension of our work on the City of Carson General Plan, Fehr & Peers is guiding the City of Carson through the process of setting new transportation impact thresholds and metrics for CEQA transportation impact analyses due to the shift to vehicle miles travelled (VMT) associated with Senate Bill 743. Fehr & Peers has worked with the City for over a decade on a variety of plans and projects and is helping the City balance the legal requirements of SB 743 while being sensitive to the local context and community values of Carson. We have focused on freight and logistics VMT given the land uses in the City and lack of guidance from the State on these types of uses. Our work includes detailed evaluations of potential VMT baseline options, mapping VMT performance in different areas within the City, testing pilot projects, and detailing potential VMT based mitigation measures. We are in the process of preparing revised transportation impact analysis guidelines for the City, to align with the new transportation impact metrics.

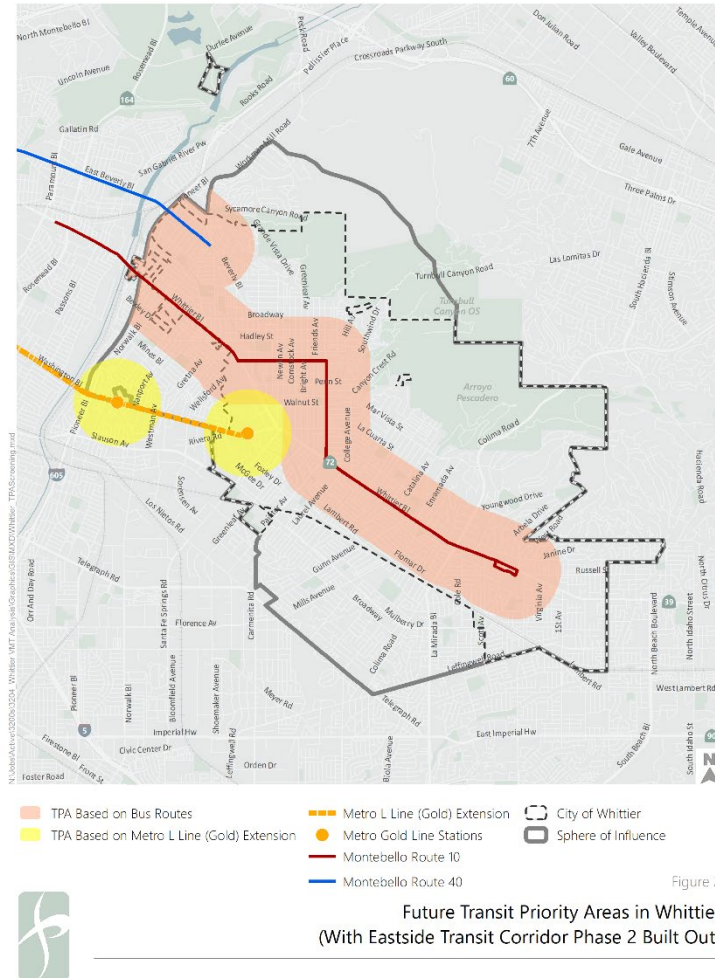
City of Whittier SB 743 Implementation

PROJECT DESCRIPTION

The City of Whittier is in the process of adopting new transportation impact thresholds and methods to integrate a Vehicle Miles Traveled (VMT) approach into the City's transportation analysis guidelines in service of SB 743. Fehr & Peers' role was to execute the outlined approach and to develop guidelines that will allow the City to be well prepared for a transition to VMT as its primary transportation impact metric for CEQA analysis, integrating the City's existing land use characteristics, community needs, and future opportunities.

Whittier has a diverse and complex mix of land use and properties, with a combination of hillside single-family houses, uptown mixed-use, Whittier College, and a Caltrans facility as a primary thoroughfare. With the anticipation of a Metro L Line station implemented within the City and a large on-


going redevelopment project located near the station, Fehr & Peers considered these factors when developing the City's VMT metrics and threshold options, conducted several VMT impact case studies for a variety of development types and locations, and customized a list of transportation demand management strategies. Fehr & Peers also developed Whittier's VMT assessment flowchart that assist decision makers with better understanding of the process.



Los Angeles County SB 743 Implementation

PROJECT DESCRIPTION

Fehr & Peers supported Los Angeles County in SB 743 implementation. Fehr & Peers lead the County through key decisions on the methodology, thresholds, and feasible mitigation for VMT analysis as well as how to treat LOS analysis in the future as part of development review. As part of the process, Fehr & Peers used the regional SCAG model to estimate baseline and future VMT for residential and employment generators in the County and provide mapping to indicate the lower and higher VMT areas. After establishing a methodology to estimate project VMT, Fehr & Peers helped to update the County's traffic study guidelines to incorporate the process in compliance with latest CEQA guidelines.



COUNTY OF LOS ANGELES VMT TOOL

version 1.0

Project Information

Project Name: **TOD Pilot Project** NOP Year: **2020**

Parcel Number (TAZ# 22293100): **8242004900**

Project Land Use Information

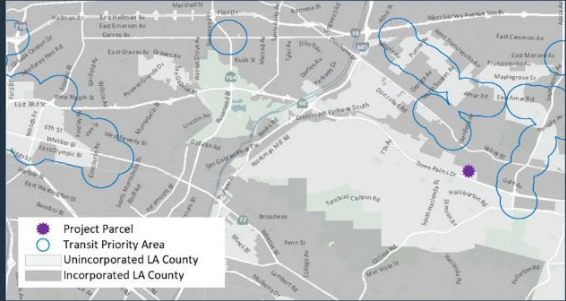
	Values	Unit
Residential - Single-Family Housing		DU
Residential - Multifamily Housing		DU
Residential - Affordable Housing		DU
Office - General Office		KSF
Office - Medical Office		KSF
Retail - Shopping Center, Restaurant, Services		KSF
Industrial - Warehousing		KSF
Industrial - Light Industrial		KSF
Custom Land Use (ignores all other land use entries)		Daily Trips

Project Daily Trips: 0

Screening Criteria for County of Los Angeles

	Value
Is the project screened in a Transit Priority Area?	No
Is the project's residential land uses 100% affordable housing?	N/A
Is the project's local service retail land uses under 50,000 square foot?	N/A
Does the project generate fewer than 110 daily trips? (enter project land use in the section above)	N/A

Project Location and VMT Information

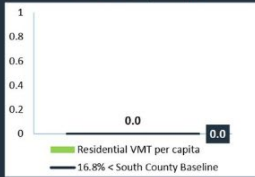


Project Summary Information

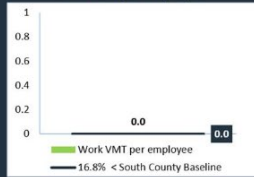
South County Residential VMT Baseline (12.1) **16.8%** % Threshold for Screening

South County Work VMT Baseline (16.7) **16.8%** % Threshold for Screening

Residential VMT per capita



Work VMT per employee



Fehr & Peers SB 743 Southern California Experience

PROJECT DESCRIPTION

Fehr & Peers has supported or is supporting the following agencies with SB 743 implementation in addition to the referenced projects above:

- City of Aliso Viejo
- City of Anaheim
- City of Beverly Hills
- City of Burbank
- City of Calabasas
- City of Calimesa
- City of Carlsbad
- City of Chula Vista
- City of Corona
- City of Costa Mesa
- City of Culver City
- City of Encinitas
- City of Fontana
- City of Fountain Valley
- City of Garden Grove
- City of Gardena
- City of Glendora
- City of Grand Terrace
- City of Hemet
- City of Lancaster
- City of Los Angeles
- City of Oxnard
- City of Pasadena
- City of Rancho Cucamonga
- City of Redlands
- City of Redondo Beach
- City of Rolling Hills Estates
- City of San Bernardino
- City of San Diego
- City of San Dimas
- City of Santa Ana
- City of Santa Monica
- City of Santa Clarita
- City of West Hollywood
- San Diego County
- San Bernardino Transportation Authority
- San Gabriel Valley COG
- Santa Barbara County
- Western Riverside Council of Governments



Sarah Brandenburg, PE

Principal-in-Charge

EDUCATION

Bachelor of Science, Civil and Environmental Engineering, Cal Poly San Luis Obispo

REGISTRATIONS

Licensed Traffic Engineer, State of California (#2213)

PRESENTATIONS

Measuring the Miles: CEQA Changes with SB 743 in Los Angeles, CA, Association of Environmental Planners, 2017

EXPERTISE

- Land Use and Transportation
- CEQA Updates under SB 743
- Transportation Infrastructure & Corridor Studies
- Travel Demand Forecasting & Traffic Operations
- University Planning
- Long Range Planning

ABOUT

Sarah Brandenburg has 20 years of experience with Fehr & Peers and is a licensed Traffic Engineer. Sarah served as the Operations Manager of the Los Angeles office for seven years, and is currently the Regional Principal-in-Charge of Southern California. Sarah has managed a variety of complex studies, such as transportation impact studies, EIR transportation sections, transportation planning studies, and corridor studies focused on roadway operations, transit and active transportation. Sarah has worked on multiple studies requiring VMT analysis in adherence with new CEQA guidelines. Other key projects include the City of Los Angeles Mobility Plan 2035 EIR, Beverly Hills On-Call Transportation Services, Westside Mobility Plan, Marina del Rey Mobility Plan, and Hollywood Community Plan Update. Sarah's ability to work closely with clients, complete a high-quality technical analysis, and clearly communicate study findings have been and will continue to be critical to project success.

PROJECT EXPERIENCE

Santa Clarita SB 743 Implementation (Santa Clarita, CA)

Fehr & Peers assisted the City of Santa Clarita with SB 743 Implementation. We provided knowledge and insight to allow the City to be well prepared for a transition to Vehicle Miles Traveled (VMT) as its primary transportation impact metric for CEQA analysis, marrying the State's objectives to encourage transportation-efficient development with the City's own goals and objectives. Because we had the data and materials prepared related to VMT methodology options, VMT thresholds, and the latest information regarding VMT mitigation, Fehr & Peers was able to wholly support the City. We also anticipated the critical questions that the City and its stakeholders had throughout the process and are knowledgeable on relevant plans and policies already in place. We developed an implementation approach to allow the City to meet the State's July 1, 2020 adoption deadline. As part of the process, Fehr & Peers used the regional SCAG model to estimate 2012 and 2040 household generated automobile VMT per capita estimates for each Transportation Analysis Zone (TAZ) in the City. After establishing a methodology to estimate project VMT, Fehr & Peers helped help to update Santa Clarita's transportation study guidelines to incorporate the process in compliance with latest CEQA guidelines.

County of Santa Barbara SB 743 Implementation Services

(County of Santa Barbara, CA)

Fehr & Peers is assisting the County of Santa Barbara with SB 743 Implementation and updates to their CEQA thresholds for transportation projects. We have worked with an advisory committee to provide knowledge and insight that will allow the County to be well prepared for a transition to Vehicle Miles Traveled (VMT) as its primary transportation impact metric for CEQA analysis, marrying the State's objectives to encourage transportation-efficient development with the County's own goals and objectives. Data from the regional SBCAG model has been used to help the County observe VMT trends and develop a VMT baseline. Mitigation strategies have been reviewed to determine applicability to the context of the unincorporated areas of the County. The implementation approach will allow the County to meet the State's July 1, 2020 adoption deadline. After establishing a methodology to estimate project VMT, Fehr & Peers will help to update the County's traffic study guidelines to ensure that traffic operations analyses are still considered in the project review process. Sarah is the Project Manager and the Principal-in-Charge.

County of Lancaster SB 743 Implementation Services

(County of Lancaster, CA)

Fehr & Peers assisted the City of Lancaster with implementing SB 743 by using the SCAG model to calculate baseline VMT metrics, developing project screening options and VMT thresholds, testing pilot development projects, identifying relevant TDM mitigation options to support VMT reductions, and updating relevant City documents, including the Transportation Assessment Guidelines and the Transportation Impact Fee Program. Sarah served as the Project Manager and the Principal-in-Charge.

City of Gardena SB 743 Implementation Services

(Gardena, CA)

The City of Gardena has outlined a meaningful and thoughtful approach to SB 743 implementation that will provide valuable information and will integrate a Vehicle Miles Traveled (VMT) approach into the City's transportation analysis guidelines. Fehr & Peers' role is to execute the outlined approach and to provide knowledge and insight along the way that will allow the City to be well prepared for a transition to VMT as its primary transportation impact metric for CEQA analysis, marrying the State's objectives to encourage transportation-efficient development with the City's own goals and objectives. Fehr & Peers has been at the forefront of developing VMT metrics and thresholds for jurisdictions throughout the State of California. We assisted the Governor's Office of Planning and Research (OPR) during their development

of the State guidance in response to SB 743 and have assisted or are currently assisting a multitude of cities, both large and small.

City of Beverly Hills SB 743 Implementation Services

(County of Lancaster, CA)

Fehr & Peers has assisted the City of Beverly Hills with updating their transportation impact analysis process. Sarah was the Project Manager. Fehr & Peers is leading the City through key decisions on the methodology, thresholds, and feasible mitigation for VMT analysis as well as how to treat LOS analysis in the future as part of development review. As part of the process, Fehr & Peers used the regional SCAG model to estimate 2012 and 2040 household generated automobile VMT per capita estimates for each TAZ in the City. Fehr & Peers presented recommendations to the City's Planning Commission and convened an ad-hoc meeting with select commissioners. The SB 743 updates were adopted in October 2019.

On-Call Engineering Support (Beverly Hills, CA)

Fehr & Peers, with Sarah as the Project Manager, has served as the on-call transportation consultants for over 10 years. We have assisted by reviewing and providing recommendations regarding traffic-related concerns submitted by residents and business owners and provided support to City staff. We also prepared plan check comments for several temporary traffic control plans associated with minor encroachment permit work and very complex utility relocation work associated with the Metro Westside Subway Project.

Westside Mobility Plan (Los Angeles, CA)

Fehr & Peers, with Sarah as the Project Manager, led a multi-disciplinary team to develop a long-term comprehensive Mobility Plan for the Westside of the City of Los Angeles, California. The study included six major components: development of a state-of-the-art travel demand model; a mobility and rail connectivity study including the potential for north/south rail transit connections from the LAX area through the Westside and integration of transit, highway, bicycle and pedestrian modes; a comprehensive Westside parking study; updates to the Coastal Transportation Corridor and the West Los Angeles Transportation Specific Plans (including trip fee nexus studies for each); and a livable boulevards study addressing the integration of urban design/streetscape and transportation planning. The study included a substantial public outreach program to engage the community throughout the process. The Westside Mobility Plan blueprint is intended to serve as a catalyst for future action to improve transportation on the Westside.



Fatemeh Ranaiefar, PhD

Project Manager

EDUCATION

Doctor of Philosophy, Transportation Science
University of California, Irvine, 2013

Master of Science, Industrial Engineering,
Socioeconomic System Engineering
Tarbiat Modares University, Tehran, Iran

Bachelor of Science, Industrial Engineering
Alzahra University, Tehran, Iran

AFFILIATIONS

Standing Committee on Urban Freight
Transportation (AT025) – Communication
Coordinator

Standing Committee on Freight
Transportation Data (ABJ90) –
Communication Coordinator

Standing Committee on Freight
Transportation Planning and Logistics
(AT015) – Research coordinator

EXPERTISE

- Freight & Transit Planning
- Long-range Multimodal Transportation Planning
- Parking Studies
- Bicycle and Pedestrian Planning
- Multimodal Corridor Planning
- Travel Pattern Studies
- Transportation Demand Management
- Travel Demand Modeling
- Land Use and Transportation
- Traffic Analysis

ABOUT

Fatemeh started and leads the freight discipline group at Fehr & Peers. She specializes in freight transportation modeling, developing performance measures, and developing decision support tools for prioritizing projects to address freight issues. She is one of the main developers of California Statewide Freight Forecasting Model (CSFFM). Fatemeh has led the development of several citywide travel demand models in Southern California, to help jurisdictions with preparing baseline Vehicle Mile Traveled (VMT) analysis and thresholds in accordance with SB 743, and in applying VMT thresholds on projects such as General Plans, Specific Plans, and Housing Elements.

She is passionate about research and developing the next generation of transportation enthusiasts. She serves on the multiple TRB committees and teaches Transportation Modeling to graduate students at USC. She has provided over 200 hours training for public agencies' empowering staff to develop and evaluate freight modeling scenario alternatives, assess projects based on comprehensive freight performance measures and understand the application of new freight data sources and its role in their decision-making process by enhanced visual infographics.

PROJECT EXPERIENCE

Santa Fe Springs General Plan (Santa Fe, CA)

Fehr & Peers is assisting MIG with a comprehensive update to the City's General Plan in response to the numerous changes in State Statutes that have occurred since its last update in 1993-1994. Fehr and Peers is leading the Transportation analysis for the EIR, supporting a Community Need Assessment task that is being used for grant development and community outreach, providing a thorough review of transportation planning best practices in support of the Mobility Element, developing a roadway and non-motorized network through a layered approach, providing travel forecasting and VMT for 2020 and 2040 scenarios, and is providing guidance on incorporating the SB743 VMT guideline.

Santa Monica Model Update & SB 743 Implementation (Santa Monica, CA)

Fehr & Peers originally developed the City's TDFM as part of preparation of the Land Use and Circulation Element (LUCE) and subsequently updated the TDFM in 2013. Fehr & Peers is updating the City's model with the latest land use data, new traffic and Expo LRT ridership counts, and updated regional data from the SCAG 2016 RTP update and to incorporate new features:

- Update base network to reflect changes since 2013
- Extend the detailed model subarea beyond I-405 and Marina del Rey to improve assignments and trip length estimation for trips leaving the City
- Incorporate 2016 base year socioeconomic data from the SCAG 2016 RTP/SCS travel demand model or the City of Los Angeles travel demand model data for TAZs outside of the City
- Obtain Expo LRT ridership data from Metro and update the Direct Ridership Model

San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study

This study is conducting a comprehensive analysis of the existing conditions of goods movement in the San Joaquin Valley through I-5 and SR-99, providing prioritized strategies to improve safety and traffic congestion, and assessing the feasibility and impacts of strategies. Fehr & Peers is leading the existing conditions analysis using multiple data sources. Fehr & Peers is using the San Joaquin Valley freight model and other in-house developed tools to assess the impacts of proposed strategies on truck traffic. F&P is also reviewing truck signage and STAA truck routes to identify hot spots and recommendations to improve safety and truck routing. Fatemeh was PM for Fehr & Peers.

San Joaquin Valley Goods Movement Sustainable Implementation Plan (SJV GM SIP)

As part of a team, Fehr & Peers used the San Joaquin freight model and MIP models to evaluate needs for high priority connectors. Truck routing and truck parking are priorities to ensure the movement of goods through SJV communities. To propose the best framework for the model, Fehr & Peers reviewed other freight models' data sources, model development process and model maintenance. Fehr & Peers reviewed state-mandated sustainable communities strategies in depth and providing a summary of strategies with potential impacts on goods movements in the Valley, especially those aiming to reduce greenhouse gas emissions, and are integrated with each MPO's RTP. Ms. Ranaiefar is modeling lead.

OCTA Goods Movement Study

Mrs. Ranaiefar was the technical lead of this study to assist:

- Positioning OCTA to take advantage of new freight-related funding via the FAST legislation
- Identifying which technologies are likely to have an impact within a 20-year horizon
- Identifying industry trends with respect to warehousing, distribution, and vertical integration
- Determining which strategies OCTA should consider promoting or facilitating, such as truck-only lanes or variable speed limits

The above needs were considered within the framework of OCTA's current/pending plans and pending or recently adopted plans at several governmental levels: regional, state, and federal. The work is ultimately meant to inform the 2018 RTP by identifying unmet needs and developing

programs/projects/strategies to provide long-term benefits for goods movement within and around Orange County.

NCHRP 08-106 Metropolitan Freight Transportation: Implementing Effective Strategies

Mrs. Ranaiefar led the team to develop an interactive sketch-planning tool: "Urban Freight Implementation Tool (UFT)" to aid practitioners in assessing freight strategies for possible implementation based on user inputs. The tool provides visually appealing output that compares and contrasts composite scores of the selected transportation strategies to aid in identifying the most promising strategies for each problem.

NCHRP 20-102(22) State and Local Impacts of Automated Freight Transportation Systems

This study reviewed freight autonomous vehicle (AV) operations on public right-of-way, including highways, streets, roads, sidewalks, and airspace. The study covered impacts and requirements for physical infrastructure, information infrastructure, operations, public safety, legislation, transportation planning, business development. Mrs. Ranaiefar support the team in developing future scenarios, perform interview with DOTs to understand their concerns. She also study how AVs can be incorporated in current state of the practice travel demand models.

California Vehicle Inventory Use Survey (CA-VIUS)

As part of a team, Mrs. Ranaiefar is participating in the design of the CA-VIUS utilizing multiple survey instruments. She reviewed the survey design and instruments used in the pilot study. She assisted the team to ensure that the data for the CA statewide freight model development plan is collected, and the classification scheme is used in different parts of the survey are consistent with model structure. Fatemeh is PM for Fehr & Peers.

California Statewide Freight Forecast Model Enhancement (CSFFM III)

Mrs. Ranaiefar is the project manager of this ongoing project and one of the main developers of CSFFM I and II. The objective of this project is to comprehensively improve the CSFFM for Caltrans to forecast future heavy truck traffic on the California multimodal transportation network and provide a reliable tool to assess freight and goods movement policies. Ms. Ranaiefar led the effort to design and validate the CSFFM to provide reliable tools for regional and statewide freight movement analysis to develop new legislation, strategies, or plans relating to freight transportation. We collected and prepared required data from online data sources and contacted MPOs, Ports and other agencies to collect data, their modeling results, future forecasts, and surveys. We performed extensive data analysis with SPSS/ArcGIS/Excel to understand, explain, measure and visualize differences and relationships between industries and their commodity flow and their spatial characteristics.



Miguel Núñez, AICP

Technical Advisor

EDUCATION

Master of Arts in Urban Planning, University of California, Los Angeles

Bachelor of Arts in Political Science, University of California Los Angeles

REGISTRATIONS

American Institute of Certified Planners (AICP)

AFFILIATIONS

American Planning Association (APA)
Association of Pedestrian and Bicycle Professionals (APBP) Awards

ABOUT

Miguel Núñez has over 13 years of experience in transportation planning, with areas of expertise in pedestrian and bicycle planning, complete streets, and multi-modal planning. Miguel managed Fehr & Peers' efforts on the Cudahy General Plan, the Downey Bicycle Master Plan, the People St Evaluation effort, and the Huntington Park Complete Streets Plan, all focused on implementable improvements and strategies for enhancing mobility and safety for all road users. Through his experience working on projects with a multi-modal emphasis, complex and controversial traffic impact studies, and numerous regional transportation plans, Miguel has helped a wide range of communities expand transport options for their stakeholders. He has managed pedestrian safety assessments throughout California and presents at industry conferences on emerging and innovative multi-modal practices.

PROJECT EXPERIENCE

Gateway Cities Council of Governments CAP Framework, Southeast Los Angeles County, CA

Fehr & Peers was an integral team member responsible for preparing an inventory of Socioeconomic data (SED) and developing vehicle miles traveled (VMT) estimates in service of understanding transportation sector emissions for the model base year and several out years, including 2020, 2030, and 2040. The VMT estimates were prepared in a manner that separated passenger vehicles from heavy vehicles and transit vehicles to gain a better understanding of the proportional contributions for 26 different cities from vehicle types that was then used to help identify policy actions likely to be most effective by city and/or sector. Additionally, Fehr & Peers provided SCAG model SED data and VMT estimates of the SCS/RTP buildout and of a business as usual scenario, which was particularly useful for helping cities understand the trajectory of their greenhouse gas emissions and specific actions that could be taken to help guide the business as usual scenario toward stated local and regional goals for VMT and GHG. Miguel was the PM for Fehr & Peers as a subconsultant.

Cudahy General Plan

Fehr & Peers assisted a team with the Circulation Element of the General Plan for the City of Cudahy. We documented and analyzed existing station area transportation conditions through a review of circulation patterns and available data from previous and ongoing projects.

Our work focused on analysis of opportunities and constraints associated with potential multimodal transportation improvements and included an assessment of existing active transportation (walking and bicycling) patterns and vehicular circulation. Fehr & Peers also supported the team in the mobility components of the CEQA checklist. The Circulation Element included classification of the street system and updated goals, policies, and implementation actions consistent with the community's values and desired transportation conditions and analysis of intersections and street segments. Fehr & Peers worked with the team to develop a Circulation Element and vehicle miles traveled (VMT) CEQA analysis that was both legally defensible and reflective of current changes in statewide legislation from SB743. The effort included a forecast of future transportation conditions using SCAG's transportation forecasting model, development of a background technical report, and a VMT and LOS evaluation of future conditions with and without the proposed project. Miguel was the PM for Fehr & Peers.

Carson General Plan and SB743 Implementation

Fehr & Peers is assisting the team with the Carson 2040 General Plan Update. This project is underway and the team is working to complete the Circulation Element and CEQA analysis, with particular attention to reducing vehicle miles traveled (VMT), enhancing multi-modal transportation and facilitating goods movement in the City of Carson. Through the development of analysis tools and utilization of the regional travel model, Fehr & Peers is identifying the future roadway network to serve future anticipated development provided by the project team. Due to the varied nature of land uses, neighborhoods, travel patterns, and individual preferences for travel, Fehr & Peers is also developing a set of policy and project recommendations for active transportation networks and goods movement that are intended to advance quality of life through mobility options, increased opportunities for physical activity, increasing access to services and goods, and helping reduce the impact of vehicle travel to the environment and infrastructure.

Whittier General Plan and SB743 Implementation

Fehr & Peers is assisting the team with the Envision Whittier General Plan Update. This project is underway and the team is working to complete the Circulation Element and CEQA analysis, with an emphasis on leveraging the future L Line (formerly Gold Line) Station, capturing opportunities to make travel more efficient with new development reducing vehicle miles traveled (VMT), enhancing multi-modal transportation and facilitating the movement of people in the City of Whittier. This project is applying the regional travel demand model to inform travel, LOS, and air quality analysis inputs. Anticipated outcomes include implementation of an SB743 compliant transportation analysis framework, enhanced multimodal networks, and strategic identification of opportunities to coordinate land use and transportation infrastructure near the L Line Station and local employment centers. Miguel is the Fehr & Peers PM.

VMT Traffic Studies (Azusa, Carson, West Hollywood)

Fehr & Peers, with Miguel as PM, has conducted VMT analyses for a variety of land uses and scales throughout cities such as Azusa, Carson, and West Hollywood. This includes analysis of various project types, including car washes, industrial developments, various office types, and mixed-use development. These analyses have included review and application of local and state screening criteria, CEQA VMT analysis requirements and thresholds, and non-CEQA level of service and circulation assessments. Project analyses have been used for a variety of environmental review processes ranging from Categorical Exemptions, to Mitigated Negative Declarations, to Environmental Impact Reports. These projects have included analysis and documentation. Several have also required presentation to City Councils and public committees to explain the shift to VMT and relation to transportation and air quality concerns.



Chelsea Richer, AICP

TDM

EDUCATION

Master of Urban & Regional Planning
University of California, Los Angeles, 2014

Bachelor of Arts, Environmental Studies and
Public Policy, University of Chicago, 2008

REGISTRATIONS

American Institute of Certified Planners
(027878)

AFFILIATIONS

American Planning Association (APA)
Los Angeles Section Board of Directors

PRESENTATIONS

- Understanding How Women Travel – Rail~Volution, Vancouver, BC (2019)
- Vision Zero Deep Dive: Taking Meaningful Action on Vision Zero – APA National Conference, NYC (2017)
- County-wide Strategic First/Last Mile Planning and Implementation in Los Angeles – APTA Annual Meeting, Los Angeles (2016)

EXPERTISE

- Transit Access & First/Last Mile Planning
- Long-range Transportation Planning
- Bicycle and Pedestrian Planning
- Multimodal Corridor Planning
- Corridor Safety Studies
- Transportation Demand Management
- Climate Change & Transportation Resiliency

ABOUT

Chelsea has 10 years of experience in transportation planning, focusing on first/last mile planning, active transportation planning, multi-modal safety, and transportation demand management (TDM). With experience working in diverse communities in Los Angeles, Chelsea excels on projects that center transportation equity, data analysis, project evaluation, and community engagement as the tools to inform better decision-making and better outcomes. She is proficient in ArcGIS, Adobe InDesign, Adobe Illustrator and SPSS. Her technical practice areas are underpinned by strong communication skills, attention to detail, and experience managing complex planning projects with interdisciplinary teams.

PROJECT EXPERIENCE

Capturing VMT Impacts and Benefits to CEQA (Los Angeles, CA)

The City of Los Angeles is shifting from an auto-oriented metropolis to a city built around transit, compact transit-oriented development, and multi-modal “Complete Streets” which emphasize all travel modes. However, these dynamic policy shifts have been significantly impeded by requirements under CEQA to mitigate automobile delay. The City has seized the historic opportunity, mandated by SB 743, to realign the environmental review processes with policies that support infill development and Complete Streets transportation projects. Fehr & Peers was selected to work closely with the LADCP and LADOT to develop new VMT-based CEQA thresholds and to update the tools necessary to implement the new procedures. In addition to developing the new thresholds, Fehr & Peers updated the City’s travel demand model and developed a sketch model tool to perform project-level VMT analysis; quantifying the parking demand and vehicle trip reduction benefits for mixed-use projects, creative office buildings, market rate housing, and affordable housing, and Transportation Demand Management (TDM) strategies. The affordable housing sites are broken down based on population (senior, family, special needs, permanent supportive) and location (inside or outside a transit priority area). Chelsea served as the technical lead to integrate the TDM analysis components.

SCAG LADOT SB 743 Implementation Project (Los Angeles County, CA)

SCAG and LADOT have identified a need to expand VMT mitigation options beyond the project site to achieve the region’s sustainable transportation goals. Fehr & Peers is helping LADOT and SCAG explore mitigation programs that would provide flexible and equitable funding to increase sustainable mobility options and reduce VMT.

We are building on existing research to define viable mitigation program options, recommend program criteria, and where additional research is needed, elevate key questions to be further explored by SCAG and LADOT in future phases of work. Fehr & Peers is leveraging our expertise in SB743 research and implementation to facilitate conversations with the Technical Advisory Group to raise questions, seek answers, and build partnerships to move this effort forward.

Parallel to this, we are working with SCAG, LADOT, and Metro to define Metro's U-Pass program as a pilot mitigation action that could be implemented in the City of Los Angeles and in partner jurisdictions. Through this pilot, Fehr & Peers is leveraging Metro data, CAPCOA research, and travel model data to demonstrate the VMT reduction potential and proof of additionality of the program in an effort to establish the data specifications required to demonstrate CEQA compliance of a mitigation program. Chelsea is the Project Manager for this effort.

Citywide Traffic and Mobility Study (West Hollywood, CA)

Fehr & Peers is leading a team to assist the City of West Hollywood. Key tasks include the Transportation Demand Management (TDM) Program, Physical Roadway Improvements, and Traffic Impact Fee Program, which all have unique challenges and the Fehr & Peers team is helping the City navigate through this process and emerge with solutions that work to achieve the City's goals and serve the changing needs of land use development and the travelers we all serve. For the TDM program, the Fehr & Peers team used extensive team expertise along with the best available data and input from stakeholders to tailor strategies and solutions that are likely to be most effective in West Hollywood. The use of "Big Data" in evaluating the travel markets for each of the five commercial districts is a critical element in understanding the needs of the districts. Following the development of the TDM Ordinance, Fehr & Peers assembled a project list and developed cost estimates which will be used as the foundation for an update to the City's Transportation Impact Fee. As part of this process, Fehr & Peers also developed a Mobility Dashboard to track and report key transportation metrics over time. Chelsea is Project Manager for this effort.

Vision Zero Technical Analysis, Action Plan, & Education and Engagement (Los Angeles, CA)

Fehr & Peers has been working with LADOT since 2016 to implement Mayor Garcetti's Executive Directive 10: Vision Zero. Vision Zero is an ambitious initiative to eliminate traffic fatalities and severe injuries among all roadway users. As part of this process, Fehr & Peers conducted an extensive peer city review, including key interviews and led a robust, data-driven effort to identify the driving causes of traffic injuries and match efficient and cost-effective engineering countermeasures to address the safety challenges. Chelsea was deputy project manager for this effort, responsible for developing materials, conducting and interpreting peer city interviews, and guiding the data analysis

process. Following the development of this analysis, Chelsea worked with the team that developed the first Vision Zero Action Plan to effectively translate the data analysis findings into an actionable strategy for the Department of Transportation. Chelsea has continued working on LADOT's Vision Zero efforts through the initial implementation of Vision Zero projects along 12 high-priority corridors, and through the 2018, 2019, and 2020 Education and Engagement initiatives.

Metro Blue Line First/Last Mile Plan (Los Angeles, CA)

Fehr & Peers led a community-driven first/last mile planning process for all 22 stations along the Metro Blue Line. This project built upon the methodology established in the Metro First/Last Mile Strategic Plan to incorporate input from the communities along the Blue Line through a participatory planning process and a project team structure that included community-based organizations. The project included field assessments of the built environment through community-led walk audits, the development of the Pathway Network, generation of project ideas that address primary barriers and challenges observed and recorded by community members and the project team. The process also involved extensive community outreach, and resulted in the development of a plan that addresses the top-priority needs and projects to improve access to each station along the line. Following development of the Plan, Fehr & Peers supported Metro in the submission of four Active Transportation Program grant applications, working through feasibility assessment and concept design for 20 miles of priority First/Last Mile corridors. Chelsea managed this project.

Pedestrian Plan (Glendale, CA)

Fehr & Peers was part of the team developing the Glendale Pedestrian Plan. Fehr & Peers developed a flexible cost estimation tool that allows for the selection of particular project parameters and provides planning-level cost estimates for each project as well as for the overall project list within the Pedestrian Plan. Additionally, Fehr & Peers developed a funding strategy for project implementation and three grant-ready project sheets which include key data and information commonly requested on grant applications that are available to support the implementation of pedestrian safety projects. Chelsea served as the project manager for this effort.



Dongyang Lin

Modeling

EDUCATION

Bachelor of Engineering, South China University of Technology

Master of Engineering in Urban Planning and Design, Tongji University

Master of Planning, University of Southern California

ABOUT

Dongyang Lin is a transportation planner at Fehr & Peers' with one year' experience conducting CEQA transportation analysis, preparing GIS-based analysis, and applying transportation demand and forecasting models to Vehicle Miles Traveled (VMT) analysis. She is passionate about using data and maps to show travel patterns and people's behavior and examining relationships between behavior and the built environment. Dongyang earned her master's degree in Planning (focus on transportation planning) at the University of Southern California (USC). Before she enrolled at USC, she was an urban planner in Guangzhou, China, with five years' experience on urban regeneration, land use planning and urban design.

PROJECT EXPERIENCE

Whittier SB 743 (Whittier, CA)

The City of Whittier is in the process of adopting new transportation impact thresholds and methods to integrate a Vehicle Miles Traveled (VMT) approach into the City's transportation analysis guidelines in service of SB743. Fehr & Peers' role was to execute the outlined approach and to develop guidelines that will allow the City to be well prepared for a transition to VMT as its primary transportation impact metric for CEQA analysis, integrating the City's existing land use characteristics, community needs, and future opportunities.

Whittier has a diverse and complex mix of land use and properties, with a combination of hillside single-family houses, uptown mixed-use, Whittier College, and a Caltrans facility as a primary thoroughfare. With the anticipation of a Metro L Line station implemented within the City and a large on-going redevelopment project located near the station, Fehr & Peers considered these factors when developing the City's VMT metrics and threshold options, conducted several VMT impact case studies for a variety of development types and locations, and customized a list of transportation demand management strategies. Fehr & Peers also developed Whittier's VMT assessment flowchart that assist decision makers with better understanding of the process.

Florence-Firestone TOD Specific Plan (Los Angeles, CA)

Fehr & Peers is part of a team supporting the development of the Florence-Firestone TOD Specific Plan. Using best practice guidance such as Metro's Transit-Supportive Planning Toolkit's 10 Characteristics of Transit Supportive Places as the foundation,

Fehr & Peers will evaluate existing mobility and transportation conditions and provide narrative and graphical elements for inclusion into the comprehensive report

These elements will include existing circulation patterns, existing mobility barriers, and first/last mile connectivity. Fehr & Peers will also help to inform feasible development options by evaluating the transportation and mobility needs and considerations in coordination with the Market and Real Estate Study. In addition, Fehr & Peers will coordinate with the lead organization on the Equity Study, leveraging our in-house transportation equity expertise as well as our prior work along the A (Blue) Line around the three stations that are the focus of this study.

Carson General Plan and SB743 Implementation (Carson, CA)

Fehr & Peers is assisting the team with the Carson 2040 General Plan Update. This project is underway and the team is working to complete the Circulation Element and CEQA analysis, with particular attention to reducing vehicle miles traveled (VMT), enhancing multi-modal transportation and facilitating goods movement in the City of Carson. Through the development of analysis tools and utilization of the regional travel model, Fehr & Peers is identifying the future roadway network to serve future anticipated development provided by the project team. Due to the varied nature of land uses, neighborhoods, travel patterns, and individual preferences for travel, Fehr & Peers is also developing a set of policy and project recommendations for active transportation networks and goods movement that are intended to advance quality of life through mobility options, increased opportunities for physical activity, increasing access to services and goods, and helping reduce the impact of vehicle travel to the environment and infrastructure.

City of Los Angeles Housing Element of the General Plan (Los Angeles, CA)

Fehr & Peers is currently assisting the City of Los Angeles in the preparation of an environmental analysis for the citywide housing element of the General Plan. Given the circumstances of the COVID-19 pandemic, Fehr & Peers is exercising the same degree of care, skill, and diligence in the execution of the scope to help the City achieve its housing element update goals. One of the first tasks the City was interested in completing was an EIR addendum evaluation to determine if the housing growth estimates/locations were comparable to the information and assumptions contained in the City of Los Angeles General Plan Framework and the 2016 SCAG SCS/RTP. Given Fehr & Peers' substantial previous work in utilizing and applying the SCAG travel demand model, the City is relying on Fehr & Peers' judgement and reliability in providing data from the model, including socioeconomic information and transportation network attributes.

City of Santa Monica Housing Element (Santa Monica, CA)

Fehr & Peers is working with the City of Santa Monica to update the transportation section of the City's Housing Element. The recent changes to CEQA requirements under SB 743 which shift transportation analysis to focus on vehicle miles traveled (VMT), as opposed to level of service (LOS), sets these housing elements apart from previous updates. Our approach will help the City select the appropriate VMT analysis methodology that best reflects the local context and need for legal defensibility. Fehr & Peers is applying the latest guidance published by the Governor's Office of Planning and Research (OPR) and incorporating recent case law where applicable. For the VMT impact analysis section in the context of a Housing Element, we are updating existing conditions with the best available local tools and data, including city-specific travel demand models and the latest Southern California Association of Governments (SCAG) regional travel demand model, to accurately evaluate document transportation impacts.



Ryan Liu, EIT

Engineer - Traffic Operations and Safety

EDUCATION

Bachelor of Science, Civil Engineering
Georgia Institute of Technology,
Atlanta

REGISTRATIONS

Engineer-in-Training (EIT),
CA #160258

PUBLICATIONS

Contributing Author, *Assessment of Bicyclist Behavior at Traffic Signals with a Detector Confirmation Feedback Device*, In the Transportation Research Record, 2015.

EXPERTISE

- Transportation Engineering
- Conceptual & Complete Streets Design
- Signal, Signing, & Striping Design
- Bicycle and Pedestrian Planning
- Traffic Operations Analysis
- Land Use and Transportation
- Parking Management Planning
- Microsimulation Analysis

ABOUT

Ryan Liu is a transportation engineer and planner in the Long Beach Fehr & Peers office with comprehensive knowledge of transportation engineering and planning principles, specifically in traffic operations, engineering design, active transportation, and microsimulation. He is adept at bringing together engineering and planning principles to solve mobility problems. Ryan has extensive experience with various transportation engineering software, including Synchro/SimTraffic and AutoCAD. His other experience includes bicycle/pedestrian planning and transportation safety in the public sector and traffic operations, bicycle signal research, and traffic signal design.

PROJECT EXPERIENCE

City of Beverly Hills On-Call Traffic Engineering Services (Beverly Hills, CA)

Fehr & Peers serves the City of Beverly Hills with an on-call contract for traffic engineering services. We have assisted the City in a wide range of tasks, including an in-depth assessment of safety and operations at a complex intersection, which included presentations to the City Council and Traffic and Parking Commission; development of a Transportation Division Procedures Manual for internal use; review of site plans for the new bikeshare stations; assessment and implementation of a pilot project to convert traditional school crosswalks to continental; evaluation of existing and proposed crosswalks to identify appropriate treatments/enhancements; and traffic-related concerns submitted by residents and business owners. We have also prepared plan check comments for temporary traffic control plans associated with encroachment permit work and very complex utility work associated with the Metro Westside Subway Project. Ryan has completed an array of design tasks as a project engineer including:

- Traffic signal plans
- Signing & striping plans
- Traffic calming measures such as raised crosswalks and traffic circles.

He has been closely involved with the engineering design surrounding the recently constructed Clifton/Crescent traffic signal, N Canon Drive cul-de-sac, Clifton Way Two-Way Conversion, traffic calming treatments in Trousdale Estates, and the Rectangular Rapid Flashing Beacon (RRFB) at S Santa Monica Boulevard & Lasky Drive.

Pershing Square Site Access (Los Angeles, CA)

Fehr & Peers provided transportation expertise for the redesign of the historic Pershing Square in Downtown Los Angeles. Occupying a full city block, Pershing Square has been the site of a park since the mid 1800's and currently houses a landscape design from 1992. In an effort to update this significant central space, an international design competition was held from 2015 to 2016. Fehr & Peers was on the winning team, providing our transportation expertise on proposed changes to the surrounding streets and underground parking garage in relation to vehicular, bicycle and pedestrian mobility. Following the competition, the initial feasibility phase of the project was completed in Spring 2018. For this phase, Fehr & Peers simulated the transportation elements of the new park design, analyzed multi-modal count data, assessed the effects of additional transportation strategies and supported the design team on all mobility-related elements of the project. Fehr & Peers also provided technical simulation documentation, coordinated with various departments at the City of Los Angeles, and developed graphical interpretations of our findings in behalf of the design team. As one of the project engineers, Ryan was involved with the creation of the simulation network, which included bicycle and pedestrian facilities, and the analysis of multi-modal access.

Vision Zero Transportation Assessments (Los Angeles, CA)

Fehr & Peers is performing corridor transportation assessments for the Los Angeles Department of Transportation in support of proposed safety projects along 13 Vision Zero corridors. This assessment includes vehicle operations analysis, curbside management planning, and mining publicly-available scooter and e-bike trip data to understand demand for new mobility services. Additionally, we are using Streetlight location-based services big data to understand trip-making patterns to and from each corridor, cut-through traffic, and opportunities for mode shift to walking and biking. Our team will then develop a unified package of public-facing high-quality summary tables, infographics, and presentation materials that summarize the findings of the transportation assessments. As a project engineer, Ryan was involved in all the corridor operations analysis.

Skechers Design Center EIR (Manhattan Beach/Hermosa Beach, CA)

Stemming off of years of work in the South Bay region, Fehr & Peers was involved in the traffic analysis and documentation of the redevelopment of the Skechers headquarters buildings in Manhattan Beach and Hermosa Beach. As part of an additional analysis, Fehr & Peers performed a microsimulation traffic operations analysis along Sepulveda Boulevard (SR-1), to determine the effects of redevelopment on the local roadway system. A SimTraffic model was made, and Ryan was involved with all technical portions of the analysis.

11111 Jefferson TIS (Culver City, CA)

Fehr & Peers prepared a transportation impact analysis for the proposed project at 11111 Jefferson Boulevard in Culver City, California. The project consists of new apartment units, retail and restaurant uses, office space, a grocery store, and various tenant serving amenities. The transportation analysis was comprehensive, using the City's new VMT thresholds and traffic study criteria and guidelines. The traffic analysis evaluated a total of 11 study intersections and 12 neighborhood street segments using a microsimulation model in Synchro/SimTraffic. A comprehensive suite of TDM measures using the City's VMT Calculator Tool was proposed to reduce Project trips and VMT. Ryan served as Project Manager.

Century Villages at Cabrillo Specific Plan (Long Beach, CA)

Fehr & Peers worked with Century Housing to prepare a detailed transportation assessment study in support of an EIR for the Century Villages at Cabrillo Specific Plan. The Specific Plan would involve the replacement and addition of affordable housing and associated supportive services and retail on the project site, which was historically a naval shipyard. The Project studied the potential transportation impacts on VMT, and the potential effects of adding affordable housing in an area well served by public transit. Ryan served as the Project Manager for this effort.

Inglewood Basketball & Entertainment Center (Inglewood, CA)

Fehr & Peers prepared a transportation impact analysis for the proposed Inglewood Basketball & Entertainment Center (IBEC) project. The project consists of a new 18,000-seat NBA basketball arena, team offices and training facilities, a sports medicine clinic, and ancillary restaurant and hotel uses. The transportation analysis was comprehensive, evaluating impacts of the Proposed Project on the roadway, bicycle, pedestrian, and transit systems in the study area. The traffic analysis evaluated a total of 114 study intersections, 28 neighborhood street segments, 53 discrete freeway mainline segments and collector roads, and 10 freeway off-ramps within an approximately 20-square-mile study area. Project impacts on vehicle miles of travel were also evaluated in accordance with California Senate Bill 743. The analysis studied 65 different scenarios that represent permutations of type of event or non-event conditions, days of the week, hours of the day, and concurrent or overlapping events between those at the Proposed Project and events that may occur nearby at The Forum and/or SoFi NFL Stadium. Project travel characteristics were estimated using a variety of data sources including fan surveys, mobile source data, and a customized transit logit model. Mitigation measures included an event transportation management program, a comprehensive TDM program, street and freeway ITS improvements, and physical improvements. Ryan served as project engineer.



Sean Reseigh

Transportation Planner / GIS Specialist

EDUCATION

Master of Geographic Information Science
California State University Long Beach, 2018

Bachelor of Arts, Natural Resources and
Environmental Management
University of Hawai'i at Manoa 2016

EXPERTISE

- Active Transportation Planning
- Bicycle and Pedestrian Planning
- First-Last mile planning
- Field Inventory projects
- Systemic Safety Planning
- Safe Routes to School Planning
- GIS database procurement and management

SKILLS

- Data Science (Python, Jupyter Notebooks, Tableau, Excel)
- Visual Communications (Adobe Creative Suite, Articulate Rise360)
- Geospatial Analysis (Esri Suite, ArcGIS online, QGIS)
- Remote Sensing (ENVI, ERDAS, LiDAR)
- Web Development (Leaflet and ArcGIS API)

*Denotes projects completed with prior firm

ABOUT

Sean is a transportation planner in the Long Beach office who specializes in geospatial analysis, data science, and data visualization. He has a refined proficiency in developing and managing data collection efforts across multiple disciplines – lending to his ability to oversee the entire process of developing a GIS database. Prior to joining Fehr & Peers, Sean worked at KOA Corporation as a GIS Specialist working on systemic and local roadway safety projects, active transportation and safe routes to school projects, first-last mile studies, and local and regional field inventory pursuits. He also worked as a research assistant at the Center for International Trade and Transportation a CSULB, assisting in research, outreach, and education programs in the area of goods movement.

SAFETY ANALYSIS EXPERIENCE

Montclair Local Roadway Safety Plan (Montclair, CA)

Fehr & Peers is developing Montclair's Local Roadway Safety Plan, which seeks to identify priority safety improvement projects based on high-risk roadway features that are correlated with severe collision types. This systemic safety approach is built on a detailed collision analysis methodology that categorizes common crash types at high-crash locations and identifies appropriate engineering countermeasures that can be applied systemically and proactively to similar locations citywide. This project builds on our previous experience in Montclair, developing the Systemic Safety Analysis Report (SSAR) for the City in 2020. Development of the LRSP will incorporate focus areas analyzed in the SSAR while identifying additional priority locations. Sean is a planner for this effort.

Fontana Systemic Safety Analysis Report (Fontana, CA)*

The City of Fontana hired KOA Corporation to develop both a Systemic Safety Analysis report and conduct a citywide signal inventory. The detailed collision analysis methodology developed for this project categorizes crash types by the roadways and land use characteristics of the immediate crash location and identifies appropriate engineering countermeasures that can be applied systemically and proactively to similar locations citywide. The citywide signal inventory aimed at collecting data pertaining to traffic signal hardware and Intelligent Traffic System (ITS) assets. Sean was a planner for this effort.

Diamond Bar Local Roadway Safety Plan (Diamond Bar, CA)*

The City of Diamond Bar hired KOA Corporation to develop a Local Roadway Safety Plan to identify priority safety improvement projects based on high-risk roadway features that are correlated with severe collision types. This systemic approach was built on a detailed collision analysis methodology that categorizes common crash types at hotspot locations, both intersection and roadway midblock, and identifies engineering countermeasures that can be applied systemically and proactively to similar locations citywide. Sean was a planner for this effort.

ACTIVE TRANSPORTATION EXPERIENCE

Irvine Strategic Active Transportation Plan (Irvine, CA)*

The City of Irvine hired KOA Corporation to develop a Strategic Active Transportation Plan (SATP) that was intended to guide the development of existing and future facilities for pedestrians and bicyclists for the short- and long-term. The Plan focused on identifying local specific treatments to refine pedestrian and bicycle improvements, enhance Irvine's regional system significance, improve the safety of and facilitate enhanced access to employment, education, health care, and recreation facilities for active transportation users within the City. Sean was a planner on this effort.

Ontario Active Transportation Master Plan (Ontario, CA)*

The City of Ontario hired KOA Corporation to develop an Active Transportation Master Plan (ATMP) that was aimed at improving pedestrian, bicycle, and transit-related safety, accessibility, and connectivity to destinations through the City and region. This Plan put emphasis on engaging community members, local businesses, and neighboring cities in the planning process, lending to a more holistic plan that benefits active transportation user who live and visit the City. Additionally, this Plan had a Safe Routes to School (SRTS) component, intended to provide pedestrian and bicycle improvement recommendations within proximity to schools. Sean was a planner on this effort.

Montclair Safe Routes to School Plan (Montclair, CA)*

The City of Montclair hired KOA Corporation to develop a comprehensive framework to improve the health, safety, and equity of students, parents, and the Montclair community in proximity to schools within the City. In conjunction with the SRTS Plan, KOA developed the ATP which prioritized health, equity, connectivity, and placemaking.

Pasadena Traffic Signal Asset Master Plan (Pasadena, CA)*

The City of Pasadena hired KOA to conduct a citywide traffic signal inventory aimed at collecting and consolidating traffic signal hardware and Intelligent Traffic System (ITS) asset attributes into a comprehensive database that can be maintained and updated for years to come. KOA worked with City to develop recommendations based on hardware and software deficiencies for future traffic signal hardware and ITS improvement projects. Sean was the data collection and data management task lead for this project.

Understanding and Vision of Project Scope of Work

This section provides an overview of the scope of work we propose to provide for the SB 743 implementation Vehicle Miles Traveled (VMT) CEQA thresholds requested by the City.

Task 1 – Kick-off and Coordination Meetings

Fehr & Peers will attend a kick-off meeting with City staff. The purpose of the meeting will be to discuss the City's goals and objectives for the study.

Fehr & Peers staff will prepare for, lead, and present at virtual internal meetings with City staff (bi-weekly), to discuss the City's goals and objectives for the study. We have found that such meetings are critical to City staff making the important decisions regarding methodologies, screening criteria, and impact thresholds that need to be made as the study progresses.

Deliverables:

- *Meeting notes/minutes*
- *Data Needs Matrix*

Task 2 – Develop Vehicle Miles Traveled (VMT) Metrics and Thresholds

VMT Metrics

Fehr & Peers will analyze existing and projected VMT levels for the City of Santa Fe Springs using data from the SCAG RTP/SCS regional travel demand model that was calibrated for use in the General Plan analysis. We will run this model to develop existing and future VMT data for the following metrics:

- VMT per service population

- Residential Home-Based VMT per capita
- Employment Home-Based Work VMT per employee
- Total VMT (including automobiles and trucks) for Service Population (population plus employment)
- Truck VMT

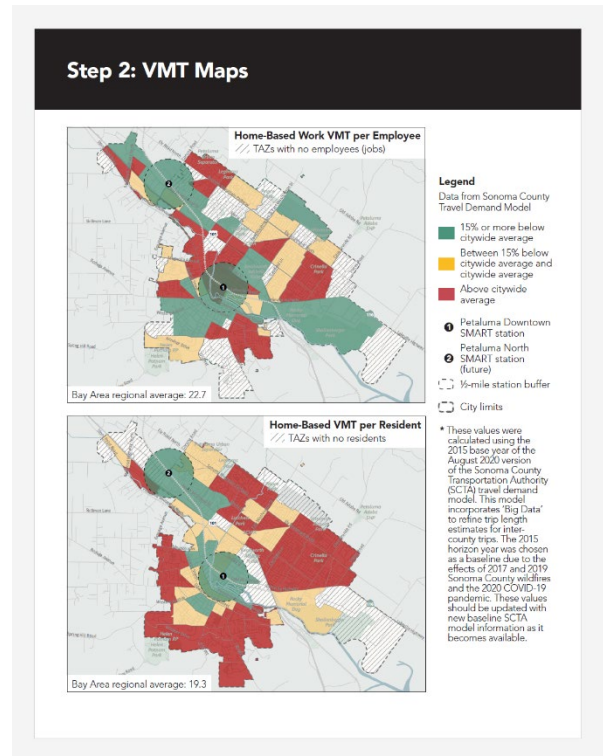
This analysis will provide the basis for the development of VMT metrics, screening, and threshold options in the subsequent portions of this task.

VMT Metric Threshold Options for Land Use Projects

Fehr & Peers will develop VMT impact threshold options for land use projects based on policy goals discussed with Santa Fe Springs staff and consistent with SB 743 guidance from the State. The guidelines will describe where and when the selected VMT metrics should be applied. As part of this task, Fehr & Peers will document how the various threshold options would meet the substantial evidence test under CEQA, and determine if reporting VMT for particular subareas, such as defined Specific Plan areas, is relevant.

Develop VMT Screening Options for Land Use Projects

Fehr & Peers will develop VMT screening options for land use projects based on policy goals discussed with Santa Fe Springs staff and consistent with SB 743 guidance from the State. OPR has provided guidance related to several - opportunities for screening projects that would generate low VMT, including screening based on project size, retail nature (local-serving versus regional), located in a low-VMT area, and in a transit priority area. The City of Santa Fe Springs will need to make decisions regarding the different screening opportunities presented.



Sample VMT & TPA Mapping, Fehr & Peers

Fehr & Peers can prepare maps of the City's Transportation Priority Areas (TPA), and average VMT per population and employee by TAZ to allow City staff to easily review development projects for VMT screening.

Conduct Case Studies for Land Use Projects

Fehr & Peers will summarize the results of the aforementioned tasks in a technical memo that demonstrates how the recommended VMT metrics, screening criteria, and impact thresholds support policy goals to improve the VMT performance of new projects, implement the objectives of SB 743, and meet the substantial evidence standard under CEQA.

The proposed guidelines will clarify the methodology for determining significant impacts, such as projects that induce travel demand or increase VMT per capita. The most appropriate methodology for quantifying the impacts will be identified as well.

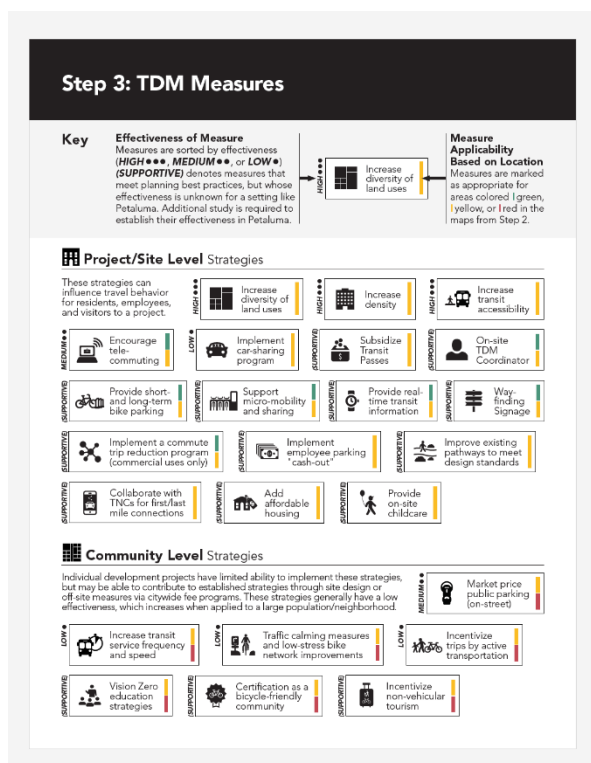
Deliverables:

- *Technical memorandum documenting VMT metrics, screening criteria, and impact thresholds*
- *Case studies memorandum*

Task 3 – TDM Mitigation Options

For projects with VMT impacts, it is important to have mitigation options available for implementation to try and remove or lower the impact. The types of mitigation that affect VMT are those that encourage multimodal travel, reduce the number of single-occupant vehicles generated by the site, or reduce the length of travel. This can be accomplished by changing the land uses being proposed or by implementing TDM strategies. TDM strategies have been determined to be among the most effective VMT impact mitigators. TDM strategies are reductions available from certain types of project site modifications, programming, and operational changes.

The effectiveness of identified TDM strategies will be based on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010) as well as more recent available research. Those strategies considered to be most appropriate for use in Santa Fe Springs will be identified. For those strategies with empirical research, methodology for assessing their effectiveness as CEQA mitigation to reduce VMT



Sample TDM Toolbox, Fehr & Peers

will be described. Additionally, emphasis will be put on the analysis and identification of mitigations strategies pertaining to truck VMT. We propose to use Fehr & Peers' TDM+ tool to assist in this evaluation.

The screenshot displays the 'TDM Strategies' interface. A sidebar on the left contains navigation links: 'PROJECT OVERVIEW', 'PLACE TYPE & LAND USE', 'TDM STRATEGIES' (highlighted), and 'VMT REDUCTION SUMMARY'. The main area is titled 'TDM Strategies' and features five tabs: 1. PARKING, 2. TRANSIT, 3. COMMUTE (selected with a green checkmark), 4. BIKE/WALK, and 5. RIDESHARE. Below the tabs, a 'Selected Strategies' section lists four strategies with their respective settings:

Strategy	Financial Incentive (\$)	Average Baseline Commute Cost (\$)	Employees	Residents	Visitors
<input checked="" type="checkbox"/> COMMUTER INCENTIVES	\$100 per Month	\$250 per Month	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> COMMUTE MARKETING PROGRAM			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> EMERGENCY RIDE HOME			<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> TNC PARTNERSHIPS			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The sidebar also includes the text 'Powered by FEHR & PEERS'.

Sample TDM+ Tool, Fehr & Peers

Deliverables:

- Memorandum and/or Matrix summarizing mitigation options and TDM strategies to reduce VMT impacts

Task 4 – Review of Transportation Study Guidelines and Draft Circulation Element

Fehr & Peers will review the City's current practices for conducting transportation impact studies and prepare new procedural updates to include VMT analysis, and conduct project level Transportation Impact Analysis, including VMT-based analysis, develop mitigation options and TDM strategies to either remove or lower potential impacts. Fehr & Peers will review the City's current practices for conducting transportation impact studies and will prepare new procedural updates to include VMT analysis, document the new procedures necessary to conduct a project-level VMT-based analysis, and develop options and TDM strategies to either remove or lower potential impacts. This review will include any pertinent evaluation protocols that results from the revised State CEQA Guidelines and updated CEQA checklist pursuant to SB 743. Level of Service (LOS) methodology will be retained for General Plan compliance.

Fehr & Peers will develop a simple and comprehensive user guide or handbook that describes in non-technical language, the newly created VMT and LOS criteria and thresholds, including the types of traffic studies that may be needed for typical development proposals, and will provide a two-hour training to City staff on VMT thresholds and implementation tools, and tracking methodology for effectiveness of VMT reduction strategies.

Since the City is currently updating the General plan, Fehr & Peers will review the Plan, particularly the Circulation Element, to identify goals, policies, and objectives that may need to be modified in support of the SB 743 objectives and the City's transportation impact study guidelines. As a result of this review, technical corrections to the Circulation Element will be suggested.

Deliverables:

- *Memorandum and/or Matrix containing recommended updates to the City's current practices for conducting transportation impact studies and draft General Plan policies, goals, and objectives*
- *User Guide or Handbook*
- *Two-Hour Training Session*

Task 5 – Final Report

A draft report will be prepared and submitted for City staff review. The report will document the background data and approach used to develop the City's proposed VMT metrics, the proposed screening and threshold criteria, and the potential mitigation options to reduce VMT impacts. The report will include narratives, graphics, maps, and tables as appropriate to display and communicate the information in a manner understandable to both technical experts and laypersons.

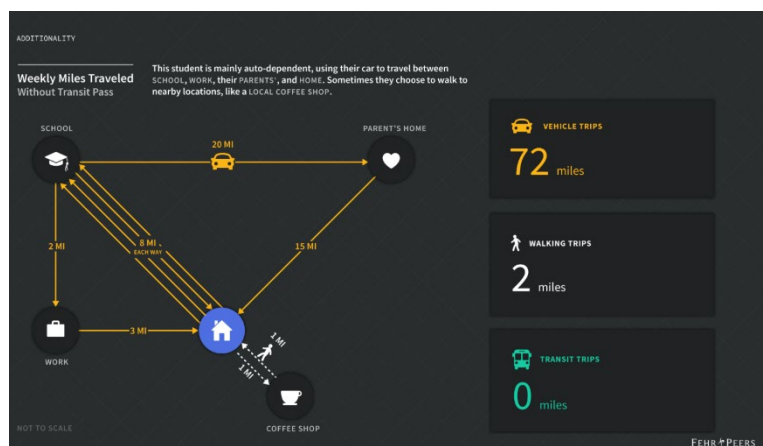
Deliverables:

- *Two Drafts and one Final Report*

Task 6 – Public Meetings

Fehr & Peers staff will prepare for, conduct, and present at the following public meetings:

- One Planning Commission meeting
- One Traffic Commission meeting
- One City Council meeting



Sample Public Meeting Presentation Materials, Fehr & Peers

If needed, the City reserves the right to combine meetings as a single meeting for budgeting purposes (e.g., joint study sessions).

Deliverables:

- *Attendance at three Public Meetings, assistance in preparing staff reports, ordinances, and/or resolutions*

Task 7 – Project Schedule and Budget

Fehr & Peers will identify the anticipated time frame, with major milestones, and associated budget costs for each task and sub-task, with the hourly rates for each position clearly identified. Fehr & Peers will coordinate work activities to align with the Comprehensive General Plan Update process so that the VMT final report will be completed, within sufficient time, to inform and guide the completion of the EIR for the General Plan/Zoning Code update. The project schedule is defined in Table 2, and the project budget is defined in Table 3 and Table 4.

Task 8 – Optional Items

VMT Evaluation Tool

EXCEL-BASED

Fehr & Peers can develop a simple VMT spreadsheet tool to enable the City to check the most popular land use VMT calculations presented in the transportation section of environmental documents and traffic impact assessments. Based on our understanding of the City's needs for this tool, the tool would contain trip generation data and trip length information along with socioeconomic data (such as population and employment) in order to assess VMT. Should the City need a more complex tool, this can be discussed, and the scope/fee can be modified to accommodate this request.

WEB-BASED

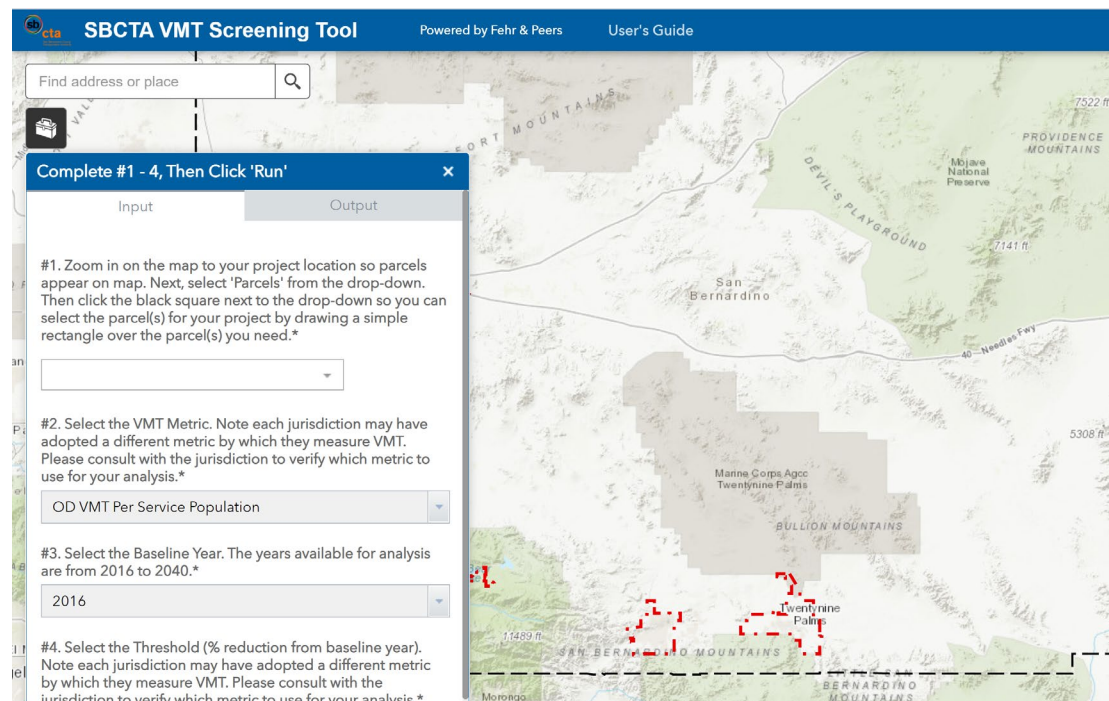
Fehr & Peers can develop a web-based VMT evaluation tool intended to provide screening and evaluation guidance related to implementation of SB 743, and to automate specific components of the screening process to determine whether a detailed VMT analysis is required.

Fehr & Peers offers both a basic version and an advanced version of the web-based VMT evaluation tool (see links below). The basic version replicates the excel-based tool in a web-based form that is shareable and accessible by everyone. It lists VMT by TAZ and screens for TPA and low VMT. The advanced version provides all the capabilities of

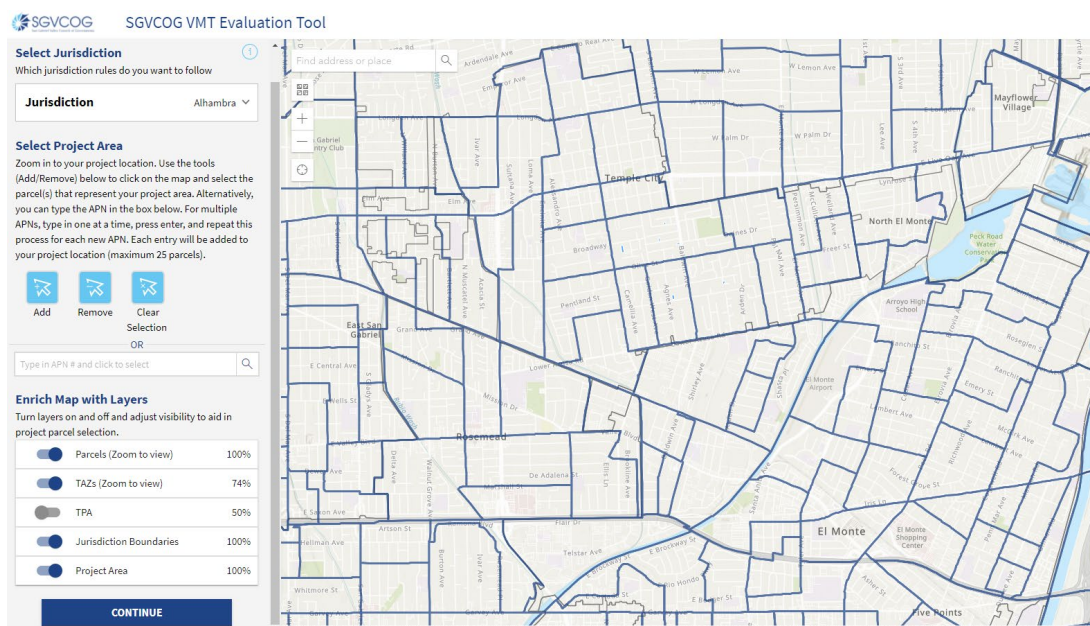
the basic version plus allows for the ability to screen for daily trips and land use type (local serving), gives an estimate of project generated VMT, and gives an estimate of on-site TDM reduction potential.

Basic - SBCTA VMT Screening Tool –

<https://sbcta.maps.arcgis.com/apps/webappviewer/index.html?id=779a71bc659041ad995cd48d9ef4052b>



Advanced - SGVCOG VMT Evaluation Tool – <https://apps.fehrandpeers.com/SGVCOGVT/>



Additional Public Meetings/Hearings

Fehr & Peers will participate in any additional Commission or City Council meetings as needed or identified by the City Project Manager, with additional costs as defined in the cost table.

Deliverables:

- *Optional Budget Line Items for a VMT Calculator and additional public meetings*

Project Schedule and Timing to Complete Tasks

This section provides a proposed schedule to achieve implementation of the City's VMT guidelines assuming a start date in late August 2021. We are proposing a nine-month schedule, ending with Commission and City Council meetings in March and April 2022.

Table 2: Project Schedule

	2021					2022			
	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Task 1: Kick-Off and Coordination Meetings	X	X	X	X	X	X	X	X	X
Task 2: Develop VMT Metrics and Thresholds									
Task 3: TDM Mitigation Options									
Task 4: Review of Transportation Study Guidelines and Draft Circulation Element									
Task 5: Final Report									
Task 6: Public Meetings								A	B
Task 7: Project Schedule and Budget									
Task 8: Optional Items									

X – Staff coordination meetings

A – Commission meeting

B – City Council meeting

Cost Effectiveness of Proposal Budget

Project Management Approach

Our significant experience with SB 743, our work on the City's General Plan, and our prior investments in developing methodologies related to estimating truck and freight VMT all contribute to cost effectiveness for this project.

Our project management team is well-equipped to oversee all technical, administrative, and communication-related project needs, ensuring smooth day-to-day management of the project schedule, successful execution of project team meetings, and timely and professional completion of the scope of services within budget. Fehr & Peers relies on project management tools such as VantagePoint to ensure administrative and organizational rigor on every project.

Our management system provides a streamlined mechanism to monitor costs. As work is performed, the VantagePoint system utilizes payroll and expense data to generate reports comparing budgeted versus actual expenditures on a weekly, month-to-date, and project-to-date basis. Detailed invoices and progress reports will be prepared and submitted each month.

Fehr & Peers only commits to projects that we know we can successfully complete. We communicate with our clients to develop reasonable and achievable schedules. Changes to the baseline schedule or deadlines are agreed to in advance with our client Project Manager. We communicate clearly with clients when a project's direction is deviating from the predetermined scope. As a company, we have a long track record of delivering our scopes of work for the agreed-upon cost, as evidenced by our client surveys. Upon the completion of every project, we survey clients in quality, service, value, and responsiveness.

Fee Proposal

The Tables below present our proposed fee to conduct the work scope described in this proposal, indicating anticipated number of hours by task and by staff person. We propose to conduct this work for a total fee of \$49,350, including labor and direct costs. We propose to conduct the work on a time and materials basis, with invoices issued monthly.

Table 3: Fee Proposal

	Principal-in-Charge	Project Manager	TDM /Technical	Planner	Modeler	Graphics/Admin Support/Editorial	Total Hours	Total Cost
	\$300	\$215	\$210	\$140	\$155	\$150		
Task 1: Kick-Off and Coordination Meetings	4	8	0	8	0	4	24	\$4,640
Task 2: Develop VMT Metrics and Thresholds	4	12	0	20	24	2	62	\$10,600
Task 3: TDM Mitigation Options	4	4	16	12	0	4	40	\$7,700
Task 4: Review of Transportation Study Guidelines and Draft Circulation Element	4	12	0	16	0	8	40	\$7,220
Task 5: Final Report	4	8	4	30	0	8	48	\$9,160
Task 6: Public Meetings (3)	8	10	0	12	0	6	33	\$7,130
Task 7: Project Schedule and Budget	0	4	0	0	0	4	8	\$1,460
Total Hours	28	58	20	98	24	36	357	\$47,910
Other Direct Costs (Reimbursables – Communications, Reproduction)								\$1,440
Total Cost								\$49,350

Table 4: Fee Proposal – Optional Tasks

Item	Total Cost
Basic Excel-based Tool	\$20,000
Basic Web-based VMT Tool	\$20,000
Advanced Web-based VMT Tool	\$50,000-\$80,000
Additional Meeting	\$2,500

References

Reference: Saaïd Naaseh

Community Development Director

City of Carson

701 E. Carson Street

Carson, CA 90745

Phone: (310) 952-1770

snaaseh@carsonca.gov

Reference Project: City of Carson General Plan & SB
743 Implementation

Reference: Cesar Rangel

Assistant Director of Public Works

City of Whittier

13230 Penn Street Whittier, CA 90602

Phone: (562) 567-9504

crangel@cityofwhittier.org

Reference Project: City of Whittier SB 743
Implementation

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Implementation

Sample of Work

Transportation Analysis Updates in Santa Barbara County

This report's principal purpose is to help the County develop new methods and thresholds for using VMT to assess transportation impacts under CEQA. The report summarizes SB 743 and related State laws. It also presents the County Planning and Development Department's (P&D) recommendations for the following topics:

- Methodology for calculating baseline VMT
- Screening criteria for identifying projects that would cause a less than significant transportation impact without a detailed VMT study
- VMT thresholds for determining the significance of transportation impacts
- Mitigation measures to reduce VMT and significant transportation impacts

P&D developed the recommendations in this report with assistance from Fehr & Peers. It also consulted with staff from the County Public Works Department, Santa Barbara County Association of Government's (SBCAG), and Governor's Office of Planning and Research (OPR).

This report's recommendations only apply to unincorporated areas of Santa Barbara County. This report includes the following chapters and content:

- **Chapter 2: Transportation Analysis Implications for SB 743** – Provides an overview of SB 743 and the related sections of the CEQA Guidelines. It also explains how these laws affect the County's analysis of transportation impacts under CEQA.
- **Chapter 3: VMT Methodology and County VMT** – Describes the methodology and the metrics used to estimate VMT, and the process for establishing the County VMT.
- **Chapter 4: VMT Screening Criteria and Analysis** – Provides the criteria that can be used to streamline review of land use and transportation projects that will help reduce VMT and describes the VMT analysis process for projects that do not meet the screening criteria.
- **Chapter 5: VMT Impact Thresholds** – Summarizes the VMT threshold options considered in the County and presents the recommended VMT impact thresholds.
- **Chapter 6: VMT Mitigation** – For projects that are determined to have potential VMT impacts, this chapter provides an overview of the mitigation options to reduce VMT.

Transportation Analysis Updates in Santa Barbara County

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Chapter 1 – Introduction

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743¹ (Steinberg, 2013) into law and started a process that fundamentally changed the criteria for determining the significance of a project's transportation impacts under the California Environmental Quality Act (CEQA). Specifically, SB 743 required new criteria that "... promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." [PRC Section 21099(b)(1)] To that end, on December 28, 2018, the California Natural Resources Agency adopted revisions to the Guidelines for the Implementation of the California Environmental Quality Act² (CEQA Guidelines) that state "vehicle miles traveled is the most appropriate measure of transportation impacts." [CEQA Guidelines Section 15064.3] With this change, the County of Santa Barbara (County) and other public agencies can no longer use automobile delay, as measured by "level of service" (LOS) or similar measures of vehicular capacity or traffic congestion, to assess transportation impacts under CEQA. [PRC Section 21099(b)(2) and CCR Section 15065.3(a)]

CEQA Guidelines Section 15064.3(a) defines vehicle miles traveled (VMT) as "the amount and distance of automobile travel attributable to a project." Depending on the type of project being analyzed, the VMT calculation can include all vehicle-trips, including passenger and commercial vehicles, or only cars and light-duty trucks. For example, VMT can measure the number of car trips generated by a proposed office complex and distances cars will travel to and from the complex.

Government Code Section 15064.3(c) requires that public agencies begin using VMT to assess transportation impacts under CEQA on July 1, 2020. The County's current thresholds of significance use LOS-based metrics to assess transportation impacts. These thresholds are now null and void. Therefore, the County is developing new thresholds of significance that comply with SB 743.

This report's principal purpose is to help the County develop new methods and thresholds for using VMT to assess transportation impacts under CEQA. The report summarizes SB 743 and related State laws. It also presents the County Planning and Development Department's (P&D) recommendations for the following topics:

- Methodology for calculating baseline VMT.
- Screening criteria for identifying projects that would cause a less than significant transportation impact without a detailed VMT study.

¹ Codified in the California Public Resources Code (PRC), Division 12, Chapter 2.7, Section 21099.

² Codified in the California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, Section 15000 et seq.

- VMT thresholds for determining the significance of transportation impacts.
- Mitigation measures to reduce VMT and significant transportation impacts.

P&D developed the recommendations in this report with assistance from Fehr & Peers. It also consulted with staff from the County Public Works Department, Santa Barbara County Association of Governments (SBCAG), and Governor's Office of Planning and Research (OPR). P&D's recommendations generally follow the technical advice and recommendations in OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR Technical Advisory).³

This report's recommendations only apply to the unincorporated areas of Santa Barbara County. All references to "county" or "Santa Barbara County" refer to the unincorporated areas and have no effect on incorporated areas (i.e., cities).

This report includes the following chapters and content:

- **Chapter 2: Transportation Analysis Implications for SB 743** – This chapter provides an overview of SB 743 and the related sections of the CEQA Guidelines. It also explains how these laws affect the County's analysis of transportation impacts under CEQA.
- **Chapter 3: VMT Methodology and County VMT** – This chapter describes the methodology and the metrics used to estimate VMT. This chapter also describes the process for establishing the county VMT.
- **Chapter 4: VMT Screening Criteria and Analysis** – This chapter provides the criteria that can be used to streamline review of land use and transportation projects that will help reduce VMT, and describes the VMT analysis process for projects that do not meet the screening criteria.
- **Chapter 5: VMT Impact Thresholds** – This chapter summarizes the VMT threshold options considered in the county and presents the recommended VMT impact thresholds.
- **Chapter 6: VMT Mitigation** – For projects that are determined to have potential VMT impacts, this chapter provides an overview of the mitigation options to reduce VMT.

³ Governor's Office of Planning and Research (OPR), *Technical Advisory on Evaluating Transportation Impacts in CEQA*, 2018. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

Chapter 2 – Transportation

Analysis Implications for SB 743

What is SB 743?

SB 743 changed how public agencies analyze transportation impacts under CEQA. It shifted the focus from automobile delay, vehicular capacity, and traffic congestion to automobile travel, fuel consumption, and emissions. The intent of this change is to reduce per-capita vehicle travel, which, in turn, would help reduce greenhouse gas emissions and combat climate change.

SB 743 directed OPR and the California Natural Resources Agency, respectively, to prepare and adopt revisions to the CEQA Guidelines that reflect this change. [PRC Section 21099(b)(1)] SB 743 also states, “Upon certification of the guidelines by the ... Natural Resources Agency ... automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment.” [PRC 21099(b)(2)]

In response to SB 743, OPR proposed preliminary and revised revisions to the CEQA Guidelines in 2014 and 2016, respectively. OPR selected VMT as the new metric for determining the significance of a project’s transportation impacts under CEQA.

On December 28, 2018, the California Natural Resources Agency certified and adopted the proposed revisions to the CEQA Guidelines. Most importantly, the revisions added Section 15064.3, Determining the Significance of Transportation Impacts, to the CEQA Guidelines. In part, Section 15064.3 replaces LOS with VMT and provides a basis for streamlined review of land use and transportation projects that will help reduce VMT. CEQA Guidelines Section 15064.3(c) granted public agencies a grace period until July 1, 2020, to implement a VMT metric as part of their environmental review process.

Why did the State adopt SB 743?

SB 32 (Pavley, 2016) requires California to reduce greenhouse gas (GHG) emissions 40 percent below 1990 levels by 2030. Approximately one-half of California’s GHG emissions come from the transportation sector. The State legislature intended SB 743 to encourage land use and transportation planning decisions that will help meet this target and effect new methodologies under CEQA that promote the following State goals:

- Reduce GHG emissions and traffic-related air pollution,
- Promote the development of a multimodal transportation system, and

- Provide clean, efficient access to destinations.

Changes to driving conditions that increase automobile delay and travel times are an important consideration for traffic operations and management. Nonetheless, these changes do not fully describe environmental effects associated with fuel consumption, emissions, and public health. VMT-based impact criteria will incorporate these environmental effects into CEQA and, therefore, will help achieve the State goals listed above.

Additional Online Resources:

Technical Advisory on Evaluating Transportation Impacts in CEQA, OPR, December 2018
http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

What is VMT? The following website includes a short video explaining the basic components of VMT along with additional background on SB 743. <http://www.fehrandpeers.com/sb743/>

How does LOS compare to VMT?

Conventional approaches to transportation impact analysis tend to study changes in automobile delay, as described by LOS or similar measures of vehicular capacity or traffic congestion. SB 743 changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers (LOS), to measuring the impacts of driving (VMT).

While LOS measures the driver's experience traveling through a specific point on the roadway network (e.g., through an intersection), VMT captures both the number of trips and the length of those trips on the entire roadway network. For example, a proposed local retail development intended to serve nearby residents may result in a significant LOS impact because it adds vehicle trips to a congested intersection. In comparison, the same project may result in a less than significant VMT impact because it reduces the distance that nearby residents must travel to obtain basic goods and services.

LOS refers to "Level of Service," a metric that assigns a letter grade to network performance based on the amount of congestion experienced by drivers, ranging from LOS A to LOS F. LOS A indicates free flow operations whereas LOS F indicates congested operations. LOS is typically reported for individual intersections during the most congested time of day.

VMT refers to "Vehicle Miles Traveled," a metric that accounts for the number of vehicle trips generated plus the length or distance of those trips. For transportation impact analysis, VMT is generally expressed on a daily basis for a typical weekday.

Which projects does SB 743 affect?

CEQA Guidelines Section 15064.3(b) describes criteria for analyzing two types of projects – land use development projects and transportation infrastructure projects.

- **Land Use Projects** – CEQA continues to require transportation impact analyses for development projects and land use plans (e.g., comprehensive plans and community plans). However,

transportation impact analyses and studies conducted as part of the CEQA process must now base project impacts on VMT. CEQA Guidelines Section 15064.7 encourages municipalities to develop thresholds of significance to determine the significance of environmental impacts. CEQA Guidelines Section 15064.3(b)(1), Land Use Projects, states, “[v]ehicle miles traveled exceeding an applicable threshold of significance may indicate a significant [transportation] impact. Projects that decrease vehicle miles traveled ... should be presumed to have a less than significant transportation impact.”

- **Transportation Projects** – Prior to SB 743, transportation projects that increased automobile delay, such as narrowing a roadway to provide a bicycle lane or adding a pedestrian scramble phase at a signalized intersection, may have resulted in a significant transportation impact under CEQA. With SB 743 in place, CEQA Guidelines Section 15064.3(b)(2), Transportation Projects, states, “[t]ransportation projects that reduce, or have no impact on, vehicle miles should be presumed to cause a less than significant transportation impact.” As a result, analyses of roadway-widening projects will now need to consider the projects’ potential to induce vehicle travel demand due to increased capacities that may make driving a more attractive option and, therefore, could increase VMT and result in significant environmental impacts.

Can Santa Barbara County still consider LOS?

SB 743 and CEQA Guidelines Section 15064.3 prevent the County from using LOS or similar measures of automobile delay, vehicular capacity, or traffic congestion for determining the significance of a project’s transportation impacts under CEQA. Rather, the County must now use VMT metrics to help evaluate transportation impacts. Chapter 19, Thresholds of Significance for Transportation Impacts, of the County Environmental Thresholds and Guidelines Manual (County of Santa Barbara, 2018) and the related initial study/negative declaration prototype contain criteria and thresholds of significance that incorporate LOS or similar metrics. As a result, the County can no longer use these particular criteria and thresholds to analyze transportation impacts under CEQA.

Nonetheless, SB 743 does not prevent the County from considering LOS or similar metrics as part of development review, community plans, or transportation plans outside of the CEQA process. For example, the Comprehensive Plan, including some community plans, contains LOS-based policies and standards. New projects must still comply with these policies and standards. As a result, the County may still require that projects provide roadway improvements when necessary to accommodate project-generated traffic and maintain acceptable roadway operating conditions.

To ensure that projects continue to comply with existing LOS-based policies and standards in the Comprehensive Plan, the Public Works Department is currently updating the County Engineering Design Standards (County of Santa Barbara, September 2011). The Engineering Design Standards will provide an overview of LOS-based transportation analyses that are still required for development review, land use

planning, and other non-CEQA processes. The County must apply these policies and standards outside of the CEQA process.

Does the State provide guidance to implement SB 743?

Chapter 1 cites two sources that provide advice, recommendations, and/or criteria to help implement SB 743. First, CEQA Guidelines Section 15064.3 addresses the purpose, criteria for analyzing transportation impacts, and applicability of VMT-based metrics. It also includes examples of land use and transportation projects that should have a less than significant transportation impact.

Second, the OPR Technical Advisory contains general principles and specific recommendations. It begins with an introduction and background information on VMT. The body of the advisory recommends screening criteria and numeric thresholds for land use plans and residential, office, retail, and other projects. However, the advisory is not binding and public agencies may use its advice and recommendations at their discretion. Therefore, the County and other public agencies must make their own specific decisions about assessment of VMT, thresholds of significance, and mitigation measures.

Are there other CEQA changes for transportation impacts?

In response to SB 743, the California Natural Resources Agency also adopted revisions to Section XVII (formerly Section XVI), Transportation, of Appendix G, Environmental Checklist Form, of the CEQA Guidelines. Section XVII contains four questions (a – d) for determining if a project may have a significant transportation impact. Question (b) relates to VMT; projects will ordinarily have a significant transportation impact if they conflict with CEQA Guidelines Section 15064.3. Questions (a), (c), and (d) address non-VMT topics. Specifically, the revised Section XVII contains the following questions:

- a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?
- c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d) Would the project result in inadequate emergency access?

Mitigation measures or project modifications to reduce the level of significance may be required if a project exceeds any of these thresholds.

What steps will the County take to implement SB 743?

The implementation of SB 743 is a four-step process. First, the County must select the methodology for estimating VMT and establishing its baseline VMT. This is an important first step because the County's baseline VMT will affect the County's VMT threshold; that is, a VMT threshold is typically a numeric standard expressed in relation to (e.g., below or above) the baseline VMT.

Next, the County needs to develop VMT screening criteria to quickly identify projects that would have a less than significant impact on VMT and, therefore, would not require further VMT analysis. The County also needs to develop VMT thresholds of significance that are appropriate for projects and plans in the context of the built environment and travel characteristics in unincorporated Santa Barbara County. Finally, the County should identify potential mitigation measures to reduce VMT for projects that may result in significant transportation impacts.

Implementation Steps



Chapter 3 –VMT Methodology and County VMT

This chapter describes the methodology and metrics for estimating VMT for the unincorporated areas of Santa Barbara County. The County will use the estimates to develop VMT screening criteria (Chapter 4) and VMT thresholds of significance (Chapter 5) as part of the SB 743 implementation process.

VMT Estimation

CEQA Guidelines Section 15064.3(b)(4) states, “[a] lead agency may use models to estimate a project’s vehicles miles traveled quantitatively.” Appendix 1, Considerations About Which VMT to Count,” of the OPR Technical Advisory offers additional guidance on using models by stating, “[t]ravel demand models, sketch models, spreadsheet models, research, and data can all be used to calculate and estimate VMT.”

Available Tools

Various travel demand models and sketch planning tools are available for estimating VMT. Two travel demand models are available for the unincorporated areas of Santa Barbara County: Caltrans California Statewide Travel Demand Model (CSTDM) and SBCAG Regional Travel Demand Model (SBCAG RTDM). Numerous companies offer software and web-based sketch planning tools.

Sketch planning tools (e.g., CalEEMod, Sketch 7, and Urban Footprint) estimate project generated VMT or percent change in VMT. Sketch planning tools are generally easier to use and less expensive than sophisticated travel demand models. However, they have limitations. For example, sketch planning tools generally examine trips added by a project but do not account for changes in travel patterns that may occur as a result of a new development, or existing trips that may shift to other, similar locations as a result of the new development. Therefore, sketch planning tools are best suited for testing VMT mitigation measures. Staff and Fehr & Peers do not recommend the use of existing sketch planning tools for estimating VMT or developing VMT thresholds of significance.

Travel demand models are generally the best tools for estimating VMT for large regions like the county. A travel demand model estimates future travel patterns and traffic volumes. It incorporates current traffic data and predicted land use, population, travel patterns, and other factors unique to a particular region.

The CSTDM focuses on State highways and long, interregional/intrastate travel. As a statewide model, the CSTDM uses large geographical units called transportation analysis zones (TAZs) and contains limited details on local transportation networks. For example, the CSTDM may omit arterials and collector roads in the county. As a result, the CSTDM is most appropriate for projects that only require statewide

aggregated data rather than local, project-level forecasts. In contrast, the SBCAG RTDM is the only county-specific travel demand model available for estimating VMT. It focusses on local land uses and road networks. For these reasons, Fehr & Peers used the SBCAG RTDM as the basis for estimating VMT for the unincorporated areas of Santa Barbara County.

SBCAG RTDM Overview

The SBCAG RTDM is a four-step travel demand model that performs the following classical modeling steps:

1. Trip generation (number of trips),
2. Trip distribution (where the trips go),
3. Mode choice (how the trips are divided among the available modes of travel), and
4. Trip assignment (route the trips will take).

The SBCAG RTDM uses smaller TAZs than the CSTDM to help estimate VMT for the region. The model contains land use and socio-economic data for each TAZ. In part, the model generates a certain number of trips from each TAZ and then identifies the TAZ where each trip ends. This analysis provides origin and destination points within the region and calculates the number and distance of trips between each pair of TAZs. Approximately 360 TAZs cover the unincorporated areas of the county. The model also shows the mode that people use to travel between origins and destinations. That is, whether people take a private vehicle, public transit, or carpool to and from work or another destination.

RTDM Refinements

The SBCAG RTDM has several characteristics that limit its use for estimating VMT for individual projects and small geographic areas. Fehr & Peers took the following steps to refine the RTDM to minimize these limitations.

Travel Outside Model Boundaries

The SBCAG RTDM (and all regional travel demand models) excludes VMT that occurs outside of the model boundaries (i.e., outside Santa Barbara County). OPR's Technical Advisory (OPR, 2018) recommends full counting of VMT, not just the VMT inside the model boundaries. To account for trips traveling outside of the SBCAG RTDM model boundaries, Fehr & Peers used external zones outside of the RTDM boundaries to estimate VMT for those traveling through the county and those traveling between Santa Barbara County and areas to the north (e.g., San Luis Obispo County) and south (e.g., Ventura County).

Fehr & Peers used the SBCAG RTDM and CSTDM to aggregate the VMT data from the external zones to determine the percentage of trips traveling to other regions, such as Ventura and San Luis Obispo counties. Table 1, below, provides a summary of the percentage of trips leaving from or arriving to the RTDM model boundaries. A relatively small percentage of trips traveling to or from the unincorporated areas of the county leave Santa Barbara County. In comparison, a higher percentage of trips coming to and going from incorporated cities leave Santa Barbara County. Therefore, Fehr & Peers was only required to make trip length adjustments to approximately 4 percent of trips in the RTDM.

TABLE 1: PERCENTAGE OF TRIPS TRAVELING TO/FROM SURROUNDING REGIONS

Geographic Area	Percent to External Zones	
	San Luis Obispo	Ventura
Unincorporated Santa Barbara County	2%	2%
Incorporated Cities	4%	5%

The daily VMT totals included in the Fast Forward 2040: SBCAG Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) (SBCAG, 2017) do not account for VMT that occurs outside of the county. This explains why the daily VMT totals cited in this report, which capture the full travel distance for trips leaving the model boundaries, are higher than those reported in the SBCAG RTP/SCS.

Origin – Destination Data. The SBCAG RTDM estimates travel demand for the entire model area by tracking the origin and destination of each vehicle trip and then assigning that vehicle to the roadway network based on travel distance and travel speeds. Fehr & Peers had to reprocess the VMT forecasts in the SBCAG RTDM to determine where the VMT was coming from and which area was responsible for generating it.

Baseline Environmental Setting. The SBCAG RTDM estimates VMT for 2010 and 2040. However, environmental documents must typically describe the baseline environmental setting as it exists at the time the lead agency publishes a notice of preparation, or if the lead agency does not publish a notice of preparation, at the time the lead agency commences environmental review. Therefore, Fehr & Peers used the SBCAG RTDM's VMT forecasts to establish specific VMT values for specific years by interpolating between the 2010 base year and 2040 future year. The RTDM's 2040 future year VMT forecast reflects future conditions assuming no changes in current conditions, including no new measures to reduce VMT (e.g., business as usual).

VMT Methodology and Metrics

CEQA Guidelines Sections 15064.3(b)(1) and 15064.3(b)(2) describe the criteria for analyzing transportation impacts for land use projects and transportation projects. Staff worked with Fehr & Peers

to develop separate VMT methodologies and metrics for both project types. The criteria for land use projects may also apply to land use plans.

Land Use Projects and Plans

VMT Methodology

Fehr & Peers determined an origin-destination (OD) VMT methodology to be the appropriate method for estimating the VMT of land use projects and plans. The OD VMT methodology estimates the VMT generated by land uses in a specific geographic area, such as the unincorporated areas of the county or a community plan area. Specifically, the SBCAG RTDM tracks all vehicles traveling to and from the defined geographic area and uses the number of trips and length of trips to estimate VMT.⁴

VMT Metrics

CEQA Guidelines Section 15064.3(b)(4) states, “[a] lead agency has discretion to choose the most appropriate methodology to evaluate a project’s [VMT], including whether to express the change in absolute terms, per capita, per household or in any other measure.” VMT can be expressed as an efficiency-based metric (e.g., VMT per resident, VMT per employee, or VMT per service population) or as absolute metric (e.g., total VMT). OPR recommends expressing VMT as an efficiency-based metric to allow for more direct comparisons to baseline conditions. VMT fluctuates based on changes in population, employment, economic activity, or due to expanding transportation options (e.g., Uber, Lyft, Micro-Mobility, and autonomous vehicles). Therefore, it is easier to compare changes to VMT at the unit level rather than absolutely. Following direction from the OPR Technical Advisory, transportation planners/engineers should estimate project VMT using the SBCAG RTDM and express VMT in the following three variable formats for land use plans and retail, residential, and employment land-use projects, respectively:

- **Total VMT:** VMT generated by all land uses in a defined geographic area. Total VMT reflects all vehicle-trips (passenger and commercial vehicles) assigned on the roadway network. The County applies this metric to retail projects and the cumulative analysis for land use plans.
- **VMT per Service Population:** VMT generated by all land uses in a defined geographic area divided by the total number of residents and the total number of employees in the geographic area. VMT per service population reflects all vehicle-trips (passenger and commercial vehicles) assigned on the roadway network. The County applies this metric to land use plans.

⁴ The OD VMT method requires two major data inputs. The first data input is the set of vehicle trip tables (including all vehicle trips by vehicle mode and by time of day) that contain the number of trips between each zone in the model. The second data input is the set of highway distance skims (by vehicle mode and by time of day) that allows the trip distances for each OD pair to be based on congested travel time, speed, and cost from the final highway assignment. The total VMT matrices are then generated by multiplying the final OD trip tables with the corresponding highway distance skims.

- Home-based VMT per Resident:** VMT generated from travel between residents' homes and other destinations, such as work, school, or household errands, in a defined geographic area divided by the total number of residents in the geographic area. This metric excludes trips between two non-residential locations, such as from the store to the coffee shop. Home-based VMT per resident reflects all passenger vehicles (cars and light duty trucks) assigned on the roadway network. Figure 1, below, illustrates the home-based trips that are included in this VMT metric. The County applies this metric to residential projects.

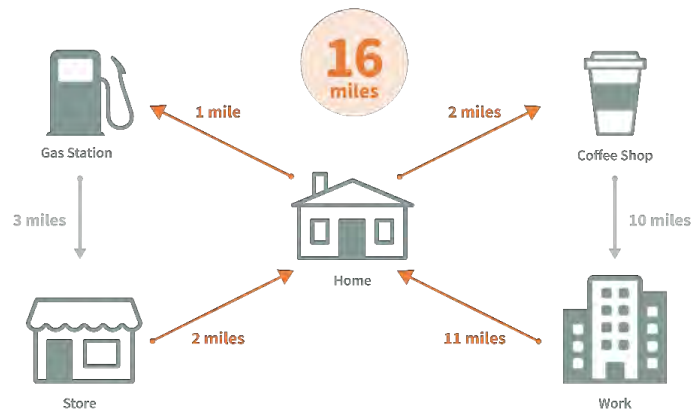


Figure 1 - Home-Based VMT per Resident

- Home-based work VMT per Employee:** VMT generated from travel between an employee's home and work in a defined geographic area divided by the number of employees in the geographic area. Home-based work VMT per employee reflects all passenger vehicles (cars and light duty trucks) assigned on the roadway network. Figure 2, below, illustrates the home-based work trips that are included in this metric. The County applies this metric to employment projects.

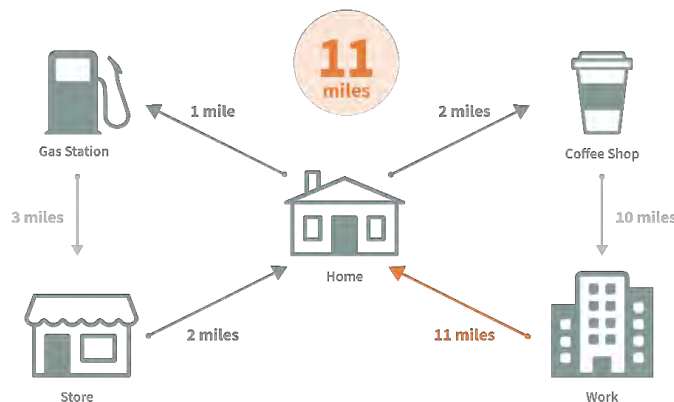


Figure 2 - Home-Based Work VMT per Employee

Transportation Projects

VMT Methodology

CEQA Guidelines Section 15064.3(b) contains separate criteria for analyzing transportation impacts for transportation projects as compared to land use projects. Fehr & Peers determined a boundary VMT methodology to be the appropriate method for estimating the VMT of transportation projects. The boundary methodology considers all travel on roadways in a geographic area, including vehicles that are traveling on the roadways but do not have an origin or destination in the area which are often referred to as through trips. Specifically, the SBCAG RTDM tracks all vehicles traveling on the roadway network and calculates the number of trips on each roadway segment and length of each roadway segment to estimate the VMT in the defined geographic area.

VMT Metrics

The boundary methodology can analyze the net change in VMT for transportation projects using absolute metrics. For example, transportation planners/engineers can use the SBCAG RTDM to compare pre-project VMT (i.e., existing, or baseline) to post-project VMT (i.e., future) within a study area. The study area should reflect the project's area of influence. Large projects affecting regional travel may define the study area as the entire county, while small projects may only consider the local community.

Transportation planners/engineers calculate the change in net VMT for transportation projects as follows:

- **Total Roadway VMT:** VMT generated by the number of vehicles on each roadway segment and the length of each roadway segment in the defined geographic area. Total Roadway VMT reflects all vehicles (passenger and commercial vehicles) assigned on the roadway network.

Depending on the size and location of the roadway widening or other transportation project, the SBCAG RTDM may not fully capture the increase in VMT due to the induced travel demand (e.g., change in travel patterns). Transportation projects, such as roadway expansion projects that increase the number of lane-miles, can change travel times, routes, mode choice, trip generation, and land use development patterns. All of these factors can influence VMT. In these cases, the analysis should compare the percent increase in lane miles (e.g., percent change in total lane miles that will result from the project) in the study area to the existing total roadway VMT to determine if additional induced travel demand would occur. The OPR Technical Advisory and California Department of Transportation (Caltrans) Draft Transportation Analysis Framework (Caltrans, 2020) provide step-by-step guidance for estimating VMT for roadway expansion projects.

VMT Geographic Boundary

The SBCAG RTDM estimates VMT as a daily average for each of the various metrics described in the previous sections (i.e., total VMT, VMT per service population, home-based VMT per resident, home-based work VMT per employee, and total roadway VMT). Each VMT metric requires a geographic

boundary to define the extent of data to select and analyze. The average daily VMT can change based on the chosen boundary. CEQA Guidelines Section 15064.3 does not provide a recommended geographic boundary; rather, it defers to lead agencies to choose a geographic boundary to estimate VMT.

The OPR Technical Advisory (page 15) recommends measuring VMT as regional VMT (i.e., VMT generated within all incorporated cities and unincorporated areas of a region) or as city VMT (i.e., VMT generated within a certain incorporated city) for residential projects. However, the advisory does not specifically define “region” and does not provide explicit direction to counties. To explore different options, Fehr & Peers used the SBCAG RTDM to estimate VMT for the following geographic boundaries:

- SBCAG Region (entire Santa Barbara County, including incorporated cities and unincorporated areas)
- Unincorporated areas of the county (entire Santa Barbara County, excluding incorporated cities)
- Community Plan Areas
- Housing Market Areas

Staff and Fehr & Peers recommend setting the unincorporated areas of the county as the geographic boundary for estimating VMT. Staff and this report refer to VMT for the unincorporated areas of the county as “county VMT.” Establishing the unincorporated areas of the county as the geography for estimating VMT aligns with the region that the County has land use jurisdiction over per the County Comprehensive Plan. Since the unincorporated county land use context is diverse and different from the incorporated cities, it is important to consider planning goals and policies that reflect the unincorporated area. The following statistics illustrate the diversity and difference between the unincorporated areas of the county and incorporated cities:

- Santa Barbara County (incorporated and unincorporated areas combined) is approximately 2,748 square miles.
- The incorporated cities represent approximately 2.6 percent of the land area and 68.6 percent of the population.
- The unincorporated areas represent approximately 97.4 percent of the land area and 31.4 percent of the population.⁵

⁵ Santa Barbara County is 2,748 square miles and is comprised of eight incorporated cities (71 square miles), Channel Islands (196 square miles), Vandenberg Air Force Base (156 square miles), and Los Padres National Forest (1,077 square miles). The population statistics are from *Regional Growth Forecast 2050 Santa Barbara County* (SBCAG, January 2019).

This geographic and demographic data demonstrate that the unincorporated county is primarily rural whereas the incorporated cities are largely urban. Additionally, the unincorporated county is lower in employment, service, and residential density, and has less access to transit than the incorporated cities. Establishing unincorporated areas as the geographic boundary is appropriate because it reflects the differences in the built environment and land use context as compared to the incorporated cities, and supports the County's ability to establish thresholds that reflect the specific goals and policies in the County Comprehensive Plan. Furthermore, limiting the geographic boundary to the unincorporated areas allows the County to address its specific contribution to statewide VMT, rather than addressing the VMT generated by more urbanized areas within Santa Barbara County.

Calculating County VMT

Fehr and Peers calculated county VMT using the SBCAG RTDM. Table 2 presents county VMT for SBCAG's base year (2010) and future year (2040) for (1) total VMT per service population, (2) home-based VMT per resident, and (3) home-based work VMT per employee.

TABLE 2: COUNTY VMT¹

Model	VMT Metrics		
	Total VMT per Service Population	Home-Based VMT per Resident	Home-Based Work VMT per Employee
2010 Base Year Model	35.4	15.0	15.9
2040 Future Year Model	41.4	15.9	15.6

Note: 1. County VMT only represents the unincorporated areas of Santa Barbara County.

To validate the county VMT data in Table 3, Fehr & Peers compared data from the 2010-2012 California Household Travel Survey (CHTS) (Caltrans, June 2013) to the SBCAG RTDM home-based VMT data. The CHTS was a unique statewide, collaborative effort that gathered travel information for regional and statewide travel and environmental models. The similarity between the results from the CHTS and the SBCAG RTDM outputs for home-based VMT per capita for both the unincorporated areas of Santa Barbara County and the SBCAG region, as presented in Table 3, provide confidence in model accuracy. Both the CHTS and the SBCAG RTDM show a higher amount of VMT generated by households in the unincorporated areas of the county in comparison to the entire SBCAG region (including incorporated cities and unincorporated areas).

TABLE 3: HOME-BASED VMT PER RESIDENT

Data Source	Unincorporated County	SBCAG Region
SBCAG Model	15.00	12.30
CHTS	15.41	12.07

Chapter 4 – VMT Screening Criteria and Analysis

This chapter presents screening criteria that the County may use to identify land use and transportation projects that would have a less than significant impact related to VMT and, therefore, would not require further VMT analysis. If a project does not meet any of the screening criteria, further VMT analysis would be required. This chapter also describes the process for conducting a VMT analysis.

VMT Screening Criteria

The OPR Technical Advisory provides “screening thresholds” that lead agencies may use to determine when a land use or transportation project would typically be expected to cause a less than significant transportation impact. The County and Fehr & Peers reviewed OPR’s screening thresholds for their applicability in the county, which this report describes as “screening criteria.” The screening criteria would apply to projects that would likely reduce VMT in the county or generate a low amount of VMT in comparison to the county VMT. A project that meets at least one of the screening criteria, absent substantial evidence to the contrary, would not require further VMT analysis.

If a land use or transportation project meets the VMT screening criteria and, therefore, does not require a VMT analysis, the project may still be required to conduct a transportation study to determine consistency with County standards and policies and assess whether roadway operational improvements are necessary. To ensure that projects continue to comply with existing LOS-based policies and standards in the Comprehensive Plan, the County Public Works Department is currently updating the County Engineering Design Standards (County of Santa Barbara, Public Works, September 2011). The Engineering Design Standards will provide an overview of LOS-based transportation analyses that are still required for development review, land use planning, and other non-CEQA processes. The County must apply these policies and standards outside of the CEQA process.

Land Use Projects Screening Criteria

CEQA Guidelines Section 15064.3(b)(1) provides a basis for streamlined review of land use projects that will help reduce VMT. CEQA Guidelines Section 15064.3(b)(1), Land Use Projects, states, “Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled ... should be presumed to have a less than significant transportation impact.”

A single-component land use project (e.g., residence, office, or store) only needs to meet one of the screening criteria. However, each component of a multiple-component project (e.g., residential/retail mixed-use development) must meet at least one applicable screening criterion.

The OPR Technical Advisory includes the following screening criteria for land use projects. Projects that do not meet any of the screening criteria require a detailed analysis of VMT, which may involve a VMT transportation study.

Project Size Screening

The OPR Technical Advisory (page 12) states that lead agencies may screen out projects that generate less than 110 average daily trips. When estimating the number of daily trips generated by a project, analyses should use the trip generation rates published by the Institute of Transportation Engineers or locally collected trip generated rates reviewed and approved by the County Public Works Department. Analyses should account for the trip generation of all uses on the project site when calculating the total number of daily trips.

Locally Serving Retail Screening

The OPR Technical Advisory (page 16) states that local serving retail projects, defined as retail uses that are less than 50,000 square feet (50 ksf) may be presumed to have an insignificant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of shortening trips and reducing the overall amount of vehicle travel.

Low VMT Area Screening

The OPR Technical Advisory (page 12) states that residential and employment projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. OPR defines the low VMT screening criteria as home-based VMT per resident and home-based work VMT per employee that is at least 15 percent below the county VMT.

This screening applies to new projects that incorporate similar built environment features as those already located in the surrounding area, such as density, operations, or land use type, and the area already performs at least 15 percent below the county VMT. The presumption of low VMT generation may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips. That is, if a proposed residential or employment project is radically different than the existing nearby residential or employment uses, then the proposed project's VMT characteristics will also likely be different and the low VMT trends for the existing uses cannot be used as a proxy for the new land use.

To determine the areas that would qualify for low VMT screening, Fehr & Peers used the SBCAG RTDM to measure VMT performance for individual TAZs located in the urban and inner-rural areas of the county.

Rural areas have low population densities and are not typically low VMT generators. Therefore, the County and Fehr & Peers did not consider these areas for low VMT area screening.

Figures 3 and 4 illustrate the screening for residential projects located in low VMT areas based on the home-based VMT per resident in comparison to the county VMT. Both figures present the same information with Figure 3 displaying the low VMT areas at a regional level and Figure 4 zoomed into the southern area of the county. Fehr & Peers estimated the VMT using base year SBCAG RTDM data for urban and inner-rural areas of the county. The County may use the VMT metrics illustrated in Figures 3 and 4 to screen residential projects from requiring further VMT analysis. Specifically, if a residential project is proposed in an urban or inner-rural area that has home-based VMT per resident that is at least 15 percent below the county VMT, the project would also be expected to generate home-based VMT per resident that is at least 15 percent below the county VMT and, therefore, would not require further VMT analysis. The planners, applicants, and others may use the County's Project-Level VMT Calculator to determine whether a proposed residential project is located within a VMT efficient area.

Figures 5 and 6 show home-based work VMT per employee by TAZ in comparison to the county VMT using SBCAG RTDM base year model data for urban and inner-rural areas of the county. Both figures present the same information with Figure 5 displaying the low VMT areas at a regional level and Figure 6 zoomed into the southern area of the county. Similar to the home-based VMT metrics discussed above, the County may use the home-based work VMT metrics illustrated in Figures 5 and 6 to screen employment projects in low VMT areas. Specifically, if an employment project is proposed in an urban or inner-rural area that has home-based work VMT that is at least 15 percent below the county VMT, the project would also be expected to generate home-based work VMT per employee that is at least 15 percent below the county VMT and, therefore, would not require further VMT analysis. Planners, applicants, and others may use the County's Project-Level VMT Calculator to determine whether a proposed employment project is located within a VMT efficient area.

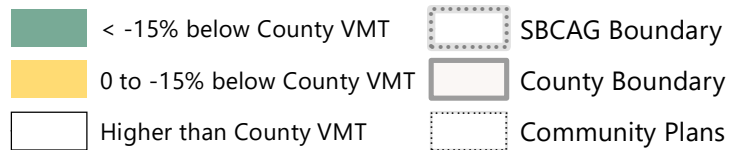
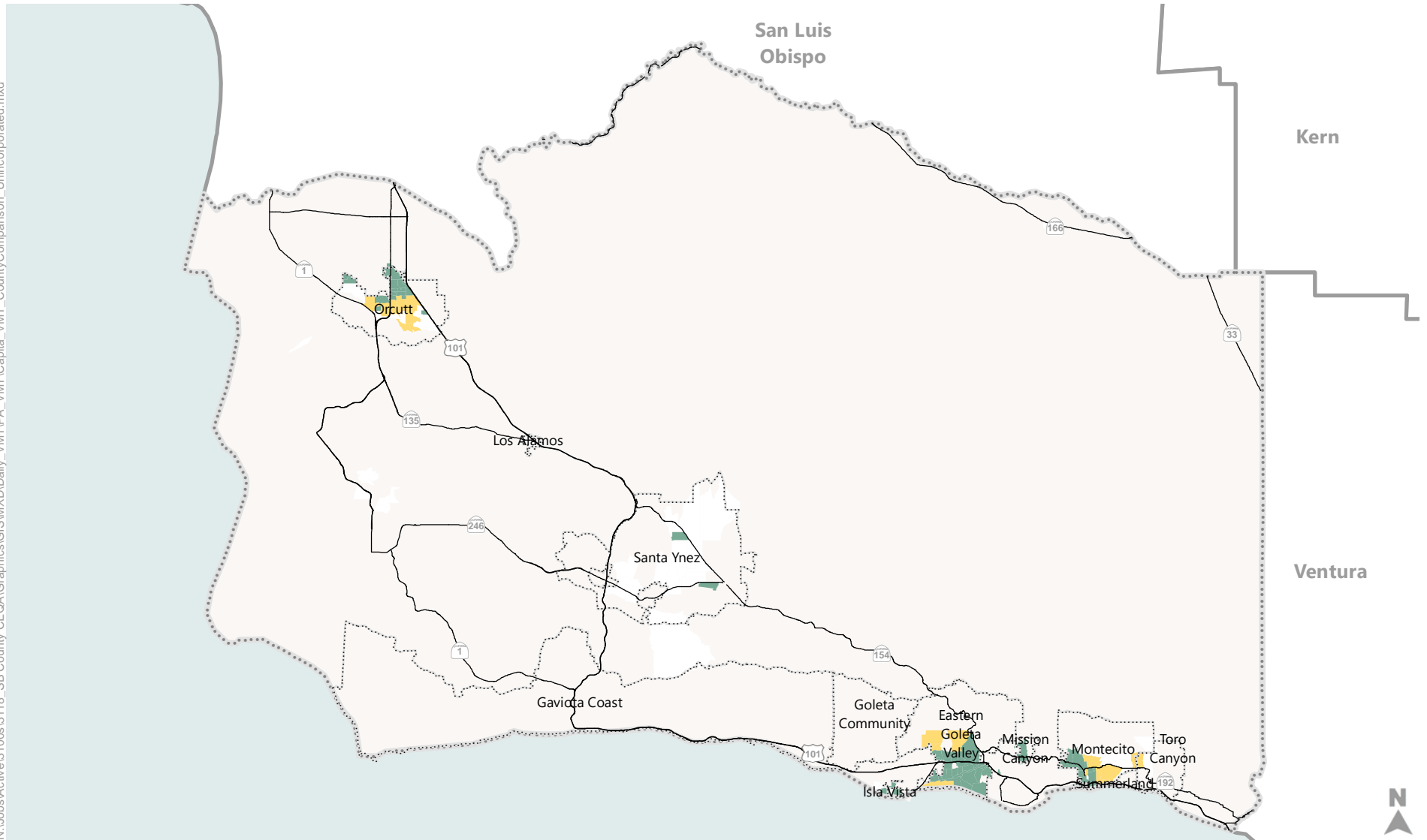


Figure 3

Daily Home Based VMT Per Resident
Residential Screening Opportunities

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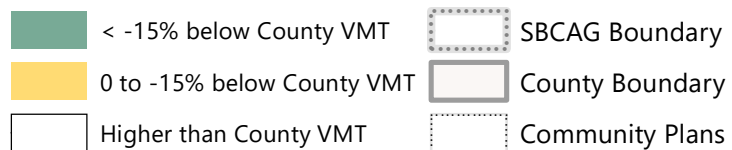
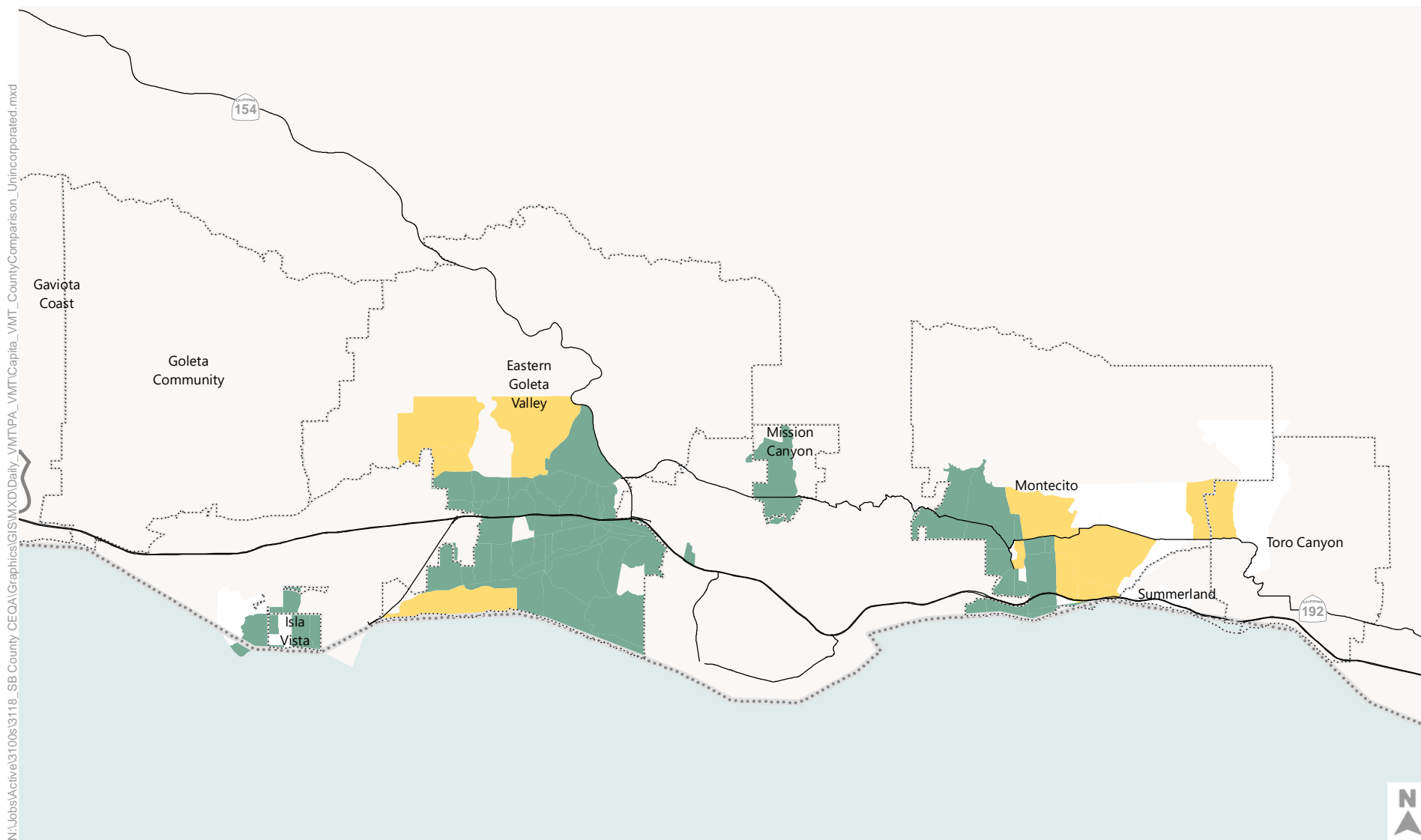


Figure 4

Daily Home Based VMT Per Resident Residential Screening Opportunities South County View



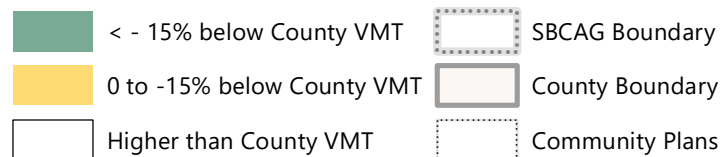
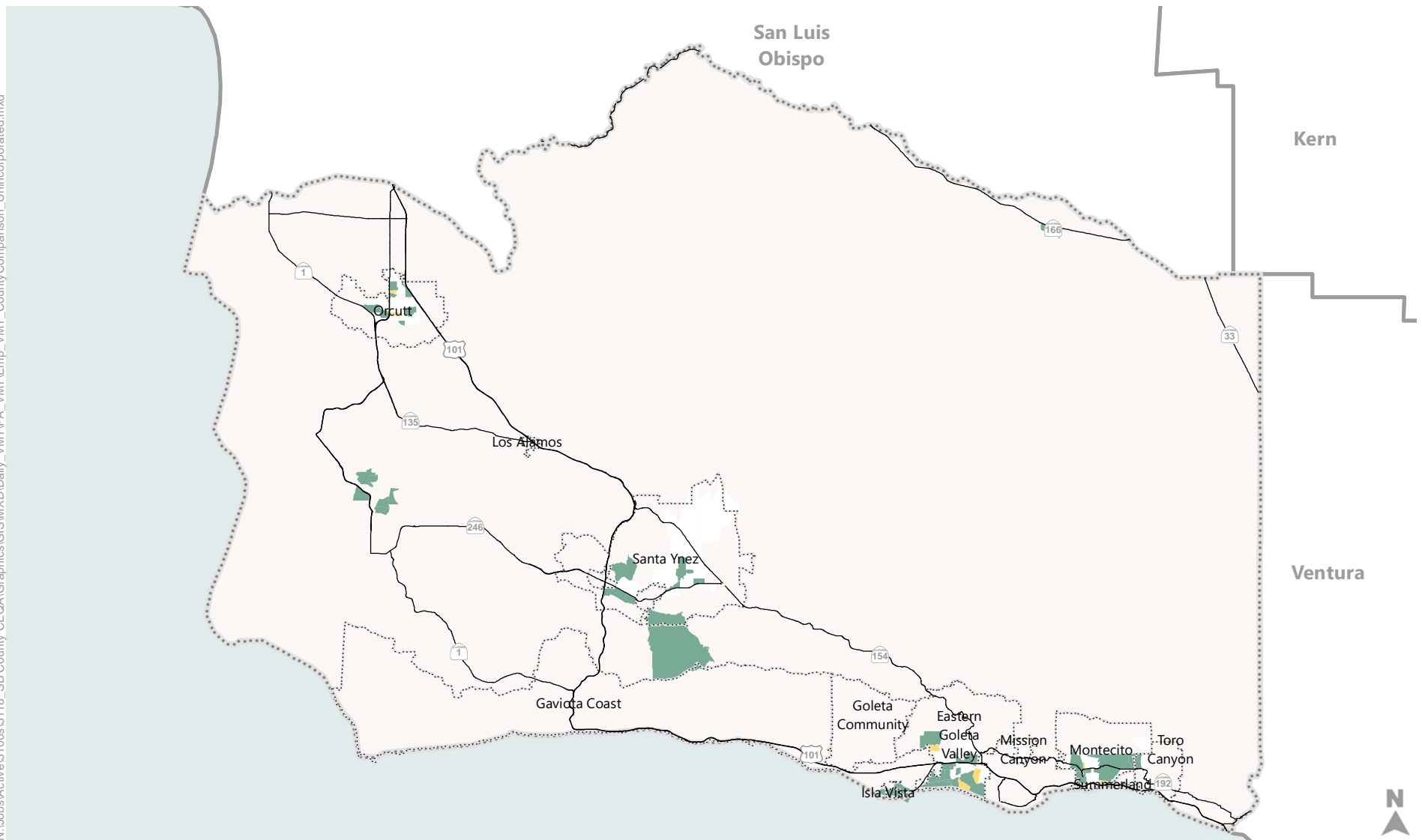


Figure 5

Daily Home Based Work VMT Per Employee Employment Screening Opportunities

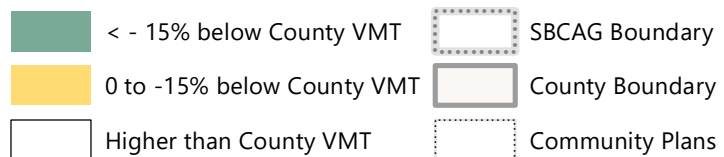
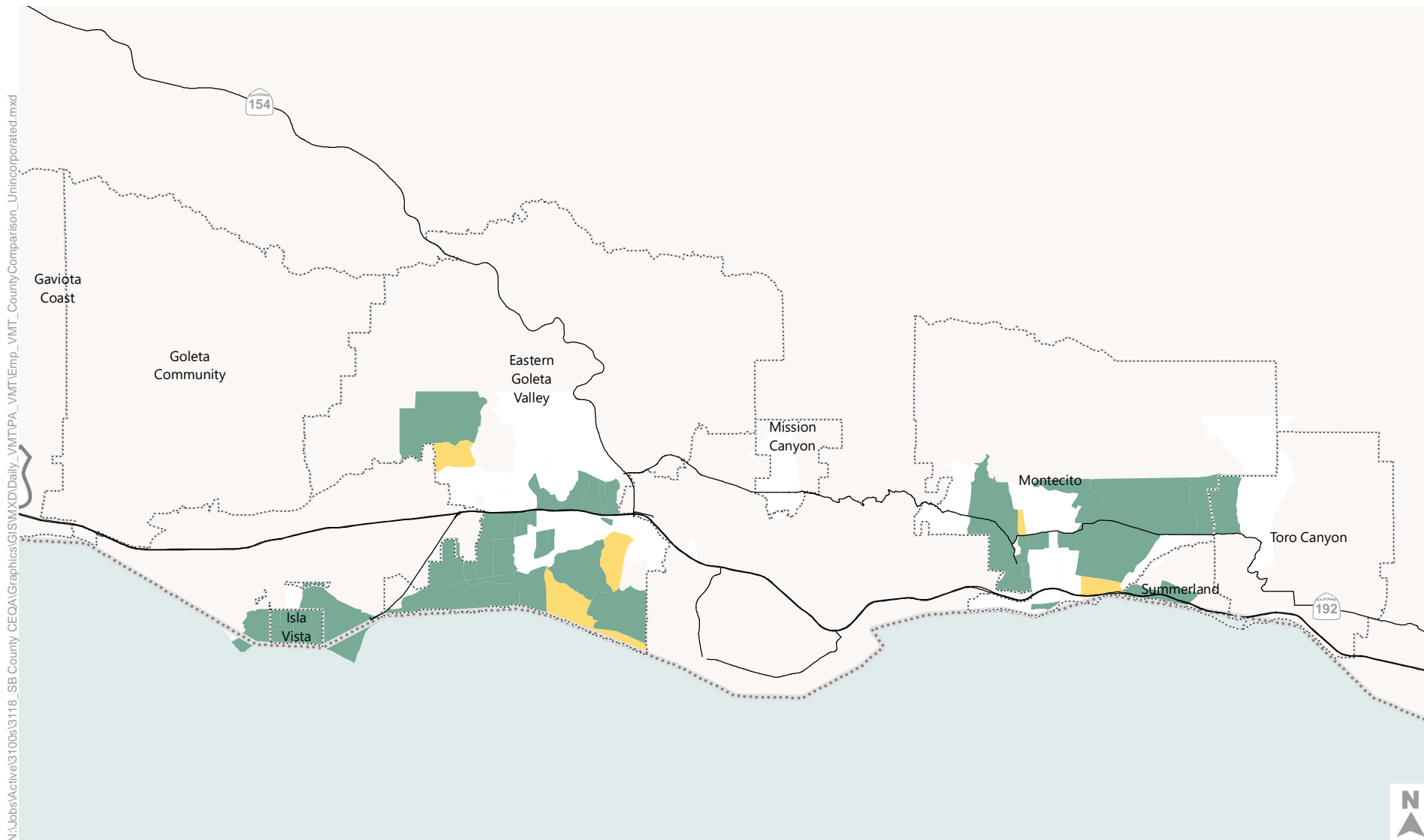


Figure 6

Daily Home Based Work VMT Per Employee
Employment Screening Opportunities South County View



Transit Proximity Screening

The OPR Technical Advisory (page 13) states that projects located within Transit Priority Areas (TPAs) or High-Quality Transit Corridors (HQTCs) should generally be presumed to have a less than significant impact and not require further VMT analysis. The OPR Technical Advisory defines TPAs as geographic areas within a ½-mile radius of an existing or planned major transit stop or an existing stop along a HQTC. OPR defines HQTCs corridors with fixed route bus service that operates at least every 15 minutes during peak commute hours.

The OPR Technical Advisory states that land uses that qualify for screening due to transit proximity may include residential, retail, office, or a combination of these uses. While OPR presumes that a variety of land uses located near high quality transit may have a less than significant impact, OPR also recommends that lead agencies consider the characteristics of the project, and that this screening criteria may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Figures 7 and 8 show the TPA cluster in the county. Both figures present the same information with Figure 7 displaying the TPAs at a regional level and Figure 8 zoomed into the southern unincorporated areas that have a TPA.

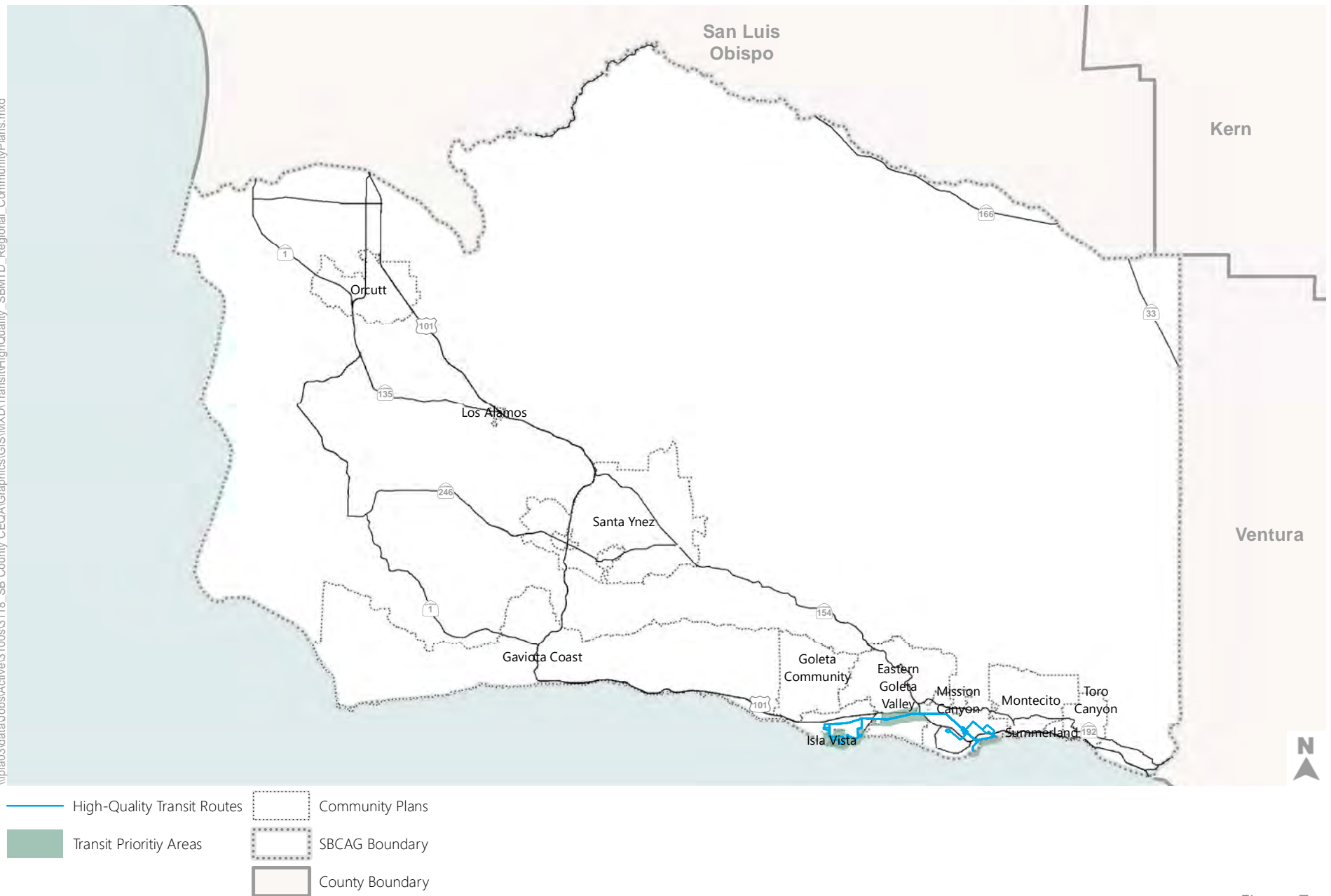


Figure 7

TPA Screening Opportunities Santa Barbara County



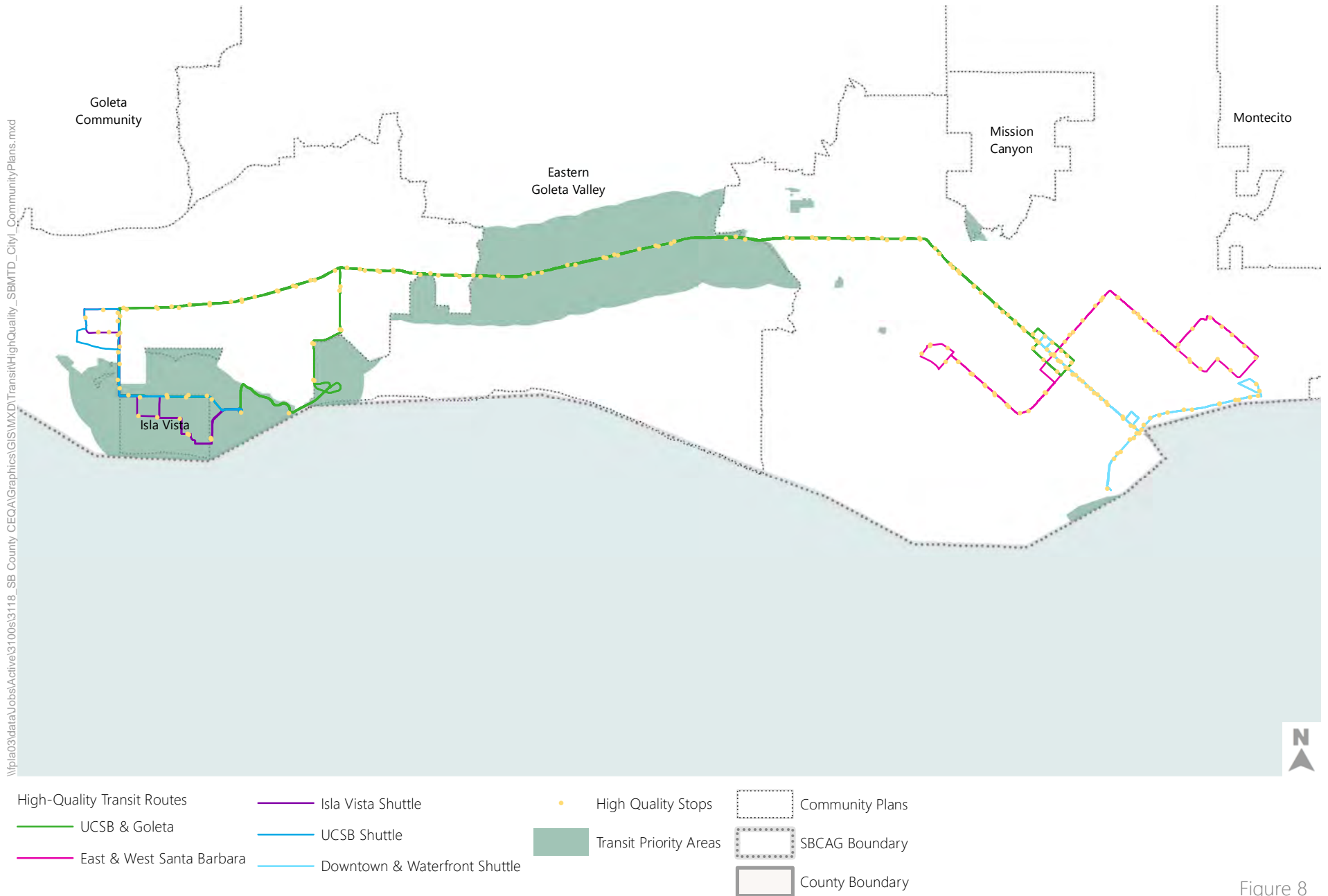


Figure 8

TPA Screening Opportunities South County View



Affordable Housing Screening

The OPR Technical Advisory (page 14) states that affordable housing generates lower VMT than market-rate housing. Affordable housing units are homes that are set aside for very low income⁶ and low income⁷ households. Providing affordable housing in infill areas can shorten commutes by providing housing closer to where people work, thereby reducing the amount of travel in the area. Thus, OPR presumes that affordable housing units have a less than significant impact on VMT, absent substantial evidence to the contrary, and do not require further VMT analysis. The County may apply screening to projects containing all (100 percent) affordable housing units. If a project contains affordable housing along with other land uses, the non-affordable housing uses need to meet at least one of the other screening criteria presented in this chapter to avoid further VMT analysis.

Transportation Projects Screening Criteria

CEQA Guidelines Section 15064.3(b)(2), Transportation Projects, states, "Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact." The OPR Technical Advisory (page 23) states that transportation projects that promote active transportation, such as transit, bicycle and pedestrian facilities, are presumed to generally reduce VMT and can be screened from further analysis. In addition, projects that improve safety or traffic operations at current bottlenecks, such as installing a new traffic signal or roundabout at an intersection or widening an intersection to provide new turn lanes, are not expected to increase VMT. The OPR Technical Advisory includes a sample list of transportation projects that would not likely lead to substantial or measurable increase in VMT. Table 5, below, provides OPR's sample list of transportation projects that lead agencies may screen from further VMT analysis.

VMT Screening Summary

Table 4, below, provides a summary of VMT screening criteria for land use projects based on the OPR Technical Advisory. The table contains a separate row and columns that list each project type and the

⁶ As referenced in California Government Code Section 65584(f)(2) and defined in California Health and Safety Code Section 50079.5(a), "'Very low income households' means persons and families whose incomes do not exceed the qualifying limits for very low income families as established and amended from time to time pursuant to Section 8 of the United States Housing Act of 1937. ... In the event the federal standards are discontinued, the department shall, by regulation, establish income limits for very low income households for all geographic areas of the state at 50 percent of area median income, adjusted for family size and revised annually."

⁷ As referenced in California Government Code Section 65584(f)(2) and defined in California Health and Safety Code Section 50079.5(a), "'Lower income households' means persons and families whose income does not exceed the qualifying limits for lower income families as established and amended from time to time pursuant to Section 8 of the United States Housing Act of 1937. ... In the event the federal standards are discontinued, the department shall, by regulation, establish income limits for lower income households for all geographic areas of the state at 80 percent of area median income, adjusted for family size and revised annually."

applicable screening criteria. A project that meets at least one of these screening criteria would have a less than significant impact on VMT and, therefore, would not require further VMT analysis.

Table 5 contains OPR's sample list of transportation projects that would not likely lead to a substantial or measurable increase in VMT and can be screened from further VMT analysis.

TABLE 4: VMT SCREENING CRITERIA FOR LAND USE PROJECTS

Screening Categories	Project Requirements to Meet Screening Criteria
Project Size	A project that generates 110 or fewer daily trips. ¹
Locally Serving Retail	A project that has locally serving retail uses that are 50,000 square feet or less, such as specialty retail, shopping center, grocery/food store, bank/financial facilities, fitness center, restaurant, or café. If a project also contains a non-locally serving retail use(s), that use(s) must meet other applicable screening criteria.
Project Located in a VMT Efficient Area	A residential or employment project that is located in an area that is already 15 percent below the county VMT (i.e., "VMT efficient area"). The County's Project-Level VMT Calculator determines whether a proposed residential or employment project is located within a VMT efficient area.
Transit Proximity	<p>A project that is located within a ½ mile of a major transit stop or within a ½ mile of a bus stop on a high-quality transit corridor (HQTC). A major transit stop is a rail station or a bus stop with two or more intersecting bus routes with service frequency of 15 minutes or less during peak commute periods. A HQTC is a corridor with fixed route bus service with frequency of 15 minutes or less during peak commute periods. However, these screening criteria do not apply if project-specific or location-specific information indicates the project will still generate significant levels of VMT. Therefore, in addition to the screening criteria listed above, the project should also have the following characteristics:</p> <ul style="list-style-type: none"> - Floor area ratio (FAR) of 0.75 or greater; - Consistent with the applicable SBCAG Sustainable Communities Strategy (as determined by the County); - Does not provide more parking than required by the County's Comprehensive Plan and zoning ordinances; and - Does not replace affordable housing units (units set aside for very low income and low income households) with a smaller number of moderate or high-income housing units.
Affordable Housing	A residential project that provides 100 percent affordable housing units (units set aside for very low income and low income households); if part of a larger development, only those units that meet the definition of affordable housing satisfy the screening criteria.

Note: 1. The County calculates a project's daily trips using the latest version of the *Trip Generation Manual* (Institute of Transportation Engineers) or locally valid trip rates approved by the County Public Works Department.

TABLE 5: EXAMPLE TRANSPORTATION PROJECTS SCREENED FROM VMT ANALYSIS CRITERIA¹

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation such as median barriers and guardrails
- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)

- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor

Note: 1. This list is provided in the OPR Technical Advisory (OPR, December 2018, pages 20 and 21) for projects that “would not likely lead to a substantial measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis.”

VMT Analysis Methodology

The County would require a VMT analysis for projects that do not meet any of the screening criteria above. The VMT analysis would rely on the best available data to inform trip generation and trip length estimates for the project uses. For land use plans (e.g., specific plans or community plans) and projects consisting of typical land use types, such as residential, employment, and retail land uses, the VMT analysis can be conducted using the most recent version of the SBCAG RTDM. For other project types, such as a performing arts venue, the VMT analysis should be customized to determine the unique trip generation and trip length characteristics of the proposed uses.

As part of the SB 743 implementation process, Fehr and Peers is developing a Project-Level VMT Calculator for the County. The calculator will include a database of VMT information for every county TAZ using data from the SBCAG RTDM. The VMT data will be reported as (1) total VMT, (2) Total VMT per service population, (3) home-based VMT per resident, and (4) home-based work VMT per employee. The calculator will also incorporate the recommended screening criteria. A transportation planner/engineer will need to run the SBCAG RTDM for large projects (bigger than one TAZ) or projects with unique land uses to generate a more accurate VMT estimate.

CEQA Guidelines require that environmental documents consider the potential for project impacts under existing and cumulative conditions. The OPR Technical Advisory provides the following specific guidance related to a VMT impact analysis:

- **Existing Conditions:** Project-generated VMT should be estimated for the proposed land uses under existing conditions. VMT can be estimated using the SBCAG RTDM (using the County’s Project-Level VMT Calculator described above or conducting a model run for larger projects) and should be reported as home-based VMT per resident (residential projects), home-based work VMT per employee (employment projects), total VMT (retail projects), or total VMT per service population (other land use projects).

- **Cumulative Impacts:** CEQA requires lead agencies to consider a project's individual and cumulative impacts. Specifically, CEQA Guidelines Section 15064(h)(1) states, "the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable."⁸ The County typically uses one of two methods to determine whether a project's VMT impact is cumulatively considerable. As explained below, one method is for projects subject to an efficiency-based threshold of significance. The other method is for projects subject to an absolute threshold of significance and land use plans.

Projects subject to Efficiency-Based Thresholds. The County generally uses efficiency-based thresholds of significance (i.e., per resident, per employee, and per service population) to analyze most land use project's VMT impacts. Consistent with the OPR Technical Advisory (page 6), a land use project that falls below the applicable efficiency-based threshold of significance would not have a VMT impact that is cumulatively considerable. Projects that are under the County's efficiency-based impact thresholds are already shown to align with long-term environmental goals to reduce VMT. As a result, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa. The Project-Level VMT Calculator provides the information necessary for this analysis.

Projects subject to Absolute Thresholds and Land Use Plans. Transportation projects and some land use projects are subject to an absolute threshold of significance (i.e., total roadway VMT or total VMT). The analysis of cumulative impacts for a project subject to an absolute threshold of significance should consider the combined impacts of the project and other closely related past, present, and reasonably foreseeable future projects. The project's or plan's contribution to a VMT impact would be cumulatively considerable if the study area's total roadway VMT or total VMT, as appropriate, would be higher in the future with the project or plan in place. Land use plans should undergo similar analysis even though their project-level impacts are subject to an efficiency-based threshold of significance (i.e., VMT per service population). A land use plan could change travel patterns in the region. However, an efficiency-based threshold may not fully capture such changes. Therefore, the analysis of a land use plan's cumulative impacts should consider the net increase in total VMT, which would provide a more detailed analysis of all travel in the plan area and region.

A transportation planner/engineer would use the SBCAG RTDM or an equivalent transportation model to generate the data necessary for this analysis. Specifically, the transportation planner/engineer would modify the future year SBCAG RTDM to reflect the project or plan and the study area's total roadway VMT or total VMT, as appropriate, would be compared to future

⁸ CEQA Guidelines Section 15064(h)(1) states (in pertinent part): "'Cumulatively considerable' means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

conditions without the project or plan in place. The transportation planner/engineer can also complete a redistribution of land use so that the future SBCAG RTDM contains the same land use control totals with the project or plan.

The County identified six hypothetical projects as “pilot projects” to outline the anticipated VMT analysis process. **Attachment A** summarizes the results of the pilot project testing.

Chapter 5 – VMT Thresholds of Significance

CEQA Guidelines Section 15064.7, *Thresholds of Significance*, encourages lead agencies to develop and publish thresholds of significance. Pursuant to Section 15064.7(b), the County may adopt a threshold of significance for VMT by ordinance, resolution, rule, or regulation through a public review process supported by substantial evidence. This chapter recommends VMT thresholds for the unincorporated areas of the county.

VMT Threshold Options

The County may use thresholds of significance to determine the significance of transportation impacts for land use and transportation projects that do not meet any of the screening criteria in Chapter 4. Lead agencies have multiple options for setting thresholds. Under any option, the lead agency must develop its own substantial evidence to support its preferred threshold or consider multiple perspectives and rely on substantial evidence provided by others. These perspectives include those from the State, community, and stakeholders from the development community and environmental protection groups. A threshold that is too stringent could lead to a significant and unavoidable VMT impact, which would increase the complexity of environmental review for development in the county. Conversely, a threshold that is too lenient could lead to missed opportunities to reasonably reduce VMT and related environmental impacts in the county. If an interested party challenges a project impact (or lack thereof), the lead agency must demonstrate that substantial evidence exists to support its decision.

Staff considered the following four options for establishing VMT thresholds:

- OPR Technical Advisory thresholds;
- Thresholds consistent with other lead agency air quality, GHG reduction, and energy conservation goals;
- Thresholds consistent with the SBCAG RTP/SCS future year VMT projections by jurisdiction; and
- Thresholds based on baseline VMT performance.

VMT Thresholds for Land Use Projects and Plans

After reviewing the threshold options, staff recommends relying on the thresholds contained in the OPR Technical Advisory for land use projects and plans. OPR recommended an overall reduction in VMT of 15 percent compared to existing levels to be a reasonable threshold for residential and employment projects. OPR concluded that a 15 percent reduction is necessary to help the State achieve its climate goals, including those set forth in Assembly Bill 32 (2006), Senate Bill 375 (2008), and Senate Bill 32 (2016). The State can achieve some progress toward meeting its climate goals through increased vehicle efficiency or decreased fuel carbon content. However, the California Air Resource Board (CARB) *2018 Progress Report, California's Sustainable Communities Climate Protection Act* (CARB, November 2018) clarifies that California cannot meet its climate goals without curbing growth in single-occupancy vehicle activity,⁹ and additionally explains that interactions between land use projects, and also land use and transportation projects together, affect VMT. In the *2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals* (CARB, January 2019), CARB used evidence based modeling to determine that per-capita light-duty vehicle travel would need to be reduced by approximately 16.8 percent compared to existing levels, and overall per-capita vehicle travel would need to be reduced by approximately 14.3 percent compared to existing levels to meet State climate goals.¹⁰

To reflect the County's goals of reducing VMT and GHG emissions, staff recommends applying the guidance from the OPR Technical Advisory. Specifically, staff recommends a threshold of 15 percent below baseline county VMT for most land use projects and all land use plans. For example, a land use project would need to generate VMT (per resident or per employee) that is at least 15 percent below the county VMT to result in a less than significant transportation impact. County VMT reflects the travel characteristics of the unincorporated areas of the county. These travel characteristics factor in land use patterns, context of the built environment, transportation network, and available travel options.

Regional retail projects typically result in a re-routing of travel in the county from other existing retail destinations and, therefore, warrant a separate threshold of significance. Depending on the proposed location and types of uses, a regional retail project may result in an overall increase or decrease in VMT in the county. The OPR Technical Advisory (page 16) and staff recommend analyzing the VMT for regional retail projects by assessing the net change in total VMT. Specifically, the threshold considers whether a regional retail project would the change in total VMT in comparison to the existing (baseline) VMT. A regional retail project that increases total VMT in the county would have a significant environmental impact.

Community plans and other land use plans provide an opportunity to reduce VMT. For example, an update to the land use element of a comprehensive plan could define a mixture of land uses and foster a

⁹ CARB 2018, 35. https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf

¹⁰ CARB 2017, 10-11. https://ww2.arb.ca.gov/sites/default/files/2019-01/2017_sp_vmt_reductions_jan19.pdf

circulation network that minimizes longer distance trips and promotes travel through active modes of transportation.

VMT Thresholds for Transportation Projects

The OPR Technical Advisory states that transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. In a similar vein, transportation projects that promote travel by non-automobile modes would not result in an environmental impact.

For roadway widening and other transportation projects, transportation planners/engineers determine the change in VMT by comparing the pre-project VMT (i.e., existing, or baseline) to post-project VMT (i.e., future) within a study area. The study area should reflect the project's area of influence. Large projects affecting regional travel may define the study area as the entire county, while small projects may only consider the local community. A project that increases total VMT in the study area would have a significant environmental impact.

VMT Threshold Summary

Table 6, below, summarizes the VMT thresholds of significance for land use projects, land use plans, and transportation projects in Santa Barbara County.

TABLE 6: PROJECT VMT THRESHOLDS OF SIGNIFICANCE

Project Type	Threshold for Determination of Significant VMT Impact
Residential	Project VMT exceeds a level of 15 percent below existing county VMT for home-based VMT per resident.
Employment	Project VMT exceeds a level of 15 percent below existing county VMT for home-based work VMT per employee.
Regional Retail	Project VMT results in a net increase in total VMT.
Mixed-Use Projects	Evaluate each project component independently using the applicable thresholds of significance above for each component (e.g., for a mixed-use project with residential and office uses, apply the residential and employment thresholds of significance for each component separately).
Other land use types	For project types not listed above (e.g., school, sports or entertainment facility, park), the County will apply an absolute VMT threshold (e.g., total VMT or total roadway VMT) or efficiency-based VMT threshold (e.g., home-based VMT per resident, home-based work VMT per employee, or total VMT per service population). The applicable threshold will depend on the project's characteristics, including whether the project is locally or regionally serving. For projects that generally produce job-related travel (i.e., employment), the analysis can compare the project's VMT (i.e., home-based work VMT per

	employee) to existing county VMT. For projects that serve the region, the analysis can compare the project's total VMT to existing VMT, or compare the project's net increase in total VMT to the study area VMT.
Transportation Projects	Project results in an increase in total roadway VMT in comparison to existing VMT for the study area.
Land Use Plans	The plan's generated total VMT per service population exceeds a level of 15 percent below existing total VMT per service population for the geographic area.

Chapter 6 – VMT Mitigation Options

This chapter describes VMT mitigation strategies that may apply to projects in Santa Barbara County. The traditional options for mitigating traffic impacts, such as widening an intersection or roadway, are no longer applicable. This chapter summarizes potential strategies to reduce VMT that are suited to the built environment in the county and identifies potential new mitigation program concepts that the County may consider as part of future planning efforts.

Mitigation Overview

The OPR Technical Advisory (page 26) states that environmental documents must identify feasible mitigation measures for projects that result in a significant environmental impact. With the new metric of VMT, the mitigation measures should reduce the amount of vehicle travel generated by a project so that the impact is substantially reduced or avoided altogether.

The OPR Technical Advisory (page 27) provides several potential mitigation measures that can result in a reduction in vehicle travel. These types of measures are typically described as transportation demand management (TDM) strategies and can be applied at the project scale. The OPR Technical Advisory also states that mitigation fee programs can be effective at reducing VMT regionally. Fee programs can serve as CEQA mitigation if there is evidence that the fee is guaranteed to be paid and that the projects and programs funded through the fee program will be implemented.

VMT Mitigation through TDM

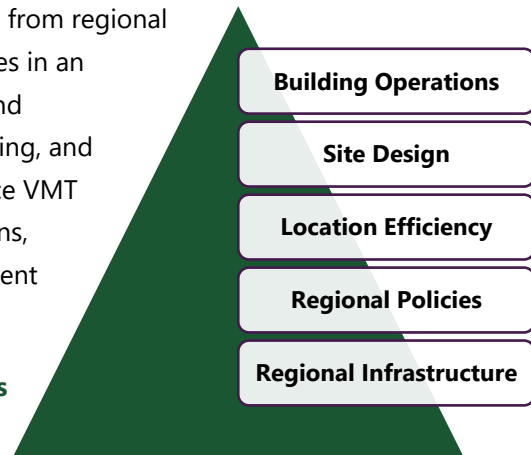
The predominantly suburban and rural land use context of the county presents a challenge to the effectiveness of many common TDM strategies that reduce vehicle travel due to lower land use densities and limited travel options. Despite this challenge, identifying mitigation measures that reduce the number of single-occupant vehicle trips and miles traveled generated by a project is still possible. The OPR Technical Advisory (page 27) states that agencies will continue to find new ways to reduce VMT and innovate in this area.

The types of mitigation that affect VMT are those that reduce the number of single-occupant vehicles traveling to or from a particular site. This can be accomplished by changing the proposed land uses or by implementing TDM strategies. TDM strategies have been determined to be among the most effective VMT mitigators. TDM strategies reduce VMT through project site modifications, programming, and operational changes. TDM strategies in *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA¹¹, 2010) and other research papers published since its release, were reviewed for applicability in the County.

The scale of a TDM strategy is an important consideration for mitigation effectiveness. The biggest effects of TDM strategies on VMT (and resultant emissions) derive from regional policies related to land use location efficiency (e.g. infill sites in an already developed area versus greenfield development), and infrastructure investments that support taking transit, walking, and bicycling. While there are many measures that can influence VMT and emissions related to site design and building operations, those measures have smaller effects that are often dependent on the ultimate building tenants.

Transportation-Related GHG Reduction Measures

TDM Strategies



Specific TDM mitigation strategies aimed at reducing VMT need to be tailored to the project characteristics, and their effectiveness needs to be analyzed and documented as part of the environmental review process to determine if impacts could be mitigated to an insignificant level, or if they would remain significant and unavoidable. Given that research on the effectiveness of TDM strategies is continuing to evolve, feasible mitigation measures should be considered based on the best data available at the time a project is being considered by the County.

The research provided by CAPCOA estimates the effectiveness of VMT reductions by land use type (e.g., residential or office) and place type (e.g., urban or suburban). Several strategies effective in a suburban and rural setting such as the County are described below. **Attachment B** contains a detailed summary of the applicable VMT mitigation options.

- **Increase diversity of land uses** – This strategy focuses on inclusion of mixed uses (retail and/or office mixed with residences) within projects or in the surrounding area in order to minimize vehicle travel in terms of both the number of trips and the length of those trips. Several County community plans identify this strategy in their land use and circulation policies.

¹¹ California Air Pollution Control Officers Association (CAPCOA), *Quantifying Greenhouse Gas Mitigation Measures*, 2010. https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/capcoa_quantifying_ghg_measures.pdf.

- **Provide pedestrian network improvements** – This strategy focuses on creating a pedestrian network within the project and connecting to nearby destinations. Implementation could be required by the project or also occur through an update to the County's Transportation Improvement Program fee program that incorporates active transportation improvements.
- **Provide traffic calming measures and low-stress bicycle network improvements** – This strategy combines the CAPCOA research focused on traffic calming with new research on providing a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome. Implementation could be required by the project or also occur through an update to the County's Transportation Improvement Program fee program that incorporates active transportation improvements.
- **Implement car-sharing and ride-sharing programs** – This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Note that implementation of this strategy would require regional or local agency implementation and coordination and would not likely be applicable for individual development projects. The County could encourage "school-pools" (ridesharing program for school children) and carpooling/vanpooling services by project site/building tenants.
- **Encourage telecommuting and alternative work schedules** – This strategy relies on effective internet access and speeds to individual project sites/buildings to provide the opportunity for telecommuting. The effectiveness of the strategy depends on the ultimate building tenants and the need for their workers to be physically present during work hours.
- **Increase transit service frequency and speed** – This strategy focuses on improving transit service convenience and travel time competitiveness with driving. Given land use density in the County, this strategy may be limited to traditional commuter transit where trips can be pooled at the start and end locations, such as the Clean Air Express service, or require new forms of demand-responsive transit service. The demand-responsive service could be provided as subsidized trips by contracting to private transportation network companies (TNCs), such as ride sharing companies. Alternatively, a public transit operator could provide the subsidized service but would need to improve on traditional cost effectiveness by relying on TNC ride-hailing technology, using smaller vehicles sized to demand, and flexible driver employment terms where drivers are paid by trip versus by hour. Implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and is unlikely to be applicable for individual development projects.
- **Parking Management** - This strategy focuses on the management of parking to influence vehicle travel. Free and ubiquitous parking supply tends to increase vehicle use, whereas reducing parking

supply and pricing spaces can help reduce vehicle travel. A reduction in parking supply can also be used to incentivize infill development where space is unavailable to develop code-required parking, or higher density development by reducing the cost of building parking spaces. This strategy may be less effective in the suburban and rural setting of Santa Barbara County but will depend on the specific project site and the surrounding parking supply.

Mitigation Program Concepts

In addition to the conventional TDM options described above, other jurisdictions are exploring the following two new concepts that may be available in the future.

- **VMT Mitigation Exchange** – An exchange program is a concept where VMT generators can select from a pre-approved list of mitigation projects that may be located within the same jurisdiction or possibly from a larger area. The intent is to match the project's needed VMT reduction with a specific mitigation project of matching size and to provide evidence that the VMT reduction will reasonably occur.
- **VMT Mitigation Bank** – A mitigation bank is intended to serve as an entity or organization that pools fees from development projects across multiple jurisdictions to spend on larger scale mitigation projects. This concept differs from the more conventional impact fee program approach described above in that the fees are directed to a few larger projects that have the potential for a more significant reduction in VMT and the program is regional in scale.

As these new mitigation program concepts are still evolving, the specific descriptions and elements of the programs will likely change. The first resource document to describe and assess these programs was recently published by U.C. Berkeley and is entitled, "[*Implementing SB 743, An Analysis of Vehicle Miles Traveled Banking and Exchange Frameworks*](#)," (The University of California Institute of Transportation Studies, October 2018). This document is a useful starting place for a dialogue about these programs.

The findings of the report are supportive of these concepts noting the following about the reasoning for their consideration.

Yet while methods for reducing VMT impacts—such as mileage pricing mechanisms, direct investments in new public transit infrastructure, transit access subsidies, and infill development incentives—are well understood, they may be difficult in some cases to implement as mitigation projects directly linked or near to individual developments. As a result, broader and more flexible approaches to mitigation may be necessary. In response, state and local policy makers are considering the creation of mitigation “banks” or “exchanges.” In a mitigation bank, developers would commit funds instead of undertaking specific on-site mitigation projects, and then a local or regional authority could aggregate these funds and deploy them to top-priority mitigation projects throughout the jurisdiction. Similarly, in a mitigation exchange, developers would be permitted to

select from a list of pre-approved mitigation projects throughout the jurisdiction (or propose their own), without needing to mitigate their transportation impacts on-site. Both models can be applied at a city, county, regional, and potentially state scale, depending on local development patterns, transportation needs and opportunities, and political will.

This is important for the county because mitigating VMT impacts on a project-by-project basis is challenging, especially in suburban and rural land use contexts where travel choices are limited.

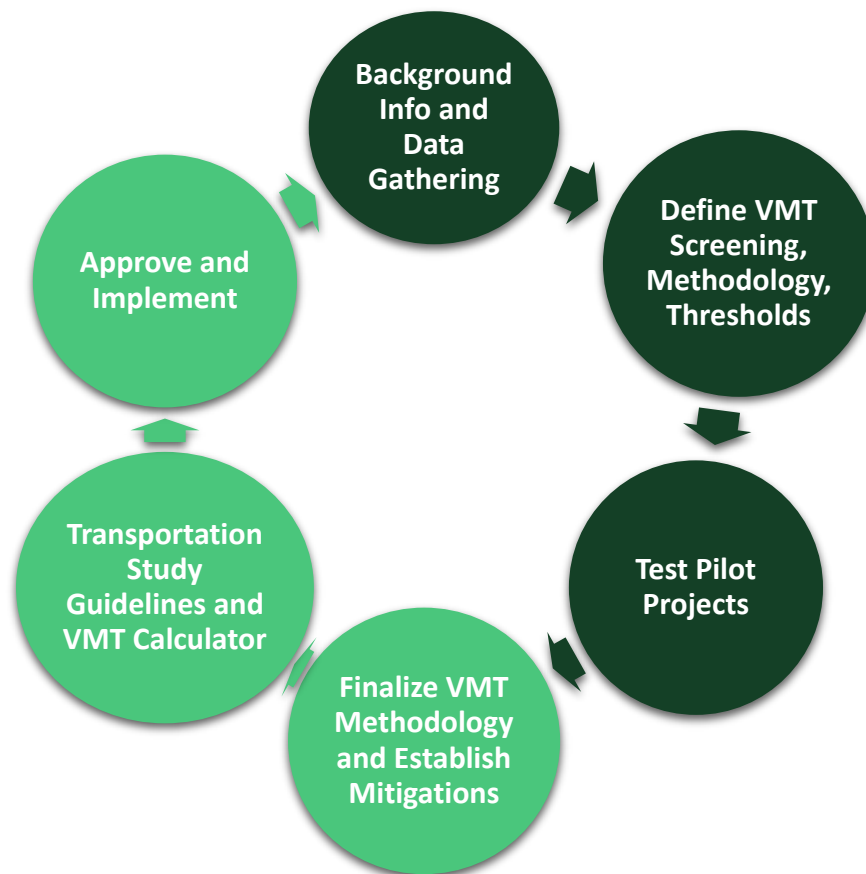
Another important prerequisite for either of these concepts is development of an entity responsible for establishing, operating, and maintaining the program. This is a potential role for a regional entity (e.g., SBCAG) or sub-regional entity, especially for programs that would extend mitigation projects beyond individual jurisdictional boundaries. A key part of operating an effective VMT mitigation program is that the entity will need the capability to provide verification of the VMT reduction and to adjust the program over time to reach targeted reductions. Establishing a local VMT mitigation program could help minimize potential concerns about mitigation not occurring near the project site or in the same community.

The potential desire for VMT mitigation exchanges or banks may depend on how lead agencies and developers respond to the initial implementation of SB 743 following statewide implementation on July 1, 2020. If many projects are found to have significant VMT impacts and problems occur with finding feasible mitigation measures for individual projects, then interest may grow for more program-based mitigation.

Attachment A – Pilot Project Testing

VMT Analysis for Selected Pilot Projects

As part of the process for determining the county VMT, screening options, analysis methodology, and VMT impact thresholds, sample projects were reviewed to determine the potential impacts under the new CEQA guidance on VMT. The County used the results from the pilot project testing to inform final decisions on implementing VMT impact analysis. The chart below provides an overview of the implementation process.



Pilot Projects

Six hypothetical projects were identified as “pilot projects” to outline the anticipated VMT analysis process. The following pilot projects represent a mix of development types and locations within the County:

1. Old Town Orcutt Office Development – 125 ksf office
2. Old Town Orcutt Residential Development – 68 dwelling units
3. Old Town Orcutt Mixed Use Development – 45 dwelling units, 68 ksf retail
4. Eastern Goleta Valley (EGV) Office Development – 125 ksf office

5. EGV Residential Development – 68 dwelling units
6. EGV Mixed Use Development – 45 dwelling units, 68 ksf retail

The following section provides an overview of the analysis process.

Project Size Screening

The OPR recommendation screens projects from further VMT analysis if they generate fewer than 110 daily trips and have less than 50 ksf of retail uses. Due to the size of the pilot projects, none would be screened from further VMT analysis based on project size or locally serving retail uses.

Low VMT Screening

The OPR recommendation screens projects from further VMT analysis if they are located in a low VMT generating TAZ, defined as VMT that is at least 15 percent lower than the county VMT.

The EGV residential development (pilot 5) and the residential component of the EGV mixed use development (pilot 6) would be screened out of VMT analysis, due to the project TAZ being more than 15 percent lower the regional average for home-based VMT per resident.

Transit Priority Area (TPA) Screening

The OPR recommendation screens projects from further VMT analysis if they are located in a TPA which considers proximity to high quality transit bus stops. The TPA boundary (shown in Figures 7 and 8) was used to define the screening area. The pilot projects meeting the TPA screening criteria include all three EGV projects (pilots 4, 5, and 6).

VMT Analysis

For the purpose of pilot project testing, Fehr & Peers based the VMT analysis on the VMT metrics for the project TAZ using outputs from the SBCAG RTDM. This requires that the project TAZ already include similar land use types that can be used to estimate the VMT of the new land uses being proposed. For each of the pilot projects, the TAZ reflecting the development area had similar uses contained in the SBCAG RTDM. Therefore, the baseline VMT metrics were applied to the pilot project. For some projects, a model run may be required to recalculate the VMT metrics for the TAZ with the project in place.

Because none of the projects in Old Town Orcutt were screened out, all three projects would need to conduct a VMT analysis. Although the EGV projects could be screened from further VMT analysis due to their location in a low VMT or TPA area, Fehr & Peers still analyzed the three pilot projects. The summary below contains VMT metrics for each pilot project.

Potential Project Impacts

The VMT performance metrics for each project were compared to the county VMT to determine if the project would potentially result in a VMT impact. The county VMT comparison was conducted as follows:

1. For residential uses, is the project VMT (home-based VMT per resident) at least 15 percent below the county VMT?
2. For employment uses, is the project VMT (home-based work VMT per employee) at least 15 percent below the county VMT?
3. For retail uses, will the project result in a net increase in VMT?

When comparing the home-based VMT per resident to the county VMT, all four residential projects are below the county VMT. For the residential projects in EGV, the home-based VMT per resident for the TAZs are more than 15 percent below the county VMT and, therefore, would not have a potential VMT impact. However, for the residential projects in Orcutt, the home-based VMT per resident for the TAZs are not more than 15 percent below the county VMT and, therefore, could have a potential VMT impact.

When comparing the home-based work VMT per employee to the county VMT, the Orcutt employee VMT is more than 15 percent below the county VMT and, therefore, would not have a potential VMT impact. For the EGV office project, the VMT is less than the county VMT but is not more than 15 percent below the county VMT and, therefore, could have a potential VMT impact.

Due to the retail component of the Orcutt mixed use development not being screened out, Fehr & Peers conducted a full model run. Fehr & Peers also conducted a full model run for the retail component of the EGV mixed-use development.

For the retail component of Pilot 3, adding in 68 ksf of new retail results in a total increase of VMT for the SBCAG region of 1,202 miles (from 17,894,655 to 17,895,857), or a 0.01 percent increase. VMT per service population goes from 29.1 without the retail to 29.0 with the retail, for a 0.02 percent decrease. Based on the net change in VMT, this project could have a significant impact.

For the retail component of Pilot 6, adding in 68 ksf of new retail results in a total increase of VMT for the SBCAG region of 1,341 miles (from 17,894,655 to 17,895,995), or a 0.01 percent increase. VMT per service population goes from 29.1 without the retail to 29.0 with the retail, for a 0.01 percent decrease. However, Pilot 6 is located within a TPA and could be screened from needing a VMT analysis if OPR guidance is adopted by the County.

Pilot Project Summary

		Is project screened out based on...			VMT Analysis			
Pilot Name	Project Components	Project Size?	Location in Low VMT Area?	Location Within a TPA?	VMT Metric	Project VMT Estimate ¹	County VMT Threshold	Is there a Potential VMT Impact?
Pilot 1: Old Town Orcutt Office Development	125 ksf office	No	No	No	Home-Based Work VMT per Employee	12.4	13.5	No
Pilot 2: Old Town Orcutt Residential Development	68 dwelling units	No	No	No	Home-Based VMT per Resident	14.9	12.8	Yes
Pilot 3: Old Town Orcutt Mixed Use Development	45 dwelling units	No	No	No	Home-Based VMT per Resident	14.9	12.8	Yes
	68 ksf retail	No	n/a	No	Net increase in VMT	-- ²	-- ²	Yes
Pilot 4: Eastern Goleta Valley Office Development	125 ksf office	No	No	Yes	Home-Based Work VMT per Employee	14.8	13.5	Yes
Pilot 5: Eastern Goleta Valley Residential Development	68 dwelling units	No	Yes	Yes	Home-Based VMT per Resident	9.6	12.8	No
Pilot 6: Eastern Goleta Valley Mixed Use Development	45 dwelling units	No	Yes	Yes	Home-Based VMT per Resident	9.6	12.8	No
	68 ksf retail	No	n/a	Yes	Retail component does not need model to analyze VMT due to being screened out for being in a TPA. No impact with TPA screening criteria applied.			

Notes:

¹ Project VMT estimated from SBCAG RTDM data for TAZ that represents project site with similar land uses.

² Pilot 3 retail uses result in a net increase in VMT for the SBCAG region of 1,202 (VMT increases from 17,894,655 to 17,895,857), or a 0.01 percent increase.

Attachment B – VMT Mitigation Strategies

Transportation Demand Management (TDM) Strategies for VMT Mitigation

CAPCOA VMT Reduction Strategy						Land Use Applicability				Place Type Applicability			Implementation Body			
Number	Name	Description	Category (Applicable Trip Type)	VMT Reduction Estimate	Updated VMT Reduction Estimate	Retail	Mixed-Use	Residential	Office	Urban	Suburban	Rural	Property Manager/HOA	Tenant	Developer	County or Other Agency
3.1.1	Increase Density	Density is typically measured in terms of jobs, persons, or dwelling units per unit area. Increasing density can decrease the distance people travel and the transportation mode they use to get to a destination (e.g. people can replace a vehicle trip with a walking, biking, or transit trip). Increasing residential density is associated with lower VMT per capita. Increased residential density in areas with high jobs access may have a greater VMT change than increases in regions with lower jobs access. The range of VMT reductions assumes that residential density is increased between 10% and 50% over existing conditions.	Land Use/ Location	0.8% - 30%	0.4% - 10.75%	X	X	X	X	X	X				X	X
3.1.3	Increase Diversity of Urban/ Suburban Developments	<p>Increasing the diversity of urban and suburban developments includes placing different land uses near each other and in the same building (i.e. mixed-use). Increasing diversity of land use minimizes the number and length of vehicle trips as people can reach multiple destinations in one trip or walk/bike for shorter trips.</p> <p>In the urban context, a single building should combine multiple uses and should encourage non-auto modes of transport. Increased diversity of urban developments can lead to between a 0% to a 12% decrease in VMT.</p> <p>In the suburban context, a mix of different uses, like residential, retail, office, or open space, should exist on site or within ¼ of a mile of the site. Increased diversity of suburban developments can lead to between a 0.3% to a 4% decrease in VMT.</p>	Land Use/ Location	9%-30%	Urban: 0% - 12% Suburban: 0.3% - 4%	X	X	X	X	X	X				X	X
3.1.5	Increase Transit Accessibility	<p>Increasing transit accessibility encourages transit use to replace vehicle trips. This measure is primarily relevant for urban and suburban contexts but can be applicable for rural contexts if a development is adjacent to a commuter rail station with convenient rail service to a major employment center. Increasing transit accessibility can take two forms:</p> <p>1) Locate near transit: Locate developments within a 5-10 minute walk (approximately 0.25 mile) from a high-frequency transit stop.</p> <p>2) Create Transit-Oriented Development: Transit accessibility is enhanced by nearby mixed-use developments, streets with traffic-calming design, and parking management. To qualify for this reduction, the project must include a mix of land uses, manage access to parking, and be designed to encourage walking and cycling. Most of the development's residents and workers must be within a 5-10 minute walk (or roughly 0.25 mile from stop to edge of development) of fast, frequent, and reliable transit service connecting to a high percentage of regional destinations.</p>	Land Use/ Location	0.5% - 24.6%	1) Locate near transit: 0% - 5.8% 2) Create TOD: 0% - 7.3%	X	X	X	X	X	X	X			X	X

CAPCOA VMT Reduction Strategy						Land Use Applicability				Place Type Applicability			Implementation Body			
Number	Name	Description	Category (Applicable Trip Type)	VMT Reduction Estimate	Updated VMT Reduction Estimate	Retail	Mixed-Use	Residential	Office	Urban	Suburban	Rural	Property Manager/HOA	Tenant	Developer	County or Other Agency
3.1.9	Improve Design of Development	Improving development design to improve walkability and connectivity will encourage people to walk to and within a development. Walkability and connectivity can be assessed by measuring average block size, number of intersections per square mile, sidewalk coverage, building setbacks, street widths, pedestrian crossings, and presence of street trees. This applies only to large developments with significant internal street structure.	Land Use/ Location	3% - 21.3%	No Change	X	X	X	X	X	X				X	X
3.2.1	Pedestrian Network Improvements	Pedestrian network improvements around and within the project site encourage people to walk to and within the project site. VMT reductions are due to the provision of complete pedestrian networks and only apply if located in an area that has a less robust sidewalk network. Generally, the developer can make the project site more accessible, connected, and welcoming with pedestrian network improvements, such as removing physical barriers, adding pedestrian crossing infrastructure, creating network links, and widening sidewalks.	Neighborhood/ Site Enhancement	0% - 2%	0.5% - 5.7%	X	X		X		X	X			X	X
3.2.2	Provide Comprehensive Bicycle Improvements	<p>This strategy only applies to bicycle facilities that provide a dedicated lane for bicyclists or a completely separated right-of-way for bicycles and pedestrians. VMT reductions are primarily due to expansion of bike networks in urban areas.</p> <p>For individual projects, the citywide (or similar scale) bicycle network is enhanced such that a building entrance or bicycle parking is within 200 yards walking or bicycling distance from a bicycle network that connects to at least one of the following:</p> <ul style="list-style-type: none">- at least 10 diverse uses;- a school or employment center, if the project total floor area is 50% or more residential;- or a bus rapid transit stop, light or heavy rail station, commuter rail station, or ferry terminal. <p>All destinations must be 3-mile bicycling distance from project site. Include educational campaigns to encourage bicycling.</p>	Neighborhood/ Site Enhancement	0.25% - 1%	0% - 1.7%	X	X	X	X	X	X				X	X
3.2.9	Dedicate Land for Bike Trails	Larger projects may be required to provide for, contribute to, or dedicate land for off-site bicycle trails linking the project to designated bicycle commuting routes. This measure should be grouped with improving the connectivity of a development to the surrounding street network.	Neighborhood/ Site Enhancement	Grouped strategy with Improve Design of Development (3.1.9)		X	X	X	X	X	X	X			X	X

CAPCOA VMT Reduction Strategy						Land Use Applicability				Place Type Applicability			Implementation Body			
Number	Name	Description	Category (Applicable Trip Type)	VMT Reduction Estimate	Updated VMT Reduction Estimate	Retail	Mixed-Use	Residential	Office	Urban	Suburban	Rural	Property Manager/HOA	Tenant	Developer	County or Other Agency
3.3.1	Reduce Parking Supply	Parking supply refers to the total number of parking spaces provided at a residential site. The baseline parking level should reflect typical conditions at the project site rather than code requirements. The City can also reduce on-site parking supply in conjunction with an on-street residential parking permit program; this approach would require on-street parking management and monitoring. Parking supply reductions work best in the urban context, but the degree of effectiveness varies depending on the levels of alternative transit modes and the density of the project and surrounding areas.	Parking Policy/ Pricing	5% - 12.5%			X	X		X					X	X
3.3.2	Unbundle Parking	Unbundling parking separates the price of parking from the price of the property so that buyers/renters must purchase/rent parking in addition to the property. Thus, the cost of parking is paid for by those who use it, rather than the community in general. This strategy applies to residential land uses. For employment uses, see Price Workplace Parking (3.4.14) and Employee Parking Cash-Out (3.4.15).	Parking Policy/ Pricing	2.6% - 13%	2% - 12%		X	X		X	X		X		X	
3.3.3	Market-price public parking	Implementing market-price public parking is applicable for on-street parking near a central business district and employment or retail centers. This strategy is only effective if spillover parking (i.e. people parking in free/residential areas) is managed, such as through residential area permits. Market-price public parking can encourage people to park once and walk between destinations and may encourage enough mode-shift to justify increased transit service to the district. The VMT reduction applies to VMT from visitor/customer trips only.	Parking Policy/ Pricing	2.8% - 5.5%	2.8% - 14.5%	X	X		X	X	X					X
3.3.4	Residential Area Parking Permits	Residential area parking permits require residents to purchase permits for long-term use of on-street parking in order to reduce spillover from surrounding sites, such as commercial areas or transit stations.	Parking Policy/ Pricing	Group strategy with Limit Parking Supply (3.3.1: 5%-12.5%), Unbundle Parking (3.3.2: 2.6%-13%), or Market Rate On-Street Parking Pricing (3.3.3: 2.8%-5.5%)		X	X	X	X	X						X
3.4.3	Rideshare Program	A rideshare program includes TDM strategies designed to increase average vehicle occupancy by encouraging carpooling and vanpooling. Carpooling and vanpooling can be encouraged through programmatic features, such as a platform or database that matches potential riders (e.g. Zimride), and through incentives, such as payments to individuals who participate in each mode.	Commute Trip Reduction	1% - 15%	2.5% - 8.3%	X	X	X		X	X		X	X	X	X

CAPCOA VMT Reduction Strategy						Land Use Applicability				Place Type Applicability			Implementation Body			
Number	Name	Description	Category (Applicable Trip Type)	VMT Reduction Estimate	Updated VMT Reduction Estimate	Retail	Mixed-Use	Residential	Office	Urban	Suburban	Rural	Property Manager/HOA	Tenant	Developer	County or Other Agency
3.4.4	Transit Subsidies	<p>Transit subsidies are direct payments to individuals for use of public transit. Using this measure requires a rough estimate of how much transit would cost the typical individual at the location and what percentage of that cost would be covered through subsidies. This measure may be best suited for affordable housing projects where subsidies can be provided in combination with other benefits, such as those for low-income residents; these programs may be grant funded. The effect of transit subsidies depends on the dollar amount of the subsidy, the density of the community that the subsidy is implemented within, and the proportion of individuals that are eligible for the program.</p> <p>Three updated VMT reduction ranges are provided: 1) Reduction in vehicle trips in response to reduced cost of transit use, assuming that 10-50% of new bus trips replace vehicle trips; 2) Reduction in commute trip VMT due to employee benefits that include transit 3) Reduction in all vehicle trips due to reduced transit fares system-wide, assuming 25% of new transit trips would have been vehicle trips.</p>	Commute Trip Reduction	0.3% - 20%	Three ranges, depending on strategy implementation: 1) 0.3% - 14% 2) 0% - 16% 3) 0.1% - 6.9%	X	X	X	X	X	X		X	X	X	
3.4.5	Provide End of Trip Facilities	Non-residential projects can provide commuters facilities to support bicycling, such as showers, secure bicycle lockers, and changing spaces. These facilities can provide the amenities needed to transition to/from the work day and to securely store bikes.	Commute Trip Reduction	Grouped Strategy with Implement Commute Trip Reduction Program (3.4.1 & 3.4.2) and Provide Ride-Sharing Program (3.4.3)		X	X		X	X	X	X	X		X	
3.4.6	Encourage telecommuting and alternative work schedules	Telecommuting and alternative work schedules reduce the time spent commuting and/or the number of commute trips per week. Telecommuting is when employees work remotely, typically at home. Alternative work schedules take the form of compressed work weeks (e.g. 9/80) that allow workers to reduce the number of commute trips they make.	Commute Trip Reduction	0.07% - 5.5%	0.2% - 4.5%	X	X		X	X	X	X	X	X		

CAPCOA VMT Reduction Strategy						Land Use Applicability				Place Type Applicability			Implementation Body			
Number	Name	Description	Category (Applicable Trip Type)	VMT Reduction Estimate	Updated VMT Reduction Estimate	Retail	Mixed-Use	Residential	Office	Urban	Suburban	Rural	Property Manager/HOA	Tenant	Developer	County or Other Agency
3.4.7	Promotions & Marketing	<p>Commute trip reduction marketing programs are part of a traditional TDM program and often focus on advertising non-driving options to individuals. This may include direct outreach, help with trip planning, and development of promotional materials. This strategy can include the deployment of products, such as TransitScreen, that provide real-time transit and other transportation information in common spaces of a development. This strategy's efficacy is affected by the level of investment in the program, the staff involved, and the other measures implemented.</p> <p>Updated VMT reductions from this strategy vary depending on how it is implemented: 1) Vehicle trips reduction due to CTR marketing; 2) Reduction in VMT from institutional trips (e.g. university or large employer) due to targeted behavioral intervention programs</p>	Commute Trip Reduction	0.8% - 4%	Two ranges, depending on how strategy is implemented: 1) 0.9% - 26% 2) 1% - 6%	X	X		X	X	X		X	X	X	X
3.4.9	Carshare Program	<p>A carshare program provides ad hoc short-term car rental services, such as services provided by ZipCar, Car2Go, and Gig. Vehicles are parked in parking spaces on or near the site and available for members to use on an hourly or per-mile basis. A carshare program should be paired with designated carshare parking spots for maximum effectiveness.</p> <p>A carshare program serves different purposes based on the land use. Transit station-based programs focus on providing the “last-mile” solution and link transit with commuters’ final destinations. Residential-based programs work to substitute entire household based trips. Employer-based programs provide a means for business/day trips for alternative mode commuters and provide a guaranteed ride home option.</p> <p>VMT reductions assume 1%-5% penetration rate of carsharing use among the target population.</p>	Commute Trip Reduction	0.4% - 0.7%	0.3% - 1.6%	X	X	X	X	X	X		X	X	X	X
3.4.10	School Carpool Program	School carpool programs function similarly to ridesharing programs. School carpool programs can fill in service gaps for public schools (e.g. students cannot walk or bike but do not meet requirements for the school bus) and provide options for students attending private schools. The VMT reduction applies to school drop-off/pickup VMT only, which is typically no more than 15% of average daily household VMT; the share of household VMT that is school trips can be found in a regional travel model or MPO report.	Commute Trip Reduction	7.2% - 15.8%			X	X		X	X	X	X			X

CAPCOA VMT Reduction Strategy						Land Use Applicability				Place Type Applicability			Implementation Body			
Number	Name	Description	Category (Applicable Trip Type)	VMT Reduction Estimate	Updated VMT Reduction Estimate	Retail	Mixed-Use	Residential	Office	Urban	Suburban	Rural	Property Manager/HOA	Tenant	Developer	County or Other Agency
3.4.11	Neighborhood or Private Shuttles	<p>Private neighborhood or project shuttle implementation consists of new service that is provided only for residents, employees, or visitors affiliated with the project. Shuttles alone provide negligible reductions in VMT rates, and shuttles are normally implemented in a bundle with other transit infrastructure improvements. Private shuttles can consist of either point-to-point shuttles or last-mile shuttles connecting with major transit hubs.</p> <p>VMT reductions vary depending on how strategy is implemented: 1) Reduction in commute vehicle trips due to implementing employer-sponsored vanpool and shuttle programs; 2) Reduction in commute vehicle trips due to vanpool incentive programs; 3) Reduction in commute vehicle trips due to employer shuttle programs</p>	Commute Trip Reduction	0.3% - 13.4%	<p>Three ranges, depending on how strategy is implemented: 1) 0.5% - 5% 2) 0.3% - 7.4% 3) 1.4% - 6.8%</p>	X	X	X	X	X	X	X	X	X	X	X
3.4.12	Bikeshare Program	A bikeshare system consists of bicycles available to individuals for short, one-way trips. Bikeshare can be implemented on a small scale, consisting of just a few bikes paid for and managed by property management or an HOA, or can be part of a citywide or regional program. A bikeshare program alone provides negligible reductions in VMT rates and is normally implemented in a bundle with other bicycle infrastructure strategies, such as the buildout of a bikeway network.	Commute Trip Reduction	Grouped strategy with Bike Lane Street Design (3.2.5) and Improve Design of Development (3.1.9)		X	X	X	X	X	X		X	X	X	X
3.4.13	Implement School Bus Program	A project developer or manager would work with the school district to restore or expand school bus services in the project area and local community. As more families participate in the school bus program, more VMT would be reduced. VMT reduction applies to school trip VMT only.	Commute Trip Reduction	38% - 63%	5% - 30%		X	X		X	X	X	X		X	X
3.4.14	Price Workplace Parking	Pricing workplace parking may include charging for parking, implementing above market rate pricing, validating parking only for invited guests, not providing employee parking and transportation allowances, and educating employees about available alternatives. Though similar to the Employee Parking “Cash-Out” strategy, this strategy focuses on implementing market rate and above market rate pricing to provide a price signal for employees to consider alternative modes for their work commute. The effectiveness of this strategy depends on the availability of alternative modes.	Commute Trip Reduction	0.1% - 19.7%	0.5% - 14%	X	X		X	X	X		X	X		X
3.4.15	Employee Parking Cash-Out	Employee Parking Cash-Out programs require that employees who choose not to drive to work be paid the cash equivalent of a parking space that their employer would otherwise have to purchase. This incentivizes employees to take transit, bike, walk, or carpool to work, thereby reducing commute VMT. This strategy only applies at workplace locations where office tenants must rent parking spaces separately from their office space.	Commute Trip Reduction	0.6%-7.7%	3%-7.7%		X		X	X	X		X	X		

CAPCOA VMT Reduction Strategy						Land Use Applicability				Place Type Applicability			Implementation Body			
Number	Name	Description	Category (Applicable Trip Type)	VMT Reduction Estimate	Updated VMT Reduction Estimate	Retail	Mixed-Use	Residential	Office	Urban	Suburban	Rural	Property Manager/HOA	Tenant	Developer	County or Other Agency
3.6.3	Required Contributions to Transportation Infrastructure Improvement Projects	Requiring projects to contribute a proportionate amount (i.e. "fair share") to transportation infrastructure improvements projects would fund traffic-flow improvements or multi-modal improvement projects, such as improving walking and biking facilities. Contributions could be right-of-way dedications, capital improvements, and easements.	Road Pricing Management	Grouped Strategy with Improve Traffic Flow (3.6.2) and Transit System Improvements (3.5.1-3.5.6)		X	X	X	X	X	X	X				X
3.6.4	Park-and-Ride Lots	Park-and-Ride lots are placed near transit stops/hubs and High Occupancy Vehicle lanes so that people can drive to the lot, park, and complete the remainder of their trip in a carpool/vanpool or on public transit.	Road Pricing Management	Grouped Strategy with Area/Cordon Pricing (3.6.1), Employer-Sponsored Vanpool (3.4.11), Ride-Sharing Programs (3.4.3), Transit System Improvements (3.5.1-3.5.6)		x	x	x	x		x	x				X
3.2.6 3.2.7	Bike Parking	Secure short-term and long-term bicycle parking can be provided for residents, employees, and visitors. Secure bicycle parking consists of the developer providing lockers, a secure bicycle room, or a bicycle station on-site. Secure bicycle parking should have coverage from the elements and should restrict access to only those parking in the facility.	Neighborhood/ Site Enhancement	Grouped strategy with Improve Design of Development (3.1.9)		X	X	X	X	X	X	X	X		X	

Source:
California Air Pollution Control Officers Association (CAPCOA), *Quantifying Greenhouse Gas Mitigation Measures* , 2010. https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/capcoa_quantifying_ghg_measures.pdf.
Updated VMT reduction estimate is based on CAPCOA research and supplemented with the latest published research on TDM effectiveness, if available.
Note that a wide range of VMT reduction strategies are contained in the above table. Strategies need to be applied in the appropriate land use and build environment/place type context.

Jack

Evaluation Criteria	Points Possible	Fehr & Peers		Minagar & Associates		EPD	
		NOTES	SCORE	NOTES	SCORE	NOTES	SCORE
Knowledge, Experience and Project Management	25	Major player in development of VMT and CEQA relationship; 10 yrs working in Carson on freight and truck movements, extensive SB743 knowledge and exp 36 cities	25	Traffic engineering firm w. work exp in SFS. Limited VMT experience- prepared only one VMT Threshold study for Colton and has reviewed 7 VMT studies by other firms	5	Has VMT experience with cities and developers. Writing is dense.	24
Project Approach and Methodology	20	Straight forward; Matches RFP Scope but did not state the number of case studies	19	unknown. Copied directly from RFP.	5	Has insights/ideas on screening thresholds to require MND and avoid EIR. Ask for further clarification.	19
Project Understanding and Vision	20	Has prior exp on SFS GP. Understands industrial land use challenges and stated TDM for truck VMT. Ask further if interviewed.	18	None mentioned.	5	Understands City's concern re: industrial truck traffic and that reducing VMT will hurt businesses. Proposes to develop strategies that will reduce impacts of truck travel instead. Ask for further clarification.	19
Project Schedule and Timing	18	9 months (April 2022)	18	7 months to City Council	18	7 months but clarify if this	18
Cost Effectiveness	17	\$49,350 plus \$20K for optional basic-level VMT Tool)	16	\$50,016 plus \$13,579 for optional VMT Tool	16	\$64,010 plus \$17,400 optional VMT Tool (Excel-based only)	15
Total Score	100		96		49		95

Laurel

Evaluation Criteria	Points Possible	Fehr & Peers		Minagar & Associates		EPD	
		NOTES	SCORE	NOTES	SCORE	NOTES	SCORE
Knowledge, Experience and Project Management	25	extensive experience statewide and locally; they've conducted their own research	25	lots of work in Colton, some city and private work in SFS, only done VMT thresholds for Colton	15	good experience	22
Project Approach and Methodology	20	great team	20	not much detail	10	working with sub	18
Project Understanding and Vision	20	even though it's listed as a deliverable, the proposal is missing discussion on case studies for land use projects (Task 2D). They have a header for it but that section is actually screening & threshold recommendations (Task 2E); optional tools look cool	18	Doesn't address each deliverable within the RFP, includes a copy/paste of the RFP but the text of the proposal discusses on-call engineering services	10	addresses all items	20
Project Schedule and Timing	18	9 months, August to April; review of draft circulation element should happen sooner	15	7 months, review of draft circulation element need to happen sooner	18	7 months	18
Cost Effectiveness	17	\$49,350; basic excel/web tool are \$20k; advanced tools are \$50-80k	17	\$50,017; \$13,579 for optional items	16	\$64,010; \$17,400 options tool	14
Total Score	100		95		51		92

Cuong

Evaluation Criteria	Points Possible	Fehr & Peers		Minagar & Associates		EPD	
		NOTES	SCORE	NOTES	SCORE	NOTES	SCORE
Knowledge, Experience and Project Management	25	Extensive SB743 knowledge. Worked with OPR, Caltrans, etc to develop CEQA guidelines and technical advisory. Has an impressive list of client cities. Most notably are the Cities of Carson and Rancho Cucamonga (similar truck traffic issues) and the cities of Santa Monica, Pasadena, Anaheim and Los Angeles (very progressive cities). Project Manager and Principal in charge are same individuals assisting with cities GP. No sub-consultants.	25	Has completed 12 projects in SFS. complete over a dozen VMT guidelines preparation and reviews. Only one thresholds project (City of Colton). Fred Minagar's 6-page resume did not include one VMT threshold project. No sub-consultants.	10	Experience seems to be more with project specific analysis and screening rather than VMT threshold ordinances. Uses Translutions (subconsultant) for modeling.	23
Project Approach and Methodology	20	Approach lines up with RFP. Does not clarify how many case studies will be conducted. Will provide <i>user guidebook</i> and 2hr training to City staff. 2 drafts and a final report. Attend 3 public meetings, additional meetings are at an extra cost.	19	Proposal was not properly formatted, large space at beginning of sections. Section heading at bottom of page. Font size and font type was not consistent throughout. All tasks were copied directly from the RFP with no additional details. 2hr training to City staff. 2 drafts and a final report. Attend 3 public meetings	10	In addition to kick off meeting, anticipates 12 bi-weekly virtual meetings; technical memorandum will be prepared. Case study with up to 6 land use projects. 2 hour training. 1 draft and 1 final report? 3 public meetings. Additional meetings approx. \$2K	18

Project Understanding and Vision	20	Understands that extra emphasis will be needed for analysis and mitigation strategies pertaining to truck VMT. And that LOS methodology will be retained for GP compliance.	18	Aside from sample report from Colton, proposal does not provide much detail.	10	Identifies various land uses (9 total) whereby GHG-based screening thresholds will be determined.	18
Project Schedule and Timing	18	9 months (but 1mo for PC and 1mo for CC - if coordinated, we can get this done in 4-6 weeks).	17	7 months (actually 6 months a 1 week if excluding 3 weeks for PC/CC)	18	7 months (Did not provide timeframe for PC/TC/CC)	17
Cost Effectiveness	17	\$49,350 plus \$20K for basic tool and \$50K-80K for advanced tools (lowest base price but basic web tool starts somewhat high - the excel tool is same price as basic web tool). We should ask how web tool is usually hosted/implemented.	16	\$50,017 plus \$13,579 for optional tools (Base price was similar to F&P but option items were less).	16	\$64,010 plus \$17,400 for optional Excel-based tool (highest base price of the three. With optional tools: \$81,410)	14
Total Score	100		95		64		90

Wayne

Evaluation Criteria	Points Possible	Fehr & Peers		Minagar & Associates		EPD	
		NOTES	SCORE	NOTES	SCORE	NOTES	SCORE
Knowledge, Experience and Project Management	25	Already working on the General Plan Update; most of the literature on VMT is replete with Fehr & Peers	25	Has limited experience in VMT. Proposal is more colorful than has substance. Seems to have more experience doing traffic studies	15	Has the experience. Uses Translutions (subconsultant) for modeling.	22
Project Approach and Methodology	20	Approach is in line with RFP	20	Proposal was not in line with RFP. Appeared to be more focused on a colorful presentation.	10	Seem to address all aspects of the RFP	18
Project Understanding and Vision	20	Again, ia already working on General Plan. Understands industrial land use challenges and stated TDM for truck	18	Not much details provided	10	Has mechanism to require MND and avoid EIR. Ask for further clarification.	20
Project Schedule and Timing	18	9 months (April 2022)	15	7 months	18	7 months	18
Cost Effectiveness	17	\$49,350 plus \$20K for basic tool and \$50K-80K for advanced tools	17	\$63,596; VMT Evaluation Tool is optional	16	Optional Task: VMT Evaluation Tool (Excel-based) compatible w/Google Earth screening map; \$64,010 (218	14
Total Score	100		95		69		92

Tom

Evaluation Criteria	Points Possible	Fehr & Peers		Minagar & Associates		EPD	
		NOTES	SCORE	NOTES	SCORE	NOTES	SCORE
Knowledge, Experience and Project Management	25	currently working on SFS GP Update; VMT related projects in Carson, Whittier, LA County & 39 other agencies in SoCal; SB 743 info & background	25	limited experience in VMT-- has established VMT criteria only for Colton; No add'l SB 743 info listed, only at tasks listing	18	developed VMT guidelines for City of Redlands; using Translutions as a partner for modeling services; have done VMT analysis for industrial project, boutique hotel, &	22
Project Approach and Methodology	20	good understanding of needs	20	nothing to indicate VMT/SB 743 knowledge or background	16	good understanding of needs	20
Project Understanding and Vision	20	good compliance with RFP regarding tasks & deliverables; lots of general SB743 propaganda & info	20	tasks are identical to RFP tasks	16	Google Earth based screening map to be developed; Tech memo to be provided for screening/impact thresholds;	19
Project Schedule and Timing	18	9 months--2 months longer	16	7 months	20	7 months	20
Cost Effectiveness	17	VMT Evaluation Tool (optional task)\$49,350 (357 staff hours)	17	VMT Evaluation Tool is optional; \$63,596 (551 staff hours)	12	Optional Task: VMT Evaluation Tool (Excel-based) compatible w/Google Earth screening map; \$64,010 (218	14
Total Score	100		98		82		95

**CITY OF SANTA FE SPRINGS
PROFESSIONAL SERVICES AGREEMENT
WITH
FEHR & PEERS**

This Professional Services Agreement ("Agreement") is made and effective as of October 19, 2021 ("Effective Date"), by and between the City of Santa Fe Springs, a California municipal corporation, ("City") and Fehr & Peers, a corporation ("Consultant"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. TERM

This Agreement shall commence on October 19, 2021 and shall remain and continue in effect until the services described herein are completed, but in no event later than August 31, 2022 unless sooner terminated pursuant to the provisions of this Agreement.

2. SERVICES

Consultant shall perform the services described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full ("Services"). Consultant shall complete the Services according to any schedule of performance set forth in Exhibit A. To the extent that Exhibit A is a proposal from Consultant and contains provisions inconsistent with this Agreement, the provisions of this Agreement shall govern.

3. PERFORMANCE

Consultant shall at all times faithfully, competently and to the best of Consultant's ability, experience, and talent, perform all tasks described herein. Consultant shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing similar services as are required of Consultant under this Agreement.

4. CITY MANAGEMENT

The City Manager or designee shall represent the City in all matters pertaining to the administration of this Agreement, including review and approval of all products submitted by Consultant.

5. PAYMENT

- A. City agrees to pay Consultant on a monthly basis for services satisfactorily performed, in accordance with the payment rates and terms and the schedule of payment as set forth in Exhibit A. This amount shall not exceed seventy-five thousand dollars (\$75,000.00) for the total term of the Agreement unless additional payment is approved as provided in this Agreement.

- B. Consultant shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the City Manager or designee. Consultant shall be compensated for any additional services in the amounts and in the manner as agreed to in writing by the City and Consultant at the time the City's written authorization is given to Consultant for the performance of said services.
- C. Consultant will submit invoices monthly for actual Services performed. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the City disputes any of Consultant's Services or fees, it shall give written notice to Consultant within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice. Any final payment under this Agreement shall be made within forty-five (45) days of receipt of an invoice therefor.

6. SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE

- A. The City may at any time, for any reason, without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon Consultant at least ten (10) days' prior written notice. Upon receipt of said notice, Consultant shall immediately cease all Services under this Agreement, unless the notice provides otherwise. If the City suspends or terminates a portion of this Agreement, such suspension or termination shall not make void or invalidate the remainder of this Agreement.
- B. In the event this Agreement is terminated pursuant to this section, the City shall pay to Consultant the actual value of the Services performed up to the time of termination, unless the City disputes any of the Services performed or fees. Upon termination of the Agreement pursuant to this section, Consultant will submit an invoice to the City pursuant to Section 5.

7. DEFAULT OF CONSULTANT

If the City determines that Consultant is in default in the performance of any of the terms or conditions of this Agreement, the City shall serve Consultant a written notice of the default. Consultant shall have seven (7) days after service of said notice to cure the default. In the event that Consultant fails to cure the default within such period of time or fails to present the City with a written plan for the diligent cure of default if such default cannot be cured within seven days, the City shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement. The City shall also have the right to offset against the amount of any fees due to Consultant any costs incurred by the City as a result of Consultant's default.

8. OWNERSHIP OF DOCUMENTS

- A. Consultant shall maintain complete and accurate records with respect to tasks, costs, expenses, receipts, and other such information required by the City that relate to the performance of Services under this Agreement. Consultant shall maintain adequate records of Services provided in sufficient detail to permit an evaluation of Services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Consultant shall provide free access to the representatives of the City or its designees at reasonable times to such books and records; shall give the City the right to examine and audit said books and records; shall permit the City to make transcripts or copies therefrom as necessary; and shall allow inspection of all Services, data, documents, proceedings, and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.
- B. Upon completion of, or in the event of termination or suspension of this Agreement, all original documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the Services shall become the sole property of the City and may be used, reused, or otherwise disposed of by the City without the permission of Consultant. With respect to computer files, Consultant shall make available to the City, at the Consultant's office and upon reasonable written request by the City, the necessary computer software and hardware for purposes of accessing, compiling, transferring, copying and/or printing computer files. Consultant hereby grants to the City all right, title, and interest, including any copyright, in and to the documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared by Consultant in the course of providing the Services under this Agreement.

9. INDEMNIFICATION AND DEFENSE

- A. Indemnity.

To the fullest extent permitted by law, Consultant shall indemnify and hold harmless the City and any and all of its officials, officers, employees, agents, and/or volunteers ("Indemnified Parties") from and against any and all losses, liabilities, damages, costs and expenses, including attorney's fees and costs, caused in whole or in part by the acts, errors, or omissions of Consultant, its officers, agents, employees, or subconsultants (or any agency or individual that Consultant shall bear the legal liability thereof) in the performance of Services under this Agreement.

B. Duty to Defend.

In the event the City, its officials, officers, employees, agents, and/or volunteers are made a party to any claim, action, lawsuit, or other adversarial proceeding ("Action") arising from the performance of the Services under this Agreement, whether or not Consultant is named in such Action, and upon demand by the City, Consultant shall defend the City at Consultant's sole cost, or at the City's option, to reimburse the City for its costs of defense, including reasonable attorney's fees and costs incurred in the defense.

- C. Payment by the City for Services is not a condition precedent to enforcement of this section. Consultant's duty to defend, indemnify, and hold harmless the City shall not extend to the City's sole or active negligence. In the event of any dispute between Consultant and the City as to whether liability arises from the sole or active negligence of the City or its officials, officers, employees, agents, and/or volunteers, Consultant will be obligated to pay for the City's defense until such time as a final judgment has been entered adjudicating the City as solely or actively negligent. Consultant will not be entitled in the absence of such a determination to any reimbursement of defense costs including, but not limited to, attorney's fees, expert fees and costs of litigation.

10. INSURANCE

Consultant shall maintain prior to the beginning of and for the duration of this Agreement insurance coverage as specified in Exhibit B attached hereto and made a part of this Agreement.

11. INDEPENDENT CONTRACTOR

- A. Consultant is and shall at all times remain as to the City a wholly independent consultant and/or independent contractor. The personnel performing the services under this Agreement on behalf of Consultant shall at all times be under Consultant's exclusive direction and control. Neither the City nor any of its officers, employees, or agents shall have control over the conduct of Consultant or any of Consultant's officers, employees, or agents, except as set forth in this Agreement. Consultant shall not at any time or in any manner represent that Consultant or any of Consultant's officers, employees, or agents are in any manner officers, employees, or agents of the City. Consultant shall not incur or have the power to incur any debt, obligation, or liability whatever against the City, or bind the City in any manner.
- B. No employee benefits shall be available to Consultant in connection with the performance of this Agreement. Except for the fees paid to Consultant as provided in the Agreement, the City shall not pay salaries, wages, or other compensation to Consultant for performing services hereunder for the City. The City shall not be liable for compensation or indemnification to Consultant for injury or sickness arising out of performing services hereunder. Consultant shall secure, at its sole

expense, and be responsible for any and all payment of Income Tax, Social Security, State Disability Insurance Compensation, Unemployment Compensation, and other payroll deductions for Consultant and its officers, agents, and employees, and all business licenses, if any are required, in connection with the services to be performed hereunder. Consultant shall indemnify and hold the City harmless from any and all taxes, assessments, penalties, and interest asserted against the City by reason of the independent contractor relationship created by this Agreement. Consultant further agrees to indemnify and hold the City harmless from any failure of Consultant to comply with the applicable worker's compensation laws. The City shall have the right to offset against the amount of any fees due to Consultant under this Agreement as a result of Consultant's failure to promptly pay to the City any reimbursement or indemnification arising under this paragraph.

- C. In the event that Consultant or any employee, agent, or subconsultant of Consultant providing Services under this Agreement claims or is determined by a court of competent jurisdiction or the California Public Employees Retirement System (CalPERS) to be eligible for enrollment in CalPERS as an employee of the City, Consultant shall indemnify, defend, and hold harmless the City for the payment of any employee and/or employer contributions for CalPERS benefits on behalf of Consultant or its employees, agents, or subconsultants, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of the City.
- D. Notwithstanding any other agency, state or federal policy, rule, regulation, law or ordinance to the contrary, Consultant and any of its employees, agents, and subconsultants providing service under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any claims to, any compensation, benefit, or any incident of employment by the City, including but not limited to eligibility to enroll in CalPERS as an employee of the City and entitlement to any contribution to be paid by City for employer contribution and/or employee contributions for CalPERS benefits.

12. LEGAL RESPONSIBILITIES

Consultant shall keep itself informed of State and Federal laws and regulations which in any manner affect those employed by it or in any way affect the performance of Services pursuant to this Agreement. Consultant shall at all times observe and comply with all such laws and regulations. The City and its officials, officers, employees, and agents, shall not be liable at law or in equity occasioned by failure of Consultant to comply with this Section.

13. UNDUE INFLUENCE

Consultant declares and warrants that no undue influence or pressure was used against or in concert with any officer or employee of the City in connection with the award, terms or implementation of this Agreement, including any method of coercion, confidential

financial arrangement, or financial inducement. No officer or employee of the City has or will receive compensation, directly or indirectly, from Consultant, or from any officer, employee or agent of Consultant, in connection with this Agreement or any Services to be conducted as a result of this Agreement. Violation of this section shall be a material breach of this Agreement entitling the City to any and all remedies at law or in equity.

14. NO BENEFIT TO ARISE TO LOCAL EMPLOYEES

No member, officer, or employee of the City, or their designees or agents, and no public official who exercises authority over or responsibilities with respect to the Services during his/her tenure or for one year thereafter, shall have any interest, direct or indirect, in any Agreement or sub-agreement, or the proceeds thereof, for Services to be performed under this Agreement.

15. RELEASE OF INFORMATION/CONFLICTS OF INTEREST

- A. All information gained by Consultant in performance of this Agreement shall be considered confidential and shall not be released by Consultant without the City's prior written authorization, unless the information is clearly public. Consultant, its officers, employees, agents, or subconsultants, shall not without written authorization from the City Manager or designee, or unless requested by the City's attorney, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories, or other information concerning the Services performed under this Agreement or relating to the City. Response to a subpoena or court order shall not be considered "voluntary" provided Consultant gives the City notice of such court order or subpoena.
- B. Consultant shall promptly notify the City should Consultant, its officers, employees, agents, and/or subconsultants be served with any summons, complaint, notice of deposition, request for documents, interrogatories, request for admissions, or other discovery request ("Discovery"), court order, or subpoena from any person or party regarding this Agreement and the Services performed hereunder or the City, unless the City is a party to any lawsuit, arbitration, or administrative proceeding connected to such Discovery, or unless Consultant is prohibited by law from informing the City of such Discovery. The City retains the right, but has no obligation, to represent Consultant and/or be present at any deposition, hearing, or similar proceeding as allowed by law. Unless the City is a party to the lawsuit, arbitration, or administrative proceeding and is adverse to Consultant in such proceeding, Consultant agrees to cooperate fully with the City and to provide the opportunity to review any response to discovery requests provided by Consultant. However, the City's right to review any such response does not imply or mean the right by the City to control, direct, or rewrite said response, or that the City has an obligation to review any such response or verifies any response it has reviewed.

16. NOTICES

Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, which provides a receipt showing date and time of delivery, or (iii) mail by the United States Postal Service, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by notice:

To the City: City of Santa Fe Springs
 11710 E. Telegraph Road
 Santa Fe Springs, CA 90670
 Attention: Wayne M. Morrell, Director of Planning

To Consultant: Fehr & Peers
 100 Oceangate, Suite 1425
 Long Beach, CA 90802
 Attention: Sarah Brandenburg, PE

17. ASSIGNMENT

Consultant shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of the City. Before retaining or contracting with any subconsultant for any services under this Agreement, Consultant shall provide the City with the identity of the proposed subconsultant, a copy of the proposed written contract between Consultant and such subconsultant which shall include an indemnity provision similar to the one provided herein and identifying the City as an indemnified party, or an incorporation of the indemnity provision provided herein, and proof that such proposed subconsultant carries insurance at least equal to that required by this Agreement or obtain a written waiver from the City for such insurance.

18. LICENSES

At all times during the term of this Agreement, Consultant shall have in full force and effect all licenses required of it by law for the performance of the Services described in this Agreement.

19. GOVERNING LAW

The City and Consultant understand and agree that the laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court with jurisdiction over the City.

20. ENTIRE AGREEMENT

This Agreement contains the entire understanding between the parties relating to the obligations of the parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations, and statements, oral or written and pertaining to the subject of this Agreement or with respect to the terms and conditions of this Agreement shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

21. AMENDMENTS

Any amendments to this Agreement must be in writing and executed by the parties hereto, or their respective successors and assigns, in order to be valid.

22. NON-EXCLUSIVE AGREEMENT

Consultant acknowledges that the City may enter into agreements with other consultants for services similar to the services that are subject to this Agreement or may have its own employees perform services similar to those services contemplated by this Agreement.

23. ATTORNEYS' FEES

In the event that litigation is brought by any party in connection with this Agreement, the prevailing party shall be entitled to recover from the opposing party all costs and expenses, including reasonable attorneys' fees, incurred by the prevailing party in the exercise of any of its rights or remedies hereunder or the enforcement of any of the terms, conditions, or provisions hereof.

24. CONSTRUCTION

The parties hereto have participated jointly in the negotiation and drafting of this Agreement. In the event an ambiguity or question of intent or interpretation arises with respect to this Agreement, this Agreement shall be construed as if drafted jointly by the parties and in accordance with its fair meaning. There shall be no presumption or burden of proof favoring or disfavoring any party by virtue of the authorship of any of the provisions of this Agreement.

25. WAIVER

The delay or failure of any party at any time to require performance or compliance by the other of any of its obligations or agreements shall in no way be deemed a waiver of those rights to require such performance or compliance. No waiver of any provision of this Agreement shall be effective unless in writing and signed by a duly authorized representative of the party against whom enforcement of a waiver is sought. The waiver of any right or remedy in respect to any occurrence or event shall not be deemed a waiver of any right or remedy in respect to any other occurrence or event, nor shall any waiver constitute a continuing waiver.

26. SEVERABILITY

If any provision of this Agreement is determined by a court of competent jurisdiction to be unenforceable in any circumstance, such determination shall not affect the validity or enforceability of the remaining terms and provisions hereof or of the offending provision in any other circumstance. Notwithstanding the foregoing, if the value of this Agreement, based upon the substantial benefit of the bargain for any party, is materially impaired, which determination made by the presiding court or arbitrator of competent jurisdiction shall be binding, then both parties agree to substitute such provision(s) through good faith negotiations.

27. COUNTERPARTS

This Agreement may be executed in one or more counterparts, each of which shall be deemed an original. All counterparts shall be construed together and shall constitute one agreement.

28. AUTHORITY TO EXECUTE THIS AGREEMENT

The persons executing this Agreement on behalf of the parties warrants and represents that they have the authority to execute this Agreement on behalf of said parties and has the authority to bind the parties to the provisions of this Agreement.

29. ELECTRONIC SIGNATURES

The parties acknowledge and agree that execution of this Agreement by electronic signatures or electronic transmittal of signatures are the same as handwritten signatures for the purposes of validity, enforceability, and admissibility.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed the day and year first above written.

[If Consultant is a corporation, two signatures are required: Signature 1 – the Chairperson of the Board, the President, or any Vice President; Signature 2 – the Secretary, any Assistant Secretary, the Chief Financial Officer, or any Assistant Treasurer (Corp. Code § 313).]

CITY OF SANTA FE SPRINGS

CONSULTANT

Date: _____

Name: _____

Title: _____

Date: _____

ATTEST:

CONSULTANT

Janet Martinez, City Clerk

Name: _____
Title: _____
Date: _____

APPROVED AS TO FORM:

Ivy M. Tsai, City Attorney

Attachments:	Exhibit A	Services
	Exhibit B	Insurance Requirements

EXHIBIT A
SERVICES

EXHIBIT B

INSURANCE REQUIREMENTS

Without limiting Consultant's indemnification of the City, and prior to commencement of Services, Consultant shall obtain, provide, and maintain at its own expense during the term of this Agreement, policies of insurance of the type and amounts described below and in a form satisfactory to the City. If Consultant maintains higher limits than the minimum limits shown below, the City requires and shall be entitled to coverage for the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

General liability insurance. Consultant shall maintain commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01, in an amount not less than \$2,000,000 per occurrence, \$4,000,000 general aggregate, for bodily injury, personal injury, and property damage. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO "insured contract" language will not be accepted.

Automobile liability insurance. Consultant shall maintain automobile insurance at least as broad as Insurance Services Office form CA 00 01 covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with Services to be performed under this Agreement, including coverage for any owned, hired, non-owned or rented vehicles, in an amount not less than \$1,000,000 combined single limit for each accident.

Professional liability (errors & omissions) insurance. Consultant shall maintain professional liability insurance that covers the Services to be performed in connection with this Agreement, in the minimum amount of \$1,000,000 per claim and in the aggregate. Any policy inception date, continuity date, or retroactive date must be before the effective date of this Agreement and Consultant agrees to maintain continuous coverage through a period no less than three (3) years after completion of the services required by this Agreement.

Workers' compensation insurance. Consultant shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance (with limits of at least \$1,000,000 per accident for bodily injury or disease).

Consultant shall submit to the City, along with the certificate of insurance, a Waiver of Subrogation endorsement in favor of the City, its officers, agents, employees, and volunteers.

Umbrella or excess liability insurance. [Optional depending on limits required]. Consultant shall obtain and maintain an umbrella or excess liability insurance policy with limits that will provide bodily injury, personal injury and property damage liability coverage at least as broad as the primary coverages set forth above, including commercial general

liability, automobile liability, and employer's liability. Such policy or policies shall include the following terms and conditions:

- A drop-down feature requiring the policy to respond if any primary insurance that would otherwise have applied proves to be uncollectible in whole or in part for any reason;
- Pay on behalf of wording as opposed to reimbursement;
- Concurrence of effective dates with primary policies;
- Policies shall "follow form" to the underlying primary policies; and
- Insureds under primary policies shall also be insureds under the umbrella or excess policies.

Other provisions or requirements

Proof of insurance. Consultant shall provide certificates of insurance to the City as evidence of the insurance coverage required herein, along with a waiver of subrogation endorsement for workers' compensation. Insurance certificates and endorsements must be approved by the City's Risk Manager prior to commencement of performance. Current certification of insurance shall be kept on file with the City at all times during the term of this Agreement. The City reserves the right to require complete, certified copies of all required insurance policies at any time.

Duration of coverage. Consultant shall procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the Services hereunder by Consultant, or Consultant's agents, representatives, employees or subconsultants.

Primary/noncontributing. Coverage provided by Consultant shall be primary and any insurance or self-insurance procured or maintained by the City shall not be required to contribute with it. The limits of insurance required herein may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the City before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.

The City's rights of enforcement. In the event any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, the City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by the City will be promptly reimbursed by Consultant or the City will withhold amounts sufficient to pay premium from Consultant payments. In the alternative, the City may immediately terminate this Agreement.

Acceptable insurers. All insurance policies shall be issued by an insurance company currently authorized by the Insurance Commissioner to transact business of insurance or is on the List of Approved Surplus Line Insurers in the State of California, with an assigned

policyholders' Rating of A- (or higher) and Financial Size Category Class VI (or larger) in accordance with the latest edition of Best's Key Rating Guide, unless otherwise approved by the City's Risk Manager.

Waiver of subrogation. All insurance coverage maintained or procured pursuant to this Agreement shall be endorsed to waive subrogation against the City, its elected or appointed officers, agents, officials, employees and volunteers or shall specifically allow Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against the City, and shall require similar written express waivers and insurance clauses from each of its subconsultants.

Enforcement of Agreement provisions (non estoppel). Consultant acknowledges and agrees that any actual or alleged failure on the part of the City to inform Consultant of non-compliance with any requirement imposes no additional obligations on the City nor does it waive any rights hereunder.

Requirements not limiting. Requirements of specific coverage features or limits contained in this Agreement are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type.

Notice of cancellation. Consultant agrees to oblige its insurance agent or broker and insurers to provide to the City with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

Additional insured status. General liability policies shall provide or be endorsed to provide that the City and its officers, officials, employees, agents, and volunteers shall be additional insureds under such policies. This provision shall also apply to any excess/umbrella liability policies.

Prohibition of undisclosed coverage limitations. None of the coverages required herein will be in compliance with these requirements if they include any limiting endorsement of any kind that has not been first submitted to the City and approved of in writing.

Separation of insureds. A severability of interests provision must apply for all additional insureds ensuring that Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the insurer's limits of liability. The policy(ies) shall not contain any cross-liability exclusions.

Pass through clause. Consultant agrees to ensure that its subconsultants, subcontractors, and any other party involved with the Services who is brought onto or

involved in the Services by Consultant, provide the same minimum insurance coverage and endorsements required of Consultant. Consultant agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Consultant agrees that upon request, all agreements with consultants, subconsultants, and others engaged in the Services will be submitted to the City for review.

The City's right to revise specifications. The City reserves the right at any time during the term of the Agreement to change the amounts and types of insurance required by giving Consultant ninety (90) days advance written notice of such change. If such change results in substantial additional cost to Consultant, City and Consultant may renegotiate Consultant's compensation or come to some other agreement to address the additional cost.

Self-insured retentions. Any self-insured retentions must be declared to and approved by the City. The City reserves the right to require that self-insured retentions be eliminated, lowered, or replaced by a deductible. Self-insurance will not be considered to comply with these specifications unless approved by the City.

Timely notice of claims. Consultant shall give the City prompt and timely notice of claims made or suits instituted that arise out of or result from Consultant's performance under this Agreement, and that involve or may involve coverage under any of the required liability policies.

Additional insurance. Consultant shall also procure and maintain, at its own cost and expense, any additional kinds of insurance, which in its own judgment may be necessary for its proper protection and prosecution of the Services.



NEW BUSINESS

Amendment Number One ("Amendment") to the Exclusive Negotiating Agreement (ENA) by and Between the City of Santa Fe Springs, a California Municipal Corporation (the "City") and Westland Real Estate Group, a California liability company ("Developer")

RECOMMENDATIONS:

- Approve Amendment Number One between the City and Developer which would allow the Agreement to continue to in effect and to terminate on May 17, 2022; and
- Authorize an extension of the Exclusive Negotiating Period for an additional six months, to May 17, 2022, to allow for further due diligence and to negotiate a purchase and sales agreement; and
- Authorize the mayor or designee to execute Amendment Number One between the City and Developer.

BACKGROUND

On June 25, 2020, the City and Developer entered into an Exclusive Negotiating Agreement for the development of certain real property owned by the City and identified as APN # 8009-007-930 and commonly referred to as Parcel 1 of the Sculpture Garden, generally located at the southwest corner of Norwalk Boulevard and Telegraph Road. The Initial Negotiation Period of the Agreement was for a period of two hundred seventy (270) days, to March 22, 2021, and the Extended Negotiation Period of one hundred twenty (120) days was entered under Section 103 of the Agreement, to July 20, 2021. The Agreement was then extended under Section 700 of the Agreement to for one hundred twenty (120) days to November 17, 2021.

During the terms of the ENA, much progress has been made, including:

- Hiring an engineering firm to for a Tentative Parcel Map to create a separate parcel for the proposed development
- Obtaining a Restricted Appraisal report of the parcel created by the Tentative Parcel Map
- Hiring a consultant to provide estimates to abandon the two oil and gas wells to current standards, if required by The California Geologic Energy Management Division (CalGem), formerly the Division of Oil, Gas, and Geothermal Resources (DOGGR).
- Hiring a consultant to conduct a Phase I and Phase II site assessment
- Refinement of the initial site plan submitted by the developer
- Refinement of the development proposal to include a possible roof top restaurant; vibrant and inviting landscaping; decorative lighting that provides a sense of security; signage that provides a sense of identity, a place for information and that is also iconic, various art artwork and also a selfie spot.

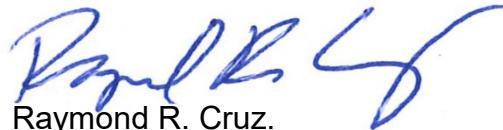
The goal of the ENA is a purchase and sales agreement. There are a number of precursors, including some of the aforementioned, that need to happen before the purchase and sales agreement can be executed. Both the City and Developer desire to extend the Negotiation Period of the Agreement to May 17, 2022. This extension would allow for several of the tasks enumerated above to occur, and would lead to the execution of a purchase and sales agreement.

LEGAL REVIEW

The City's Legal Counsel has reviewed the Amendment.

FISCAL IMPACT

The Amendment would have no impact on the general fund. It would, however, provide the City and Developer time to complete negotiations, finalize several precursor task, and ultimately lead to an executed purchase and sales agreement.



Raymond R. Cruz.
City Manager

Attachment(s):

1. Amendment Number One
2. Exclusive Negotiating Agreement

Attachment No. 1

AMENDMENT NUMBER ONE TO EXCLUSIVE NEGOTIATION AGREEMENT (Westland Real Estate Group)

This Amendment Number One (the "Amendment") to the Exclusive Negotiation Agreement (the "Agreement") is entered into by and between the CITY OF SANTA FE SPRINGS, a California municipal corporation (the "City") and Westland Real Estate Group, a California limited liability company ("Developer"). The City and Developer are sometimes referred to collectively as the "Parties."

Recitals

WHEREAS, the City and Developer entered into the Agreement on June 25, 2020, for the development of certain real property owned by the City and identified as APN # 8009-007-930; and

WHEREAS, the Initial Negotiation Period of the Agreement was for a period of two hundred seventy (270) days, to March 22, 2021, and the Extended Negotiation Period of one hundred twenty (120) days was entered under Section 103 of the Agreement, to July 20, 2021; and

WHEREAS, the Parties exercised their right under Section 700 of the Agreement to extend the Negotiation Period for one hundred twenty (120) days to November 17, 2021; and

WHEREAS, the Parties desire to further extend the Negotiation Period of the Agreement to May 17, 2022.

NOW, THEREFORE, the Parties agree as follows:

1. The Negotiation Period of the Agreement is extended to May 17, 2022.
2. Action No. 2 of Exhibit B to the Agreement is amended as follows:

<u>ACTION</u>	<u>TIMEFRAME</u>	<u>RESPONSIBLE ENTITY FOR OVERSIGHT AND COORDINATION</u>	<u>RESPONSIBLE ENTITY FOR COST</u>
2. Completion of a Draft Disposition and Development Agreement ("DDA")/Purchase and Sales agreement (PSA)	Within 60 days of expiration of Initial the Negotiation Period.	City and Developer	Each Party Responsible for its own costs

3. Except as set forth in this Amendment, all provisions of the Agreement remain the same and in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment to be executed by and through their respective authorized officers.

WESTLAND REAL ESTATE GROUP

CITY OF SANTA FE SPRINGS

Yanki Greenspan, President

John M. Mora, Mayor

Date: _____

Date: _____

ATTEST:

Janet Martinez, CMC, City Clerk

APPROVAL AS TO FORM:

Ivy M. Tsai, City Attorney

EXCLUSIVE NEGOTIATION AGREEMENT

THIS EXCLUSIVE NEGOTIATION AGREEMENT (the "Agreement" or "ENA") is made as of this June 25, 2020, by and between the CITY OF SANTA FE SPRINGS, a municipal corporation ("City"), and Westland Real Estate Group, A California Limited Liability Company ("Developer"). The City, and Developer are sometimes referred to individually herein as a "Party" and, collectively, as the "Parties."

RECITALS

A. The City is the owner of certain real property identified as APN # 8009-007-930, constituting \pm 4.02 acres (gross), located within the City limits and more particularly described in Exhibit "A" ("the Property").

B. The City received a development proposal from Developer for development of the Property. The Property was part of a larger parcel, commonly referred to as the Sculpture Garden, which was subdivided under Parcel Map No. 82014, which created two parcels: Parcel 1 of \pm 5.059 acres (gross) and Parcel 2 of 1.074 acres (gross).

C. Negotiation and potential sale of the Property to Developer is consistent with the City's objectives to redevelop and revitalize underutilized sites in the City.

D. Developer desires to negotiate a Disposition and Development Agreement (DDA) or a Purchase and Sales Agreement (PSA) with the City, to acquire and then develop the Property as a commercial space (the "Project").

NOW, THEREFORE, CITY AND DEVELOPER HEREBY AGREE AS FOLLOWS:

(§ 100) Incorporation of Recitals

The Recitals of fact set forth above, and all defined terms set forth in such Recitals and in the introductory paragraph preceding the Recitals, are hereby incorporated into this Agreement, in their entirety, by this reference.

(§ 101) Negotiation

(§102) Good Faith Negotiations

The City and Developer agree, for the period set forth below, to negotiate in good faith to prepare a DDA/PSA to be entered into between the Parties concerning the disposition and redevelopment of the Property to establish the Project thereon and, in doing so, shall comply with the Schedule of Performance attached hereto as Exhibit "B". The City Attorney will draft the DDA/PSA based on terms agreed upon by the City and the Developer at the conclusion of negotiations.

During the term of this Agreement, or any extension thereof, City agrees that they shall not negotiate with any other person or entity for the acquisition or development of the Property. The term "negotiate" as used herein shall be deemed to preclude the City from accepting development proposals from persons or entities other than Developer, or discussing with persons or entities other than Developer, development plans for the Property which might be

acceptable to City. However, the City shall not be precluded from furnishing to other persons or entities unrelated to Developer information in the possession of the City related to the plan for the area, the implementation of which is within City's purview to administer. City may also furnish any other information in the possession of the City, which the City would normally furnish to persons requesting information from the City concerning its activities, goals, and matters of a similar nature.

(§ 103) **Negotiation Period**

The City and Developer hereby establish a negotiating period commencing on the date of this Agreement and continuing for an initial period of two hundred seventy days (270) days (the "Initial Negotiation Period"). If, at the expiration of the Initial Negotiation Period, Developer is not willing to negotiate the terms of a DDA/PSA, then this Agreement will terminate. If at the expiration of the Initial Negotiation Period, Developer and City are willing to negotiate the terms of the DDA/PSA and Developer provides to the City documents evidencing, to the City Manager's sole satisfaction, Developer's good faith prosecution of reasonable due diligence during the Initial Negotiation Period, the Initial Negotiation Period will automatically be extended for an additional period of one hundred twenty (120) days (the "Extended Negotiation Period" and, collectively with the Initial Negotiation Period, the "Negotiation Period"). If at the expiration of the Extended Negotiation Period, Developer and City have failed to agree on the terms of the DDA/PSA, this Agreement shall terminate unless extended pursuant to Section 700 hereof. A Schedule of Performance which sets forth the timing of the Parties' obligations under this Agreement is attached hereto as Exhibit "B". Upon the occurrence of a default by the Developer not cured within the time provided in Section 300 below, City shall have the right, after providing Developer with ten (10) days' written notice, to terminate this Agreement. In the event of termination, pursuant to this Section 102, neither Party shall have further rights against or liability to the other under this Agreement.

(§200) **Consideration**

The consideration to be exchanged for execution of this DDA/ENA shall be \$10,000.00 paid to the City and referred to hereinafter as the ("earnest money deposit") payable via cashier's check or, in the City Manager's sole discretion, via some other commercially reasonable method, which shall be considered an earnest money deposit deposited upon open of escrow. The earnest money deposit shall be paid immediately upon execution of this Agreement and held by City, on behalf of the City, until such time as the Parties either execute a DDA/PSA and escrow is opened or this Agreement expires. In event of expiration or termination of this Agreement, the earnest money shall be refunded to Developer. In the event of execution of a DDA, the earnest money deposit shall be deposited into the appropriate escrow and applied against the purchase price of the Property. Developer understands and agrees and waives any claim to interest generated by the earnest money deposit held by City during the term of this Agreement.

(§300) **Developer's Responsibilities**

(§ 301) **Disclosure and Approval**

No less than 60 days prior to the close of escrow, Developer will provide information to the City regarding the identities of its principals and officers.

(§ 302) **Method of Financing**

No less than 60 days prior to the close of escrow, Developer shall provide the City with proof of sufficient funds available to acquire the City Property and complete construction of the Project.

No less than 60 days prior to the close of escrow, Developer or its capital partner shall provide adequate assurance that funds sufficient to complete construction are available for use within the United States and that said funds are irrevocably committed to complete construction. Alternatively, Developer or its capital partner shall provide a letter of credit, completion bond or similar assurance that is acceptable to the City.

The City agrees to consider all financial information submitted as confidential and further agrees to refrain from releasing information provided by Developer pursuant to this Agreement unless: (1) City Attorney determines, after reasonable consultation with the Developer's counsel, that the release of the information is required by the California Public Records Act or other applicable statutes, (2) a court orders the release of the information or (3) as otherwise required by law.

(§ 400) **Proposed Development**

(§ 401) **Comprehensive Development Plans**

Developer shall provide comprehensive development plans for implementation of development of the Project. Such development plans must comply with all applicable laws, rules and regulations of City and all other government entities having jurisdiction over the Property.

(§ 402) **Developer's Studies and Reports**

Developer shall agree to make oral progress reports and written reports from time to time as requested by City, advising City on all matters and all studies being made. If the negotiations do not result in a DDA/PSA, Developer shall promptly deliver to the City copies of all non-privileged (i.e., not subject to the attorney-client privilege or the attorney work-product privilege) studies and reports in Developer's possession specifically for this proposed Project. Notwithstanding the foregoing, Developer agrees to provide the City with, and authorize future use of any ALTA Land Survey and ASTM Phase 1 or Phase 2 investigations performed on the Property. The Developer shall indemnify and hold harmless the City from any loss, cost, or damage (including, without limitation, reasonable attorney's fees) arising out of any entry on the City Property by Developer, its agents or its representatives.

(§ 403) **Cooperation and Additional Information**

Developer Cooperation

Developer shall generally cooperate with the City and shall supply such other documents and information as may be reasonably requested in writing by the City.

(§ 500) **Event of Default**

The failure of Developer or City to reasonably and timely comply with its obligations under this Agreement, if not due to circumstances beyond the reasonable control of Developer or City, as the case may be, shall be considered a default hereunder. Prior to exercising any remedies hereunder for the default of this Agreement, the Party asserting a default shall provide written notice to the other Party describing the alleged default, and such Party shall have thirty (30) days to cure such default.

(§ 600) **The City' Responsibilities**

(§ 601) **City' Assistance and Cooperation**

The City shall cooperate in good faith in providing Developer with appropriate information and assistance Developer may reasonably require toward the preparation of necessary plans and drawings for the proposed Project, and toward the securing of any permits that may be required from the City or the County of Los Angeles. Nothing herein stated shall constitute the granting of any land use or other approval required for the proposed development on the Property, and shall not constitute a guarantee of the outcome of any application filed by the Developer with the City.

(§ 602) **Compliance with State and Local Law**

If negotiations culminate in a DDA/PSA mutually agreeable to the Parties, such agreement shall not become effective until all state (including but not limited to Government Code Sections 54220 through 54233) and local requirements for the sale of the Property have been complied with and approved by the City Council and any other applicable legislative hearings required by law.

(§ 603) **Fees, Costs & Expenses**

City shall not be liable for any real estate commission or brokerage fees which may arise from this transaction. The Developer is responsible for all costs and expenses of providing documents and studies necessary to complete the DDA/PSA, and any fees or charges incurred securing permits and any other necessary approvals.

(§ 604) **No Predetermination of City Discretion**

The Parties agree and acknowledge that, while this Agreement provides that the Parties shall negotiate in good faith, this Agreement does not obligate either the City or the Developer to enter into a DDA/PSA or other instrument for development of the Project, and approval of a DDA/PSA or other instrument for development of the Project shall require the approval of both Parties, with the City Council giving its approval, if at all, only after consideration of the DDA or other instrument for development of the Project at a regular meeting of the City Council following all other proceedings required by law.

(§700) **Extension**

The Negotiation Period may be extended by the mutual written consent of the Parties for up to one (1) additional period of one hundred twenty (120) days. The City Manager, or designee may grant such extension upon receipt of an extension request and a report from Developer indicating in specific terms the efforts of Developer to date and the anticipated steps to be undertaken in the extension period for completion of the negotiation of the DDA/PSA. To the extent that such efforts are reasonably determined by the City to be consistent with the requirements of this Agreement, the City shall grant such extension request. Granting of an extension is expressly conditioned upon Developer providing to the City manager written documentation of all Developer's due diligence to date.

(§ 701) **Planning Costs and Expenses.**

If the parties are unable to reach agreements on a DDA/PSA, City and Developer each shall bear their own costs and expenses in connection with negotiating and finalizing this Agreement. Should the parties reach agreement on a DDA/PSA, that agreement shall provide for all costs and expenses of the City to be reimbursed by Developer, to include costs and expenses of negotiating and finalizing this Agreement and the DDA/PSA.

(§ 800) **Miscellaneous**

(§ 801) **Complete Agreement**

This Agreement reflects the complete and total understanding between the Parties hereto and all agreements or understandings between the Parties hereto are contained within them. Any changes, modifications, amendments or addenda to this Agreement must be in writing and signed by all Parties to be effective.

(§ 802) **Assignment**

This Agreement or any interest therein may not be assigned or transferred voluntarily or by operation of law to any other party without written approval of the Parties, except as expressly set forth herein. An attempt to transfer this Agreement by the Developer to another party, without first obtaining the written permission of the City, shall constitute grounds for the immediate termination of this Agreement by the City, or either of them.

(§ 803) **Notices**

Any notice, tender, demand, delivery, or other communication pursuant to this Agreement shall be in writing and shall be deemed to be properly given if delivered in person or mailed by first class or certified or registered mail, postage prepaid to the following persons:

To City:
City Manager
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

To Developer:
Westland Real Estate Group
520 West Willow Street
Long Beach California, 90806
Attention: Manny Bukiet
manny.b@westlandreg.com

If sent by mail, any notice, delivery, or other communication shall be effective or deemed to have been given three (3) days after it has been deposited in the United States mail, duly registered or certified, with postage prepaid, and addressed as set forth above. For purposes of calculating these time frames, weekends, Federal, State, County or City holidays shall be excluded.

(§ 804) **Jurisdiction and Venue**

This Agreement and all questions relating to its validity, interpretation, and enforcement shall be governed and construed in accordance with the laws of the State of California. This Agreement has been executed and delivered in the State of California and the validity, interpretation, and enforcement of any of the clauses of this Agreement shall be determined and governed by the laws of the State of California. Both Parties further agree that Los Angeles County, California, shall be the venue for any action or proceeding that may be brought or arise out of, in connection with or by reason of this Agreement.

(§ 805) **Attorney Fees**

In the event any judgment is ordered in any action upon this Agreement, the Party hereto against whom such judgment is ordered agrees to pay to the other Party hereto, and that there may be added to such judgment an amount equal to the reasonable value of all legal services (including attorney's fees and costs) rendered in said action on behalf of the Party in whose favor any such judgment is ordered and that such sum may be fixed by the Court in such action.

(§ 806) **Severability**

The provisions of this Agreement are severable, and if any part of it is found to be unenforceable, the other paragraphs shall remain in full force and effect.

(§ 807) **Hold Harmless**

Developer agrees to defend, indemnify and hold the City, their officials, employees, and agents harmless from all costs, expenses, liabilities and claims (including reasonable attorneys' fees) in connection with Developer's activities upon the Property and Developer's performance of its obligations under this Agreement. Notwithstanding the foregoing, Developer shall not be responsible to indemnify the City to the extent of the City's gross negligence or willful misconduct.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement to Negotiate Exclusively as of the day and year first above written.

"CITY"

CITY OF SANTA FE SPRINGS

By: 

Print Name: William K. Rounds

Title: Mayor

ATTEST:

By: 

Janet Martinez, CMC, City Clerk

APPROVED AS TO FORM:

By: 

Title: Ivy M. Tsai, City Attorney

"DEVELOPER"

WESTLAND REAL ESTATE GROUP

By: _____

Print Name: _____

Title: _____



Yakov Greenspan
president

EXHIBIT "A"

LEGAL DESCRIPTION OF PROPERTY

PM 398-69-72 That Por In Tra 5354 Of Lot 1

EXHIBIT "B"

SCHEDULE OF PERFORMANCE

<u>ACTION</u>	<u>TIMEFRAME</u>	<u>RESPONSIBLE ENTITY FOR OVERSIGHT AND COORDINATION</u>	<u>RESPONSIBLE ENTITY FOR COST</u>
1. Conduct due diligence studies on the site, possibly including but not limited to, market feasibility and City zoning regulations.	Within 270 days of City execution of approved ENA	Developer	Developer
2. Completion of a Draft Disposition and Development Agreement ("DDA")/Purchase and Sales Agreement (PSA)	Within 60 days of expiration of Initial Negotiation Period.	City and Developer	Each Party Responsible for its own costs
3. Execution of DDA/PSA by Developer and City	Within 45 days of Completion of DDA/PSA	City and Developer	Each Party Responsible for its own costs
4. Close of Escrow	No later than 6 months following execution of DDA/PSA.	City and Developer	
5. Submission of land use entitlement applications to City.	No later than 90 days from the opening of escrow	Developer	Processing fees to be paid by Developer
6. Processing of land use entitlements and CEQA compliance, including review and public hearings conducted by the Planning Commission, and City Council.	120 days following submission of entitlement applications	City	Processing fees to be paid by Developer



City of Santa Fe Springs

City Council Meeting

ITEM NO. 14

October 19, 2021

NEW BUSINESS

Imperial Highway Complete Street Study – Implementation Agreement

RECOMMENDATION

- Add the Imperial Highway Complete Street Study to the approved Capital Improvement Plan (CIP);
- Appropriate \$3,755.62 from the CIP User Utility Tax Fund (UUT) to the Imperial Highway Complete Street Study; and
- Authorize the Mayor to execute the Implementation Agreement.

BACKGROUND

Imperial Highway is a major east-west travel corridor through the Gateway Cities subregion, connecting the cities of Lynwood, South Gate, Downey, Norwalk, Santa Fe Springs, and La Mirada, as well as portions of unincorporated Los Angeles County. Imperial Highway is a high-volume transportation arterial within the Gateway Cities. This is further confirmed by the Gateway Cities Council of Governments (GCCOG) Board selecting Imperial Highway as a high priority corridor. Imperial Highway carries a significant amount of traffic volume, particularly in relieving the congestion along the I-5, I-105, I-605, and I-710 freeways, which it crosses at varying points. The staff of these agencies has met to discuss advancing this study of Imperial Highway as a "complete street." The study aims to relieve traffic congestion and enhance active transportation opportunities along the Imperial Highway corridor. The development of a subregional arterial corridor plan would put this corridor in line for construction funding opportunities that individuals or cities or a consortium of Cities along the corridor could pursue.

LEGAL REVIEW

The City Attorney's office has reviewed the Implementation Agreement.

FISCAL IMPACT

The total cost of the study is approximately \$219,600.00 and will take approximately one year to complete. The GCCOG coordinated with Los Angeles Metro to secure a grant in the amount of \$160,000. The remaining balance will be paid by the participating cities / agencies along the corridor based on their linear miles within the city jurisdiction. Santa Fe Springs jurisdiction is calculated at 0.92 linear miles, therefore our cost portion is \$3,755.62. Staff requests an appropriation in the amount of \$3,755.62 from the CIP User Utility Tax Fund (UUT) to the Imperial Highway Complete Street Study.

A handwritten signature in blue ink, appearing to read "Raymond R. Cruz".

Raymond R. Cruz
City Manager

Attachments:

Attachment No. 1: Implementation Agreement

Report Submitted By: Noe Negrete
Director of Public Works

A handwritten signature in blue ink, appearing to read "Noe Negrete".

Date of Report: October 14, 2021

IMPERIAL HIGHWAY COMPLETE STREET STUDY

IMPLEMENTATION AGREEMENT

BY AND BETWEEN

GATEWAY CITIES COUNCIL OF GOVERNMENTS

AND

CITY OF _____

THIS IMPERIAL HIGHWAY COMPLETE STREET STUDY IMPLEMENTATION AGREEMENT ("Agreement") is made and entered as of the ____ day of _____, 2021, by and between the Gateway Cities Council of Governments ("Gateway") and the City of _____, a municipal corporation ("City"), individually a "party" and collectively, the "parties".

WITNESSETH:

In consideration of the mutual covenants and conditions set forth herein, the parties hereto agree as follows:

Section 1. Recitals. This Agreement is made and entered into with respect to the following facts:

- (a) Imperial Highway is a major east/west arterial corridor through the Gateway Cities from Lynwood (East of Atlantic Avenue to Alameda Street) on the West and La Mirada (West of SR-39 to East of Santa Gertrudes Avenue) on the East; and
- (b) Imperial Highway carries a significant amount of traffic, particularly in relieving heavy traffic volumes along the I-710, I-605, I-105 and I-5 freeways, which it crosses at varying points; and
- (c) The cities along the Imperial Highway Corridor ("Corridor") are desirous of establishing a "Complete Streets" model on this major east/west arterial corridor; to relieve traffic congestion and to enhance active transportation opportunities in the neighboring communities ("Imperial Highway Complete Street Study" or the "Study"); and
- (d) The development of a subregional arterial corridor plan would position the participating agencies to apply for, and receive, federal, state, and regional funding for improvement of the Corridor; and

- (e) The parties hereto are each a governmental entity established by law with full powers of government in legislative, administrative, financial, and other related fields; and
- (f) Section 21 of that certain Joint Exercise of Powers Agreement of the Gateway Cities Council of Governments (the "JPA"), to which the City is a signatory, provides that when authorized by the Board of Directors, affected Members may execute an Implementation Agreement for the purpose of authorizing Gateway to implement, manage and administer area-wide and regional programs in the interest of the local public welfare; and
- (g) The costs incurred by Gateway for the Study, including indirect costs, shall be assessed only to those Members who are parties to an Implementation Agreement; and
- (h) City, by and through its legislative body, has determined that this Agreement is desired to authorize Gateway Cities Council of Governments to implement and initiate the Imperial Highway Complete Street Study and is in furtherance of the public interest, necessity and conveyance.

Section 2. Committees.

(a) Imperial Highway Complete Street Study Committee. There is hereby established a committee to be known as the Imperial Highway Complete Street Study Committee. The Imperial Highway Complete Street Study Committee shall consist of an elected member of the legislative body of each agency that has entered into an Imperial Highway Complete Street Study Implementation Agreement with Gateway, designated by the respective legislative bodies. The Imperial Highway Complete Street Study Committee will work in coordination with the Imperial Highway Complete Street Study Technical Advisory Committee to provide policy assistance, guidance and direction to Gateway as administrator of this Agreement.

(b) Imperial Highway Complete Street Study Technical Advisory Committee. There is hereby established a committee to be known as the Imperial Highway Complete Street Study Technical Advisory Committee. The Imperial Highway Complete Street Study Technical Advisory Committee shall consist of a staff representative of each agency that has entered into an Imperial Highway Complete Street Study Implementation Agreement with Gateway, designated by the City Manager or, for the County of Los Angeles, the appropriate designating authority. Such designated representative shall be the Public Works Director or the equivalent for each agency. The Imperial Highway Complete Street Study Technical Advisory Committee shall report to and receive direction from the Imperial Highway Complete Street Study Committee.

Section 3. Implementation of Imperial Highway Complete Street Study. To the fullest extent of its authority, the City authorizes Gateway to implement and initiate a Corridor Study for the length of Imperial Highway Complete Street Study through the Gateway Cities subregion, including initial feasibility studies (as approved by the Imperial Highway Complete Street Study Committee and Technical Advisory Committee) required to coordinate with other regional transportation studies. Further, the City authorizes Gateway to request funding and partnering with other public transportation agencies for the Imperial Highway Complete Street Study (Caltrans, SCAG and Metro).

Section 5. Scope of Work. The Scope of Work to be performed under this Agreement is described in Attachment A, attached hereto and incorporated by this reference.

Section 4. Assessment for Proportional Costs of Study. The City agrees to pay to Gateway upon execution of this Agreement an assessment as described in Attachment A, attached hereto and incorporated herein by this reference, for City's proportional share of the projected costs of the Study.

Section 5. Termination of Agreement. Either party may terminate this Agreement for any reason, in whole or in part, by giving the other party thirty (30) days written notice thereof.

Section 6. Meetings. All regular, adjourned and special meetings of the committees established by this Agreement shall be called and conducted in accordance with the Ralph M. Brown Act, Government Code Section 54950 et seq., as amended from time to time.

Section 7. Miscellaneous.

(a) Compensation and Expense Reimbursement. All members of the Imperial Highway Complete Street Study Committee shall receive a stipend of one hundred dollars (\$100) for attendance at each meeting. Each member shall be reimbursed for reasonable and necessary expenses actually incurred by such member in the conduct of business related to the purposes of this Agreement, pursuant to an expense reimbursement policy established by the Gateway Cities COG prior to such expenses being incurred.

(b) Amendments. This Agreement may be amended by written agreement of the parties hereto.

(c) Hold Harmless and Indemnification. To the fullest extent permitted by law, City and Gateway agree to save, indemnify, defend and hold harmless each other from any and all liability, claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses, or any injury or damage of any kind whatsoever, whether actual, alleged or threatened, actual attorney fees, court costs, interest, defense costs and expenses associated therewith including the use of experts, and any other costs of any nature without restriction incurred in relation to, as a

consequence of, or arising out of, the performance of this Agreement, and attributable to the fault of the other. Following a determination of the percentage of fault and or liability by agreement between the parties or a court of competent jurisdiction, the party responsible for liability to the other will indemnify the other party to this Agreement for the percentage of liability determined as set forth in this section.

(d) Party Action. Unless otherwise provided in this Agreement, any action of a party required or authorized in this Agreement shall be by appropriate legislative action of the governing body of such party.

(e) Notice. Any notice required to be given or delivered by any provision of this Agreement shall be deposited in any United States Post Office, registered or certified, postage prepaid, addressed as set forth below, and shall be deemed to have been received by the party to whom the same is addressed at the expiration of seventy-two (72) hours thereafter. Written notice shall be sent in the aforesaid manner:

To Gateway: Gateway Cities Council of Governments
16401 Paramount Boulevard
Paramount, CA 90723
Attention: Nancy Pfeffer, Executive Director

To City: _____

(f) Waiver. Waiver by a party to this Agreement of any term, condition, or covenant of this Agreement shall not constitute a waiver of any other term, condition, or covenant. Waiver by any party of any breach of the provisions of this Agreement shall not constitute a waiver of any other provision, or a waiver of any subsequent breach or violation of any provision of this Agreement.

(g) Law to Govern; Venue. This Agreement shall be interpreted, construed and governed according to the laws of the State of California. In the event of litigation between the parties, venue in state trial courts shall lie exclusively in the County of Los Angeles.

(h) No Presumption in Drafting. The parties to this Agreement agree that the general rule that an Agreement is to be interpreted against the party drafting it or causing it to be prepared shall not apply.

(i) Entire Agreement. This Agreement constitutes the entire agreement of the parties with respect to the subject matter hereof and supersedes all prior or contemporaneous agreements, whether written or oral, with respect thereto.

(j) Severability. If any term, provision, condition or covenant of this Agreement is declared or determined by any court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of this Agreement shall not be affected thereby and the Agreement shall be read and construed without the invalid, void or unenforceable provision(s).

(k) Litigation/Proceeding Fees. In the event litigation or other proceeding is required to enforce or interpret any provision of this Agreement, the prevailing party in such litigation or other proceeding shall be entitled to an award of reasonable fees, costs and expenses, in addition to any other relief to which it may be entitled.

(l) Successors. This Agreement shall be binding upon and inure to the benefit of any successor of a party.

(m) Assignment and Delegation. Neither party shall assign any rights nor delegate any duties under this Agreement without the written consent of the other party.

(n) Counterparts. This Agreement may be executed in one (1) or more counterparts, all of which together shall constitute a single agreement, and each of which shall be an original for all purposes.

(o) Execution. The legislative bodies of the parties hereto each have authorized execution of this Agreement, as evidenced by the respective signatures attested below.

IN WITNESS WHEREOF, the parties hereto have caused the Agreement to be executed the day and year first written above.

CITY OF _____

By: _____
Mayor

ATTEST:
City Clerk

By: _____

APPROVED AS TO FORM:

City Attorney

GATEWAY CITIES COUNCIL OF
GOVERNMENTS

Maria Davila, President

ATTEST:

Nancy Pfeffer, Secretary

APPROVED AS TO FORM

Ivy M. Tsai, Legal Counsel

Attachment A

Imperial Highway: East to West Scope of Work and Budget

ATTACHMENT A
Imperial Highway Complete Street Study
SCOPE OF WORK

Project Description:

Develop a subregional Complete Street master plan for Imperial Highway, which is a high priority high quality transit arterial within the Gateway Cities. This high priority corridor is based on the Gateway Cities COG Board approved prioritization process. The limits extend from COG boundary to COG boundary for a total of approximately 14.6 miles (total). This masterplan will maximize multimodal opportunities on this E/W arterial corridor within the Gateway Cities, as well as maximize our ability to obtain grants for design and construction.

SCOPE:

I. Task 1: Project Management and Administration

a. Project Initiation

The GCCOG will hold a kick-off meeting with the Cities and Metro to discuss the project scope of work, goals and objectives. A meeting agenda, minutes and action items listing will be produced.

b. Project Administration

The GCCOG will submit complete invoice packages to Metro based on existing/status quo protocol. The progress report will contain the following components:

1. Executive summary
2. Description of the tasks or deliverables completed
3. Management issues, including status, resolution and action items
4. Project task schedule describing percentages of completeness of each task
5. Schedule and schedule tracking narrative
6. List of deliverable items
7. Dollar amount for which payment is requested.

c. Project Management

The GCCOG will complete the project including the technical tasks included in this scope as well as the Project Management of the overall project.

II. Task 2: Review Existing Documentations

The GCCOG will gather all relevant document and literature for review and summarize useful information and findings relating to the Corridor, including

the STP, relevant transit plans, relevant agency land use plans, and relevant as-builts.

Deliverable: Technical memo/ summary report listing documents reviewed.

III. Task 3: Corridor Evaluation Documentations

a. Existing Conditions Corridor Evaluation and Analysis

The GCCOG will conduct thorough existing conditions analysis by identifying opportunities and constraints for the multimodal Corridor. This is partially obtained via a 1-on-1 meeting with each agency, which will be documented in the report. Evaluation analysis could include the current traffic conditions and Levels of Service, truck volumes/impacts, pavement needs, pedestrian and bicycle traffic, transit connections, parking and other commercial and residential linkages, and City entryways, or gateways, and potential safe routes to school options.

b. Future Conditions Corridor Evaluation and Analysis

The GCCOG will use data and information from recent studies on future conditions along the project Corridor and conduct thorough future conditions analysis for the multimodal Corridor. Evaluation analysis would include the 2035 traffic conditions and Levels of Service, truck volumes/impacts, pavement needs, pedestrian and bicycle traffic, transit connections, parking and other commercial and residential linkages, and City entryways, or gateways, and potential safe routes to school options.

Deliverable: Technical memo/ summary report regarding the existing conditions, constraints, opportunities.

IV. Task 4: Conduct Complete Streets Needs Analysis

The GCCOG will conduct a detailed needs analysis for complete streets and multimodal Corridor development, along with identifying constraints/opportunities.

Deliverable: Technical memo/ summary report regarding the needs and along with providing recommendations for consideration based on the constraints and opportunities.

V. Task 5: Community and Stakeholder Outreach

a. Stakeholder and Community Outreach

The GCCOG will coordinate meetings to discuss project with various stakeholder agencies. The GCCOG will also conduct stakeholder outreach after developing the concept alternatives and after the development of the draft Master Plan.

The GCCOG will develop a workshop to introduce the project to the public, define project parameters, inform community of project opportunities and constraints, and solicit opinions from the community. The GCCOG will also conduct community outreach after developing the concept alternatives and after the development of the draft Master Plan.

Deliverable: Coordinate and attend Meetings and a coordinate and conduct a Workshop.

VI. Task 6: Complete Streets Implementation Alternatives

a. Develop Alternatives

Based on the existing and future conditions evaluation and the stakeholder/community input, the GCCOG will develop alternative concepts for complete street implementation, and will include plans, sketches, and photos.

Two primary alternatives considered include 1) the Florence Avenue Corridor as a “Complete Street” in an “unconstrained” condition to quantify the high level engineering and feasibility, and 2) as a multi-modal Corridor evaluated for consistency across the sub-region, including a potentially phased approach to a Complete Street, along with any major challenges as well as project benefits so that potential funding partners could understand the holistic context of the improvements.

Deliverable: Develop concepts and exhibits, via alternatives, to support the needs identified.

VII. Task 7: Prepare Conceptual Complete Streets Plan

Based on the preferred design alternative chosen in the stakeholder and community outreach efforts and discussions with the Cities, the GCCOG will develop a draft Concept Master Plan.

Deliverable: Develop concept plan to incorporate into the Draft Report. This is the first step in creating the Draft Report.

VIII. Task 8: Develop Conceptual Design Alternatives for Complete Streets Plan with Cost Estimates

The GCCOG will develop conceptual design alternatives with cost estimates. Illustrations will be made in plan view, as street cross sections, and as sketches.

Deliverable: Develop cost estimates to accompany the concept alternative preferred, to incorporate into the draft Report.

IX. Task 9: Presentation to Committees and City Councils, Describing Quantified and Other Benefits

The GCCOG will prepare and present PowerPoint presentations to Committees and City Councils, describing quantified and other benefits.

Deliverable: Develop presentations and present at needed.

X. Task 10: Finalize Conceptual Design of Complete Streets Master Plan with Needed Delivery Schedule for Preliminary Engineering, Design, and Construction

The GCCOG will finalize the Master Plan, with proposed implementation schedule concepts indicating funding opportunities to leverage.

Deliverable: Prepare final report for approval by the Corridor Committee.

Project Cost, including Overall Funding, by Jurisdiction:

The following tables includes the linear distance of the Corridor by jurisdiction, and a funding cost summary. Based on past Complete Streets efforts, and overall cost was developed for the project. The GCCOG coordinated with Metro to provide a grant in the total amount of \$160,000 for the Imperial Highway Corridor. To fully fund the project, this Implementation Agreement includes a 27% match, which is defined in the table below under the “Portion Paid by City” column, to fully fund the overall project scope of work totaling \$219,600.

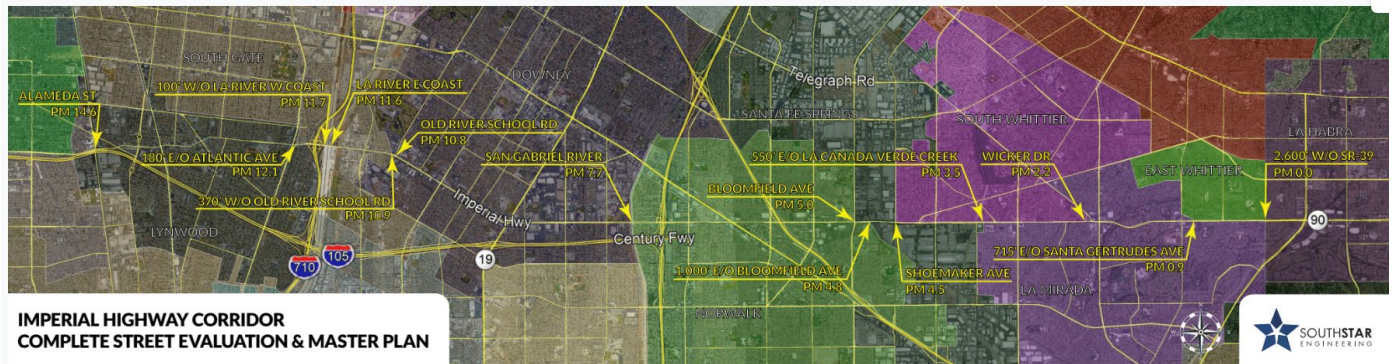
Imperial Highway: East to West			
Jurisdiction	Segment Limits	Linear Miles Through Jurisdiction	Linear Miles for Split Jurisdiction
La Mirada/LA County Unincorporated	2,600' West of SR-39 to 715' East of Santa Gertrudes Ave.	0.88	0.44
La Mirada	715' East of Santa Gertrudes Ave. to Wicker Dr.	1.34	
La Mirada / LA County Unincorporated	Wicker Dr. to 550' East of La Canada Verde Creek	1.25	0.625
Santa Fe Springs / LA County Unincorporated	550' East of La Canada Verde Creek to Shoemaker Ave.	1.07	0.535
Santa Fe Springs	Shoemaker Ave. to 1,000' East of Bloomfield Ave.	0.29	
Santa Fe Springs / Norwalk	1,000' East of Bloomfield Ave. to Bloomfield Ave.	0.19	0.095
Norwalk	Bloomfield Ave. to San Gabriel River	2.72	
Downey	San Gabriel River to Old River School Rd.	3.11	
Downey/South Gate	Old River School Rd. to 370' West of Old River School Rd.	0.07	0.035
South Gate	370' West of Old River School Rd. to Los Angeles River Eastern Coast	0.74	
South Gate / Unincorporated LA	Los Angeles River Eastern Coast to 100' West of Los Angeles River Western Coast	0.08	0.04
South Gate/Lynwood	100' West of Los Angeles River Western Coast to 180' East of Atlantic Ave.	0.35	0.175
Lynwood	180' East of Atlantic Ave. to Alameda St.	2.51	
Total Corridor Miles		14.6	

Imperial Highway: Cost Summary by Jurisdiction				
Jurisdiction	Total Linear Miles	Portion Paid by City	Portion Paid by Metro (Funding Agreement)	Total Project Funding
La Mirada	2.405	\$ 9,817.67	\$ 26,356.16	\$ 36,173.84
LA County Unincorporated	1.64	\$ 6,694.79	\$ 17,972.60	\$ 24,667.40
Santa Fe Springs	0.92	\$ 3,755.62	\$ 10,082.19	\$ 13,837.81
Norwalk	2.815	\$ 11,491.37	\$ 30,849.32	\$ 42,340.68
Downey	3.145	\$ 12,838.49	\$ 34,465.75	\$ 47,304.25
South Gate	0.99	\$ 4,041.37	\$ 10,849.32	\$ 14,890.68
Lynwood	2.685	\$ 10,960.68	\$ 29,424.66	\$ 40,385.34
	14.6	\$ 59,500.00	\$ 160,000.00	\$ 219,600.00

Schedule:

The Gateway Cities Council of Governments (GCCOG) proposes to complete the Imperial Highway Corridor Complete Street Evaluation and Master Plan over the period of approximately 1 year, with an anticipated kick off in February 2021.

Project Map:





City of Santa Fe Springs

City Council Meeting

ITEM NO. 15

October 19, 2021

NEW BUSINESS

Fitness Court Project at Los Nietos Park - Authorize the Purchase of Shade Cover, Install Concrete Pad and Award of Contract

RECOMMENDATION

- Accept the proposal for installation of a concrete Pad;
- Award a contract to Advanced Concrete Specialists, Inc., of Bellflower, CA in the amount of \$44,000;
- At the direction of the CIP Subcommittee, accept the proposal from USA Shade and Fabric Structure, of Orange, CA for the purchase and installation of a shade structure;
- Appropriate an additional \$23,000 from the Utility Users Tax Funds for the project;
- Authorize the Director of Purchasing to Authorize a Purchase Order in the amount of \$48,149 for the purchasing and installation of the shade structure with USA Shade and Fabric Structure.

BACKGROUND

At the City Council meeting on April 20, 2021, City Council approved the Fitness Court project at Los Nietos Park and appropriated funding for this project. As part of this project, a concrete slab will need to be installed according to the specifications provided by the National Fitness Campaign (NFC). The City received 2 quotes from vendors for the concrete slab. Two other vendors were solicited but unresponsive and did not submit quotes.

<u>Company Name</u>	<u>Quote Amount</u>
1. Advanced Concrete Specialists	\$44,000.00
2. Accurate Concrete Sawing, Inc.	\$53,375.00
3. Ruiz Concrete	Unresponsive
4. Quartz Concrete	Unresponsive

Additionally, at the CIP Subcommittee walkthrough meeting of the Fitness Court Site, held on September 7, 2021, staff was directed to seek a shade structure to provide relief from the sun while working out. The shade structure is designed and manufactured specifically for the Fitness Court. The footings for the shade structure will be installed at the time that the concrete slab is poured, according to the specifications provided by NFC and USA Shade and Fabric Structure.

Section §34.19 of the City's Municipal Code, Purchase by Bidding Required Generally, Instances Where Bidding Is Not Required, states that:

(A) ... Bidding may be dispensed with...when the commodity can be obtained from only one vendor...

(B) Bidding may also be dispensed with, by order of the City Council, if the Council shall find, with respect to a specific purchase, that:

1. The best interest of the city require a negotiated purchase; and
2. The proposed negotiated purchase will result in a cost to the city not greater than the projected costs of the purchase after bidding.

The purchase and installation of the shade structure meets the purchasing requirements identified in the City's Municipal Code.

LEGAL REVIEW

The contract agreement is the standard Public Works Construction Contract Agreement that has been previously approved by the City Attorney's Office.

FISCAL IMPACT

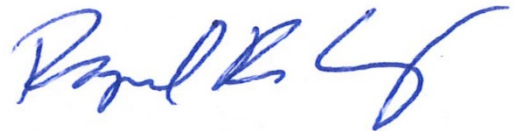
At the City Council meeting on April 20, 2021, City Council approved to appropriate \$266,000 from the Utility Users Tax. In order to fund the shade structure an additional \$23,000 will need to be appropriated from the Utility Users Tax Funds for this project. As an update to this project, the City has now entered into an agreement with the State of California Office of Grants and Local Services to receive \$188,953 in Prop 68 per capita grant funds to offset project costs. Including the proposed appropriation, the grant will cover approximately 66% of the costs.

The revised total project cost breakdown, including the shade structure, is as follows:

<u>Expenditures</u>	<u>Original</u>	<u>Revised/Proposed</u>
Equipment	\$130,000	\$170,000
Construction	\$70,000	\$86,000
Engineering & Inspection	\$36,000	\$20,000
Contingency	\$30,000	\$11,000
Total Project Cost	\$266,000	\$289,000

INFRASTRUCTURE IMPACT

The Fitness Court will provide for a new amenity of exercise equipment at Los Nietos Park that we currently don't have. This equipment will be an additional benefit to encourage the community to exercise and stay healthy.



Raymond R. Cruz
City Manager

Attachments

1. Attachment 1 - Contract Agreement for Concrete Slab
2. Attachment 2 - Advanced Concrete Specialists Quote
3. Attachment 3 - Quote from USA Shade & Fabric Structures
4. Attachment 4 - Sole Source Letter for USA Shade & Fabric
5. Attachment 5 – USA Shade & Fabric Specifications

CITY OF SANTA FE SPRINGS
CONTRACT AGREEMENT
FOR
INSTALLATION OF THE FITNESS COURT EQUIPMENT AND
FLOORING AT LOS NIETOS PARK

IN THE CITY OF SANTA FE SPRINGS

This Contract Agreement is made and entered into the above-stated project this **19th** of **October**, 2021 BY AND BETWEEN the City of Santa Fe Springs, as AGENCY, and **Advanced Contract Specialists, Inc.**, as CONTRACTOR in the amount of **\$44,000.00.**

WITNESSETH that AGENCY and CONTRACTOR have mutually agreed as follows:

ARTICLE I

The contract documents for the aforesaid project shall consist of the Notice Inviting Sealed Bids, Instructions to Bidders, Proposal, General Specifications, Standard Specifications, Special Provisions, Plans, and all referenced specifications, details, standard drawings, CDBG contract provisions and forms, and appendices; together with this Contract Agreement and all required bonds, insurance certificates, permits, notices, and affidavits; and also including any and all addenda or supplemental agreements clarifying, or extending the work contemplated as may be required to ensure its completion in an acceptable manner. All of the provisions of said contract documents are made a part hereof as though fully set forth herein.

ARTICLE II

For and in consideration of the payments and agreements to be made and performed by AGENCY, CONTRACTOR agrees to furnish all materials and perform all work required for the above-stated project, and to fulfill all other obligations as set forth in the aforesaid contract documents.

ARTICLE III

CONTRACTOR agrees to receive and accept the prices set forth in the Proposal as full compensation for furnishing all materials, performing all work, and fulfilling all obligations hereunder. Said compensation shall cover all expenses, losses, damages, and consequences arising out of the nature of the work during its progress or prior to its acceptance including those for well and faithfully completing the work and the whole thereof in the manner and time specified in the aforesaid contract documents; and also including those arising from actions of the elements, unforeseen difficulties or obstructions encountered in the prosecution of the work, suspension or discontinuance of the work, and all other unknowns or risks of any description connected with the work.

ARTICLE IV

AGENCY hereby promises and agrees to employ, and does hereby employ, CONTRACTOR to provide the materials, do the work and fulfill the obligations according to the terms and conditions herein contained and referred to, for the prices aforesaid, and hereby contracts to pay the same at the time, in the manner, and upon the conditions set forth in the contract documents. No work or portion of the work shall be paid for until it is approved for payment by the City Engineer. Payment made for completed portions of the work shall not constitute final acceptance of those portions or of the completed project.

ARTICLE V

CONTRACTOR acknowledges the provisions of the State Labor Code requiring every employer to be insured against liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions of that code and certifies compliance with such provisions. Contractor further acknowledges the provisions of the State Labor Code requiring every employer to pay at least the minimum prevailing rate of per diem wages for each craft classification or type of workman needed to execute this contract as determined by the Director of Labor Relations of the State of California. The Contractor is required to pay the higher of either the State or Federal Wages.

ARTICLE VI

CONTRACTOR agrees to indemnify, defend and hold harmless AGENCY and all of its officers and agents from any claims, demand or causes of action, including related expenses, attorney's fees, and costs, based on, arising out of, or in any way related to the work undertaken by CONTRACTOR hereunder.

ARTICLE VII

CONTRACTOR affirms that the signatures, titles and seals set forth hereinafter in execution of this Contract Agreement represent all individuals, firm members, partners, joint venturers, and/or corporate officers having principal interest herein.

IN WITNESS WHEREOF, the parties hereto for themselves, their heirs, executors, administrators, successors, and assigns do hereby agree to the full performance of the covenants herein contained and have caused this Contract Agreement to be executed in triplicate by setting hereunto their name, titles, hands, and seals as of the date noted above.

CONTRACTOR

By: _____
NAME, TITLE

ADDRESS

THE CITY OF SANTA FE SPRINGS

By: _____
JOHN M. MORA, MAYOR

ATTEST:

JANET MARTINEZ, CITY CLERK

APPROVED AS TO FORM:

IVY M. TSAI, CITY ATTORNEY

(Contractor signature must be notarized with proper acknowledgement attached.)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of _____)

On _____ before me, _____
Date *(Insert Name and Title of the Officer)*

Personally appeared _____
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
Signature of Notary Public

(Place Notary Seal Above) _____

SLAB NOTES

NOTES: (FOR FLAT TOP SLAB / TILE FLOOR INSTALLATION)

- CONCRETE:
- ALL SLAB CONCRETE TO BE 4,000 PSI AT 28 DAYS. A HIGH EARLY MIX MAY BE UTILIZED ONLY IF THE MIX DESIGN IS APPROVED BY THE ENGINEER.
 - CEMENT SHALL CONFORM TO ASTM C 150, TYPE II.
 - FINE AGGREGATE SHALL CONFORM TO ASTM C 33.
 - COARSE AGGREGATE SHALL BE GRAVEL OR CRUSHED STONE CONFORMING TO ASTM C 33. COARSE AGGREGATE FOR FLOOR SLAB SHALL NOT EXCEED 1-½" AT ITS MAXIMUM WIDTH.
 - WATER SHALL BE CLEAN AND FREE FROM INJURIOUS AMOUNTS OF OILS, ACIDS, ALKALIES, ORGANIC MATERIALS OR DELETERIOUS SUBSTANCES.
 - AIR ENTRAINING ADMIXTURE SHALL CONFORM TO ASTM C 260.
 - CALCIUM CHLORIDE ADMIXTURES, THIOCYANATE ADMIXTURES OR ANY ADMIXTURES CONTAINING MORE THAN 0.5% CHLORIDE IONS ARE NOT PERMITTED.
 - REINFORCING STEEL AND CONCRETE TO BE PLACED IN ACCORDANCE WITH ACI 318 LATEST EDITION.
 - THE ALLOWABLE CONCRETE SLUMP SHALL BE 3" PLUS OR MINUS ½" UNLESS SUPERPLASTICIZERS ARE USED. THE ENGINEER SHALL APPROVE SUPERPLASTICIZER USE.
 - AS REQUIRED BY OWNER, SLUMP TEST SHALL BE MADE IN ACCORDANCE WITH ASTM C 143.
 - NO CONCRETE SHALL BE PLACED WHEN THE ATMOSPHERIC TEMPERATURE IS BELOW 40° F WITHOUT PERMISSION OF THE ENGINEER.
 - THE ENGINEER OR THE OWNER MAY ACCEPT OR REJECT ANY WORK THAT DOES NOT MEET THE REQUIREMENTS OF THESE NOTES OR THE PROJECT DRAWINGS.
 - AS REQUIRED BY OWNER, CONTRACTOR SHALL MAKE ARRANGEMENTS FOR TESTING THE SLUMP, AIR CONTENT, AND CONCRETE CYLINDERS.
 - AS REQUIRED BY OWNER, COMPRESSIVE STRENGTH OF THE CONCRETE CYLINDERS SHALL BE TESTED AT 3 DAYS, 7 DAYS AND 28 DAYS. APPROPRIATE NUMBER OF CYLINDERS SHALL BE COLLECTED TO PERFORM THE TESTING. CYLINDERS SHALL BE TESTED IN ACCORDANCE WITH ASTM C 39.
 - SLAB TO BE POURED IN EITHER 20 FT X 20 FT SECTIONS (MAX) OR PROVIDE 1/2" SAW CUT CONTRACTION JOINTS AT 20 FT MAXIMUM SPACING. SAW CUT JOINTS TO BE MADE AS SOON AS THE CONCRETE HAS CURED SUFFICIENTLY TO ALLOW THE WORK WITHOUT DAMAGING THE CONCRETE.
 - CONFIRM ANCHOR PLACEMENT PRIOR TO CUTTING JOINTS. ENSURE 3" CLEARANCE BETWEEN ANCHOR CENTERS AND JOINT AND CUT JOINTS AS SHOWN ON PLAN VIEW.
 - PROVIDE 4" TO 6" OF CRUSHER RUN GRAVEL AS SHOWN IN SECTION DETAIL.
 - SOIL TO BE COMPACTED TO MEET THE REQUIREMENTS OF 95% MODIFIED PROCTOR.

- REINFORCEMENT
- INSTALL SLAB REINFORCING 6 X 6 X 6/6 WELDED WIRE MESH (WWM) PLACED IN THE CENTER OF THE SLAB TO EXTEND THROUGH ENTIRE SLAB. UTILIZE SUFFICIENT NUMBER OF CHAIRS TO MAINTAIN WWM POSITION.
 - INSTALL ADDITIONAL / UPGRADED REINFORCEMENT AS REQUIRED BY LOCAL CODE.
 - REINFORCING TO BE NEW BILLET STEEL MEETING THE REQUIREMENTS OF ASTM A615 GRADE 60.
 - PROVIDE VAPOR BARRIER BELOW THE SLAB AS REQUIRED BY LOCAL CODE AND CONDITIONS.

- CONCRETE FINISHING NOTES:
- THE FINISHED CONCRETE SURFACE SHOULD BE SLOPED AWAY FROM THE WALL. THE SURFACE SLOPE SHOULD BE 1/8" IN 12".
 - THE FINISHED CONCRETE SURFACE SHOULD BE SMOOTH TO PREVENT IRREGULARITIES, ROUGHNESS, OR OTHER DEFECTS THAT WOULD AFFECT THE FINISHED FLOOR SURFACE. THE SURFACE SHOULD BE FLAT TO THE EQUIVALENT OF 3/16" OVER 10'.
 - THE FINISHED CONCRETE SURFACE SHOULD HAVE A LIGHT BROOM FINISH TO PROVIDE THE BEST SURFACE FOR COURT SURFACE ADHESION.
 - IMPORTANT: FOR INSTALLATIONS THAT REQUIRE FLOORING INSTALLATION SOON (LESS THAN 30 DAYS) AFTER CONCRETE PLACEMENT, APPLICATION OF "SPRAYLOCK" PRODUCT SCP 327 OR EQUIVALENT IS REQUIRED. THE SPRAYLOCK PRODUCT WILL ALLOW FLOORING INSTALLATION AS SOON AS 14 DAYS AFTER CONCRETE PLACEMENT AND SPRAYLOCK APPLICATION. CONFIRM PRODUCT SELECTION WITH THE MANUFACTURER. APPLY SPRAYLOCK PRODUCT THE DAY OF THE CONCRETE PLACEMENT PER MANUFACTURER'S INSTRUCTIONS.

- ANCHOR NOTES:
- FIELD VERIFY ALL ANCHOR LOCATION DIMENSIONS AND PATTERNS PRIOR TO DRILLING.
 - DRILL THROUGH TILE FLOOR (1" TILE THICKNESS) WHERE NECESSARY WITH APPROPRIATE DRILL BIT TO MATCH ANCHOR HOLE IN CONCRETE.
 - SEE ANCHOR DETAILS FOR APPLICABLE CONCRETE EMBEDMENT DEPTH AND HOLE DIAMETER.
 - STAINLESS STEEL MUST BE USED WHERE SPECIFIED.
 - COMPONENTS SPECIFIED AS HOT-DIP GALVANIZED MAY BE SUBSTITUTED WITH 304 SS COMPONENTS.
 - WHEN INSTALLING ANCHORS, TAKE CARE TO USE THREAD PROTECTORS TO PREVENT THREAD DAMAGE.

- GENERAL
- SITE PREPARATION REQUIREMENTS AND CONCRETE SLAB DESIGN SHOULD BE REVIEWED BY LOCAL CIVIL OR SOILS ENGINEER TO CONFIRM SUITABILITY BASED UPON SITE SPECIFIC NEEDS AND CONDITIONS.

ANCHOR BILL OF MATERIAL			
ITEM	QTY	DESCRIPTION	NOTES
ANCHOR A	30	WALL ANCHOR	SEE ANCHOR DETAILS
ANCHOR B	20	DROP-IN ANCHOR	SEE ANCHOR DETAILS
ANCHOR C	52	MECHANICAL ANCHOR	SEE ANCHOR DETAILS
ANCHOR EPOXY	AS REQ'D	HILTI HIT-HY 200 FOR WALL ANCHORS (SEE ANCHOR DETAILS RE: ALTERNATE EPOXY)	SEE ANCHOR DETAILS

INSTALLATION SEQUENCE

(FOR FLAT TOP SLAB / TILE FLOOR INSTALLATION)

- REVIEW ALL DRAWINGS INCLUDING ALL NOTES TO BECOME FAMILIAR WITH SEQUENCE AND DETAILS.
- DURING INSTALLATION SEQUENCE, REFER TO AND COMPLY WITH APPLICABLE NOTES.
- PREPARE AREA BELOW SLAB WITH COMPACTED SOIL AND GRAVEL PER PREP SECTION DETAIL.
- BUILD FORMS FOR OUTER PERIMETER OF THE SLAB WITH DIMENSIONS PER SLAB PLAN AND SELECTED WIDTH OF OUTER BAND AROUND FITNESS COURT AREA.
- INSTALL REINFORCEMENT STEEL PER THE REINFORCEMENT /PREP DETAIL.
- PLACE SPECIFIED CONCRETE PER THICKNESS SHOWN IN SECTION A-A AND SECTION B OF CONCRETE SLAB PLAN & CROSS-SECTION DRAWING.
- FINISH CONCRETE TO THE SLOPE SPECIFIED FOR DRAINAGE.
- ALLOW CONCRETE TO CURE FOR 3 DAYS MINIMUM PRIOR TO INSTALLING ANCHORS.
- TILE FLOOR SHOULD BE INSTALLED PRIOR TO INSTALLING ANCHORS IN THE TILE FLOOR AREA.
- PLACE ANCHORS PER WALL ANCHOR LOCATIONS DRAWING AND FLOOR ANCHOR LOCATIONS DRAWING. ANCHOR LOCATION DIMENSIONS ARE ORDINATE DIMENSIONS MEASURED FROM THE UPPER LEFT CORNER OF THE TILE FLOOR. CONFIRM CORRECT DIMENSIONS ARE USED FOR PLACING ANCHORS.
- REFER TO TILE FLOOR ANCHOR DETAILS DRAWING FOR ANCHOR DRILLING DIAMETER AND DEPTH.
- NOTE: MAKE SURE THE HAMMER DRILL IS VERTICAL WHEN DRILLING HOLES FOR ANCHORS.**
- DRILL HOLES IN TILE AND IN CONCRETE FOR ANCHORS USING TEMPLATES FOR HOLE PLACEMENT. HOLES IN TILE (1-1/8" DIAMETER) WILL REQUIRE CLEARANCE FOR SPACERS PER ANCHOR DETAILS.
- NOTE: SEVERAL TEMPLATES WILL REQUIRE REUSE SEVERAL TIMES TO LOCATE ANCHORS FOR ALL EQUIPMENT. REFER TO TEMPLATE NOTES FOR DETAILS OF SUPPLIED TEMPLATES.
- INSTALL EPOXY ANCHORS TO THE DEPTH INDICATED UTILIZING THE SPECIFIED EPOXY AND THE MANUFACTURER'S EPOXY INSTALLATION INSTRUCTIONS.
- INSTALL MECHANICAL ANCHORS TO THE DEPTH INDICATED. **BE CAREFUL TO AVOID INSTALLING ANCHORS TOO DEEP FOR THE BEND STATIONS.**



Handwritten signature of William A. Griswold.

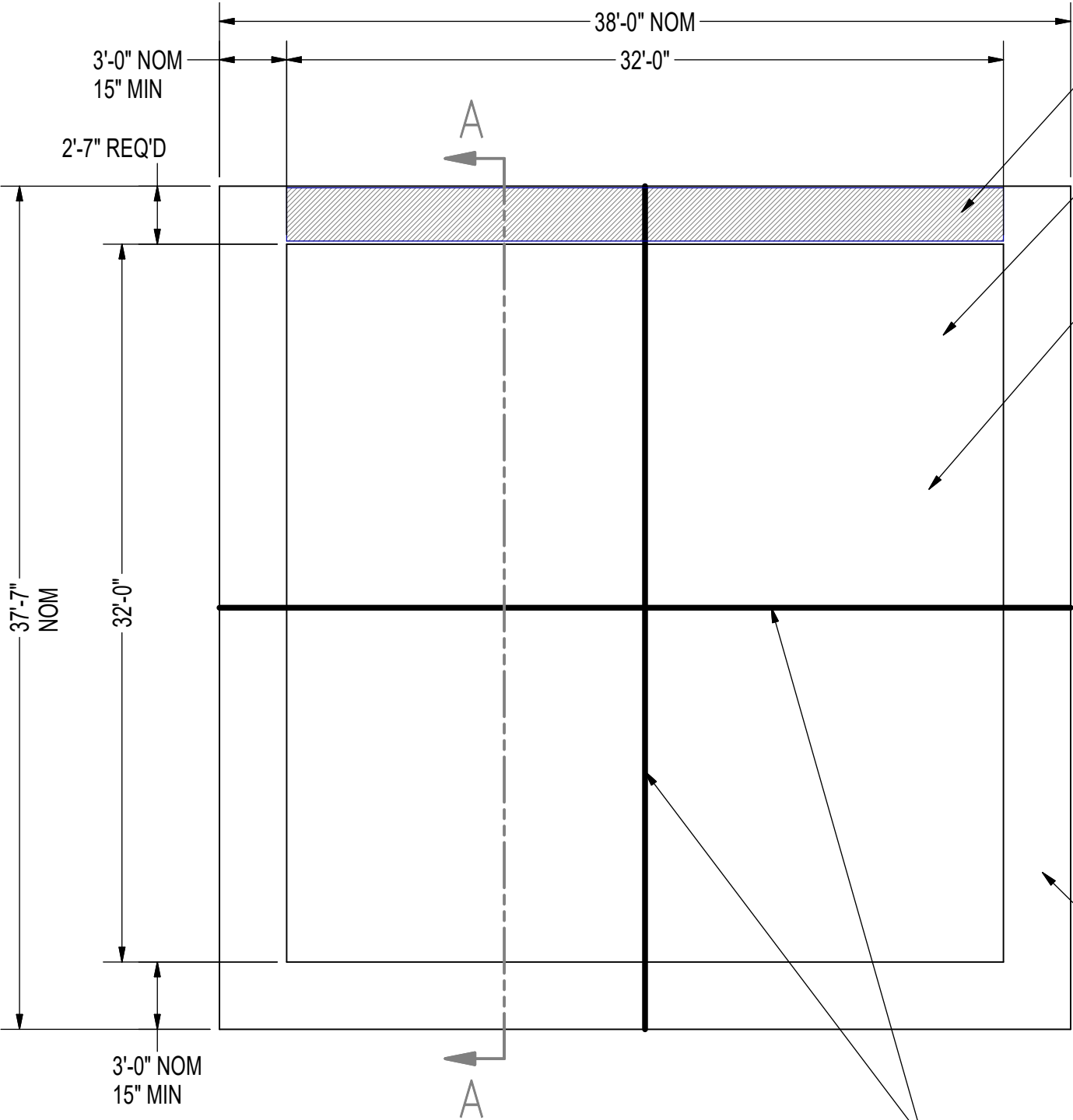


NATIONAL FITNESS CAMPAIGN
SAN FRANCISCO, CA



CONCRETE SLAB PLAN & CROSS-SECTION

(FOR FLAT TOP SLAB / TILE FLOOR INSTALLATION)



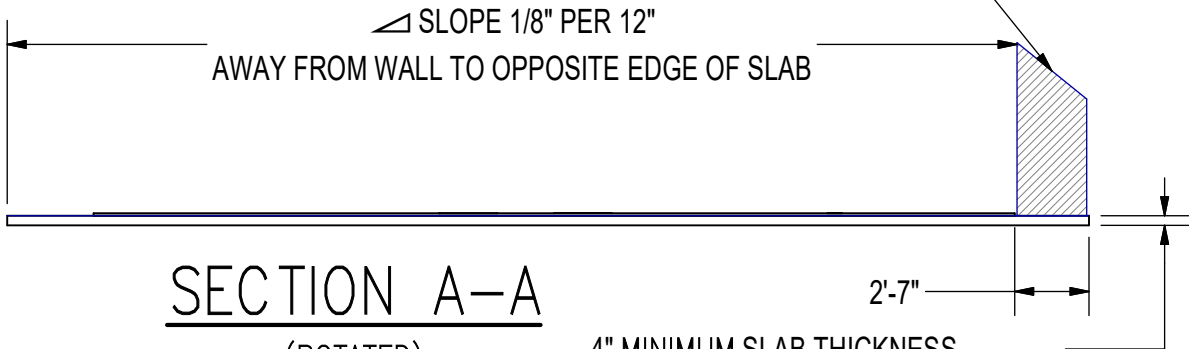
FITNESS COURT BODY WEIGHT
TRAINING WALL INSTALLATION AREA
BY OTHERS

FITNESS COURT TILED
EXERCISE FLOOR AREA.
TILE FLOOR BY OTHERS.

THE FINISHED CONCRETE SURFACE SHOULD BE SMOOTH TO PREVENT IRREGULARITIES, ROUGHNESS, OR OTHER DEFECTS THAT WOULD AFFECT THE FINISHED FLOOR SURFACE. THE SURFACE SHOULD BE FLAT TO THE EQUIVALENT OF 3/16" OVER 10'. THE FINISHED CONCRETE SURFACE SHOULD HAVE A LIGHT BROOM FINISH TO PROVIDE THE BEST SURFACE FOR COURT SURFACE ADHESION.

FOR INSTALLATIONS THAT REQUIRE FLOORING INSTALLATION SOON (LESS THAN 30 DAYS) AFTER CONCRETE PLACEMENT, APPLICATION OF "SPRAYLOCK" PRODUCT SCP 327 OR EQUIVALENT IS REQUIRED. THE SPRAYLOCK PRODUCT WILL ALLOW FLOORING INSTALLATION AS SOON AS 14 DAYS AFTER CONCRETE PLACEMENT AND SPRAYLOCK APPLICATION. CONFIRM PRODUCT SELECTION WITH THE MANUFACTURER. APPLY SPRAYLOCK PRODUCT THE DAY OF THE CONCRETE PLACEMENT PER MANUFACTURER'S INSTRUCTIONS.

FITNESS COURT BODY WEIGHT TRAINING WALL INSTALLATION AREA BY OTHERS



SECTION A-A
(ROTATED)

4" MINIMUM SLAB THICKNESS
FOR REQUIRED ANCHOR CLEARANCE

CONTRACTION CUTS
APPROXIMATELY CENTERED

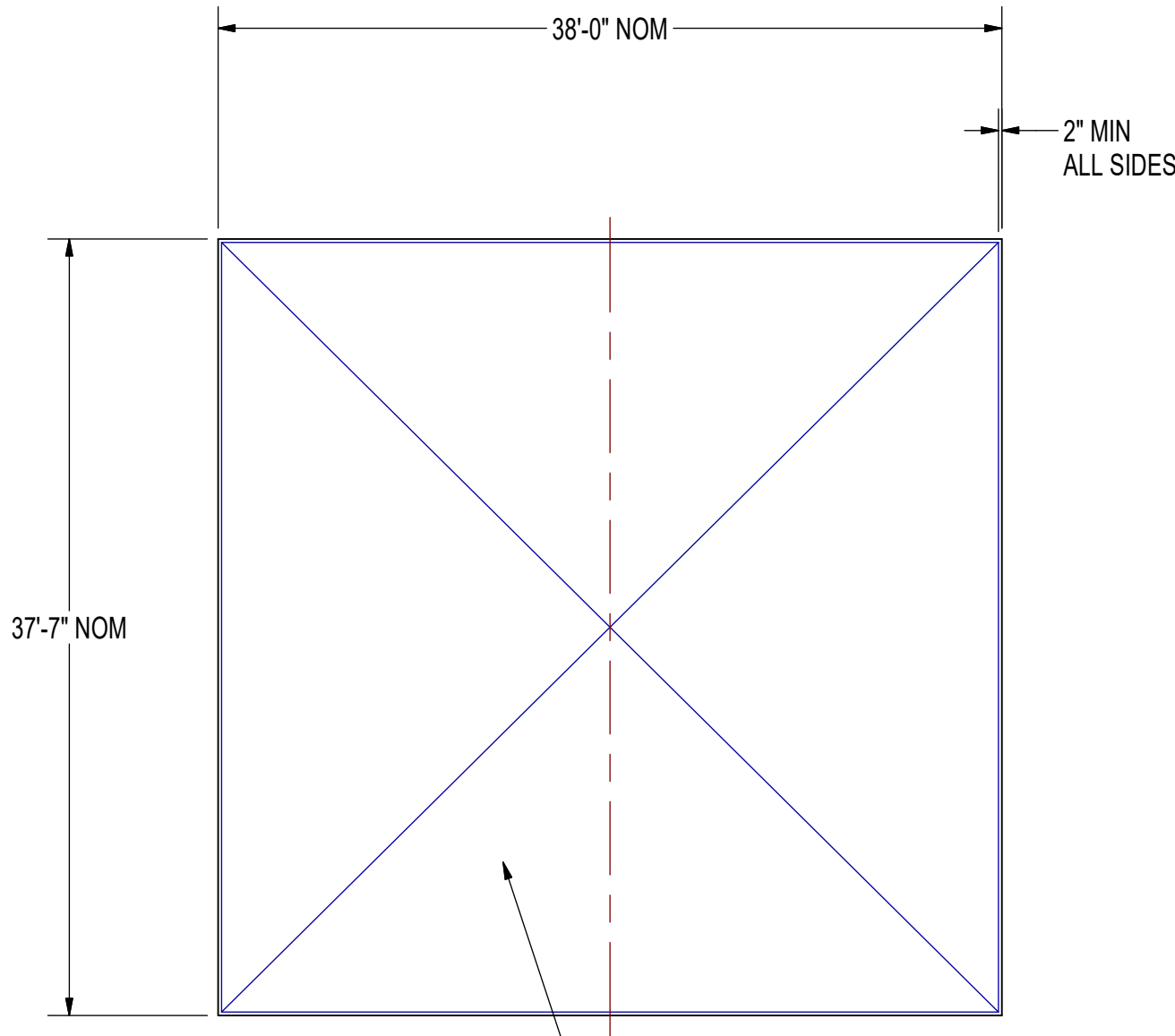
SLAB SIZE MAY BE ADJUSTED TO PROVIDE THE BAND WIDTH SHOWN AROUND THE PERIMETER OF THE TILED COURT SURFACE. A NARROW 15" BAND MAY BE UTILIZED WITH A SHADE STRUCTURE. ANY SHADE STRUCTURE (BY OTHERS) SHALL HAVE ITS OWN INDEPENDENT FOUNDATIONS.



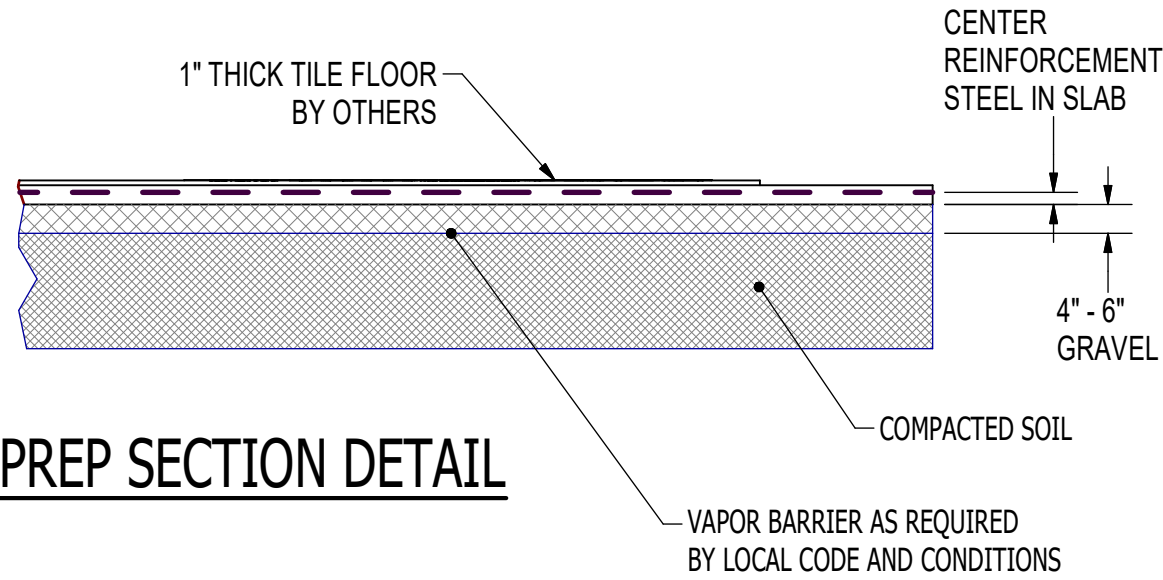
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REINFORCEMENT / PREP DETAIL
(FOR FLAT TOP SLAB / TILE FLOOR INSTALLATION)



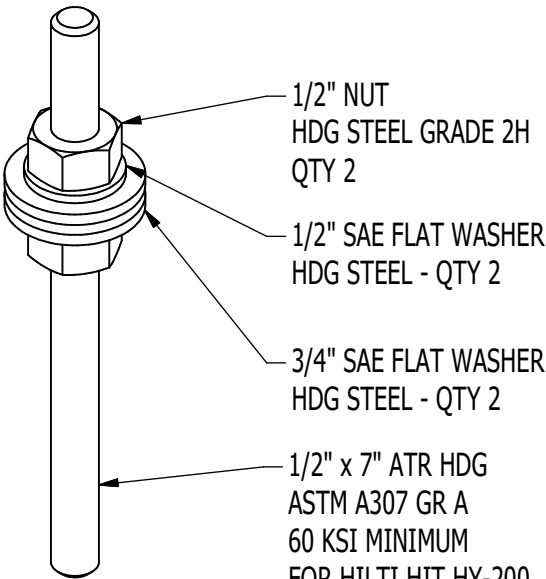
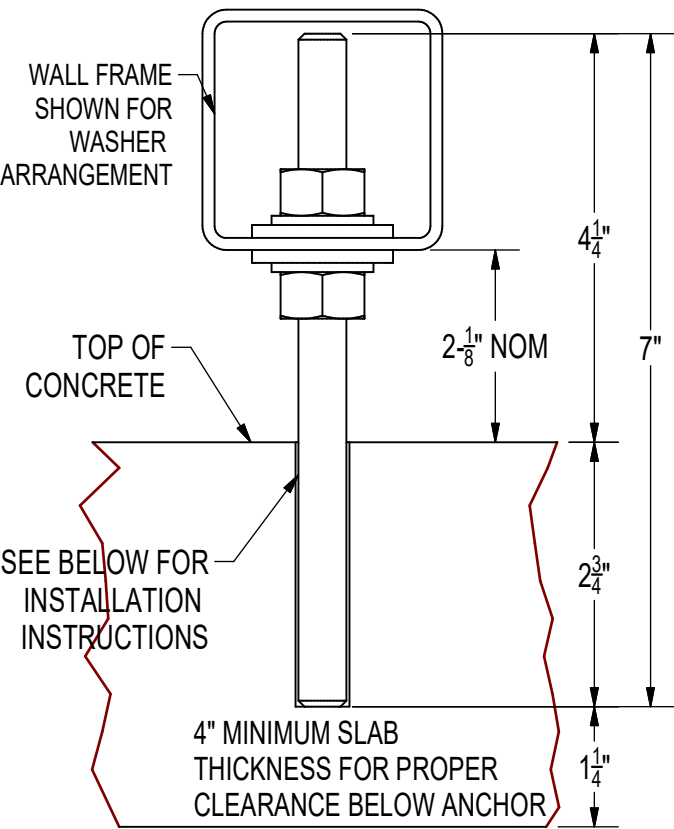
REINFORCING TO BE 6 X 6 X 6/6 WELDED WIRE MESH (WWM) PLACED IN THE CENTER OF THE SLAB TO EXTEND THROUGH ENTIRE SLAB. UTILIZE SUFFICIENT NUMBER OF CHAIRS TO MAINTAIN WWM POSITION. INSTALL ADDITIONAL REINFORCEMENT AS REQUIRED BY LOCAL CODE.



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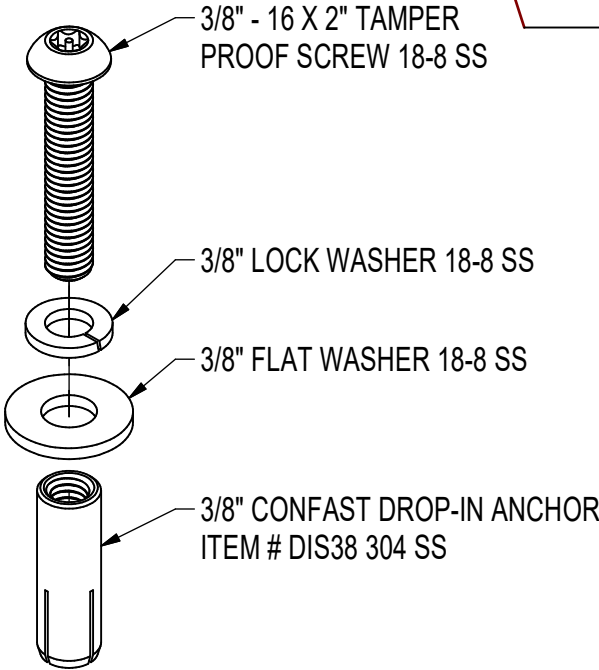
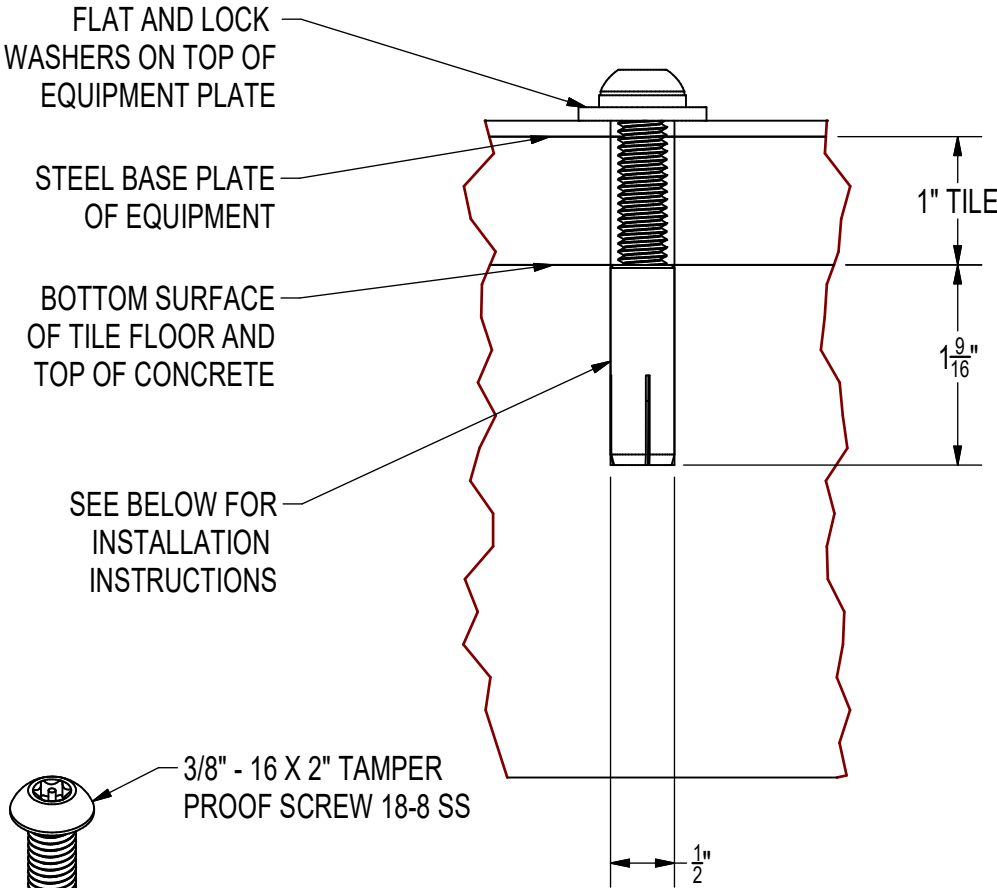
ANCHOR DETAILS FOR TILE

APPLIES TO TILE INSTALLATION ONLY.
REQUEST ALTERNATE DRAWING FOR POUR-IN-PLACE.
(ALSO SEE ANCHOR NOTES ON SLAB NOTES DRAWING)



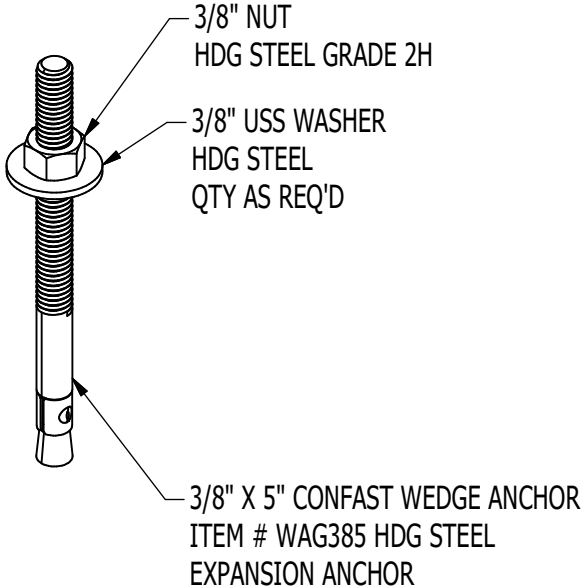
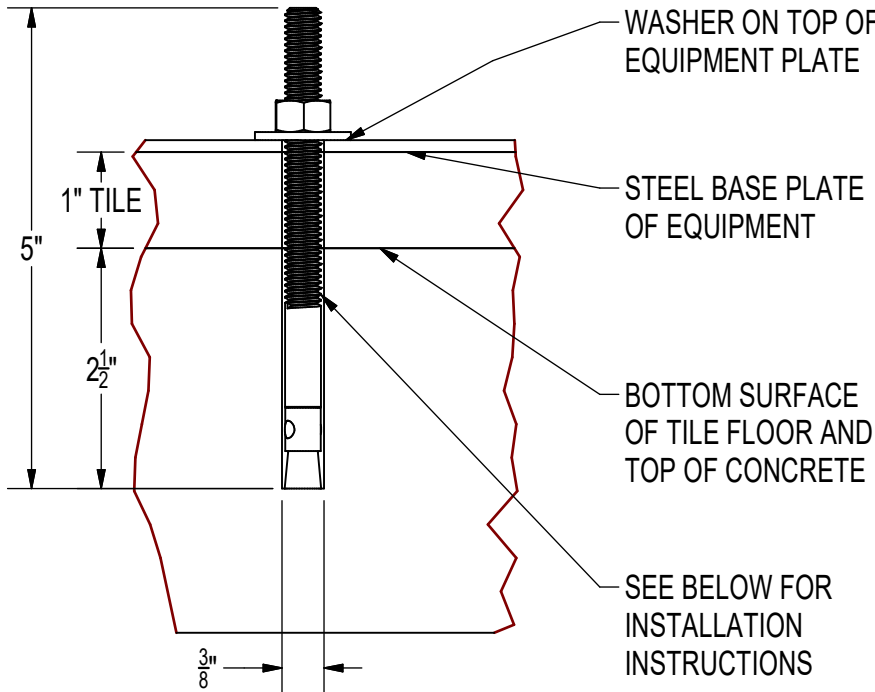
**ANCHOR A
WALL ANCHOR**

DRILL 9/16" HOLE IN CONCRETE
FOR 2-3/4" EMBEDMENT



DRILL 1/2" HOLE IN CONCRETE
FOR 1 - 9/16" EMBEDMENT

**ANCHOR B
DROP-IN ANCHOR**



DRILL 3/8" HOLE
IN CONCRETE FOR
2-1/2" EMBEDMENT

**ANCHOR C
MECHANICAL ANCHOR**

- ANCHOR HOLE INSTRUCTIONS**
1. DRILL HOLES FOR ANCHORS TO SPECIFIED DIAMETER AND DEPTH
 2. USE COMPRESSED AIR TO REMOVE CONCRETE DUST AND DEBRIS FROM HOLES PRIOR TO ANCHOR INSTALLATION
 3. REFER TO FITNESS COURT INSTALLATION INSTRUCTIONS FOR ADDITIONAL ANCHOR INSTALLATION STEPS

ANCHOR A EPOXY NOTE:
ANCHOR A MUST BE INSTALLED WITH THE ANCHOR EPOXY SPECIFIED OR ACCEPTABLE ALTERNATIVE. HILTI HY-200 IS RECOMMENDED. ALTERNATE EPOXY SIMPSON SET-XP IS ACCEPTABLE FOR NEW UNCRACKED CONCRETE ONLY. ALTERNATE EPOXY SIKA ANCHORFIX-2 IS ACCEPTABLE FOR NEW, UNCRACKED CONCRETE ONLY. FOLLOW EPOXY MANUFACTURER'S INSTALLATION PROCEDURES.



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NATIONAL FITNESS CAMPAIGN
SAN FRANCISCO, CA

DATE: 10/29/2020
BY: MAXIMUS INNOVATIONS
NAME: TILE SLAB
REV: 7 PAGE 4/6

(FLOOR ANCHORS SHOWN ON SEPARATE DRAWING)

NAME: TILE SLAB
REV: 7 PAGE 5/6



NATIONAL FITNESS CAMPAIGN
SAN FRANCISCO, CA

FLOOR ANCHOR LOCATIONS

(NOTATED FOR TILE FLOOR INSTALLATION)
(WALL ANCHORS SHOWN ON SEPARATE DRAWING)

THESE DIMENSIONS MEASURED TO THE RIGHT FROM POB

LOCATION OF UPPER LEFT ANCHORS
SHOWN FOR EACH PIECE OF EQUIPMENT.
LOCATE UPPER LEFT HOLE AND USE
TEMPLATES OR EQUIPMENT TO
LOCATE REMAINING HOLES.
SEE TEMPLATE NOTES BELOW.

IMPORTANT: PUSH STATION ANCHORS
ARE TO BE LOCATED AFTER WALL
PLACEMENT AND PUSH STATIONS
ARE PLACED IN FINAL LOCATION

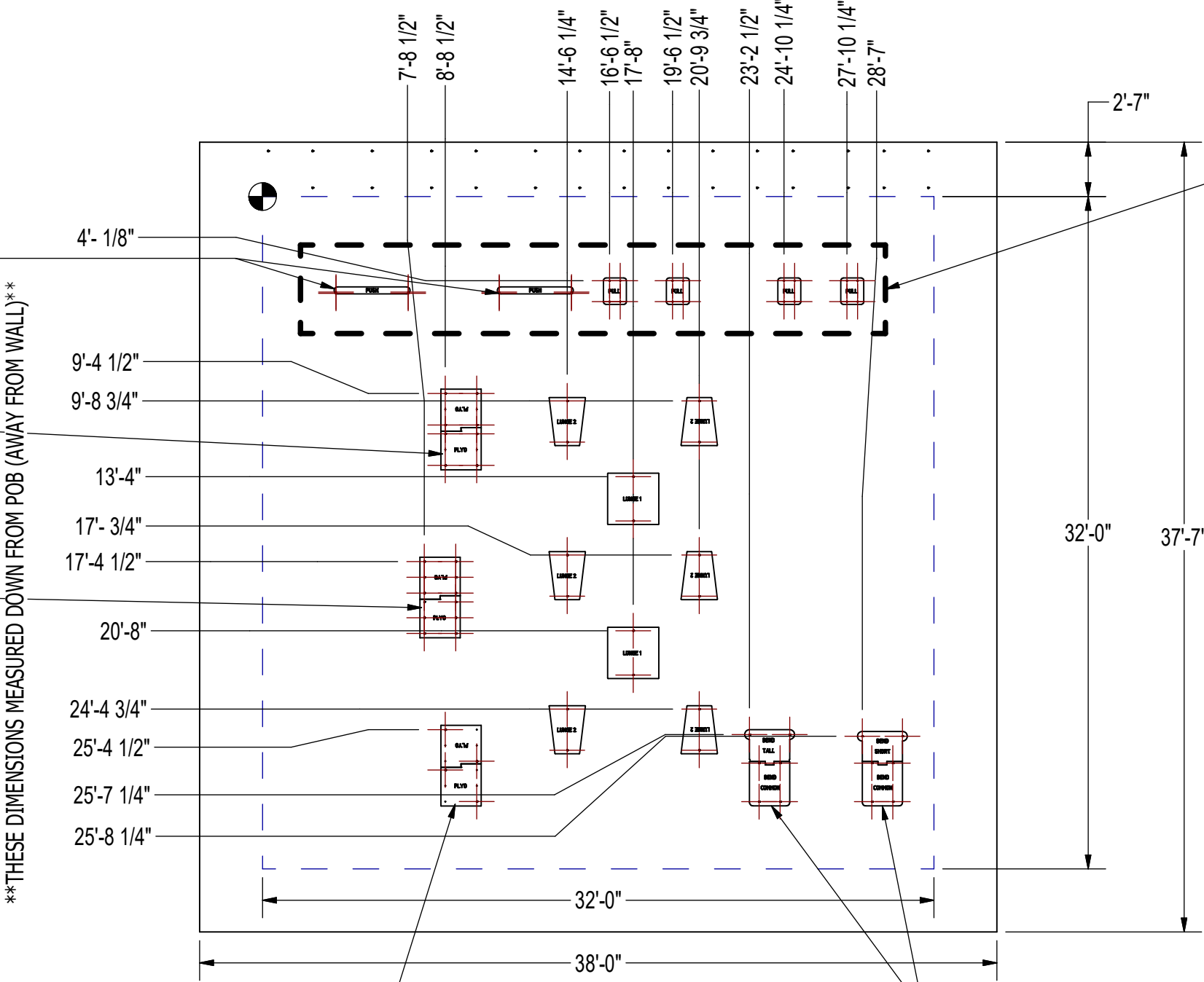
PLYO BOX 1 AND 2
4 ANCHORS PER BOX
IN OUTSIDE CORNERS
PER CENTER MARKS

PLYO BOX 3 AND 4
6 ANCHORS PER BOX
IN ALL TEMPLATE HOLES
PER CENTER MARKS

PLYO BOX 5 AND 6
2 ANCHORS PER BOX
IN OPPOSITE CORNERS
UPPER LEFT AND LOWER
RIGHT PER CENTER MARKS

ANCHOR QTY NOTES:
PUSH STATION - QTY 2 PER STATION - 4 TOTAL
ROW STATION - QTY 4 PER STATION - 16 TOTAL
PLYO BOX STATIONS - SEE QTY PER BOX BELOW - 24 TOTAL
PB1 - QTY 4 ANCHORS, 1 IN EACH CORNER
PB2 - QTY 4 ANCHORS, 1 IN EACH CORNER
PB3 - QTY 6 ANCHORS, 1 IN EACH HOLE
PB4 - QTY 6 ANCHORS, 1 IN EACH HOLE
PB5 - QTY 2 ANCHORS, 1 IN EACH OPPOSITE CORNER
PB6 - QTY 2 ANCHORS, 1 IN EACH OPPOSITE CORNER
LUNGE STATION 1 - QTY 2 PER STATION - 4 TOTAL
LUNGE STATION 2 - QTY 2 PER STATION - 12 TOTAL
TALL BEND STATION - QTY 6 PER STATION - 6 TOTAL
SHORT BEND STATION - QTY 6 PER STATION - 6 TOTAL

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DROP-IN ANCHORS (ANCHOR B) - QTY 20

MECHANICAL ANCHORS (ANCHOR C) - QTY 52
TO BE INSTALLED IN ALL LOCATIONS
UNLESS NOTED OTHERWISE.



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- ANCHOR NOTES:**
1. FIELD VERIFY ALL ANCHOR LOCATION DIMENSIONS AND PATTERNS PRIOR TO DRILLING.
 2. DRILL THROUGH TILE FLOOR (1" TILE THICKNESS) WITH THE APPROPRIATE DRILL BIT TO MATCH THE ANCHOR HOLE PER ANCHOR DETAILS DRAWING..
 3. SEE ANCHOR DETAILS FOR APPLICABLE CONCRETE EMBEDMENT DEPTH AND HOLE DIAMETER.
 4. STAINLESS STEEL MUST BE USED WHERE SPECIFIED.
 5. COMPONENTS SPECIFIED AS HOT-DIP GALVANIZED MAY BE SUBSTITUTED WITH 304 SS COMPONENTS.
 6. WHEN INSTALLING ANCHORS, TAKE CARE TO USE THREAD PROTECTORS TO PREVENT THREAD DAMAGE

TEMPLATE NOTES:
IMPORTANT: PAPER TEMPLATES ARE PROVIDED FOR PLYO BOXES AND BEND STATIONS ONLY
PUSH STATION - USE THE EQUIPMENT TO MARK ANCHOR LOCATIONS PER INSTRUCTIONS
ROW STATION - USE THE EQUIPMENT TO MARK ANCHOR LOCATIONS PER INSTRUCTIONS
PLYO BOX STATIONS - USE THE PAPER TEMPLATE (QTY 1 PROVIDED) TO MARK ALL ANCHORS FOR ALL 6 PLYO BOXES. NOTE QTY OF ANCHORS PER BOX ARE DIFFERENT FOR EACH PAIR.
LUNGE STATION 1 - USE THE EQUIPMENT TO MARK ANCHOR LOCATIONS PER INSTRUCTIONS
LUNGE STATION 2 - USE THE EQUIPMENT TO MARK ANCHOR LOCATIONS PER INSTRUCTIONS
BEND STATIONS - USE THE PAPER TEMPLATE (QTY 1 PROVIDED) TO MARK ALL ANCHORS FOR BOTH BEND STATIONS. NOTE THE DIFFERENCE IN LOCATION FOR THE TALL AND SHORT BEND STATIONS.

DATE: 10/29/2020
BY: MAXIMUS INNOVATIONS
NAME: TILE SLAB
REV: 7 PAGE 6/6

PART 3 – EXECUTION

3.1 INSTALLATION OF FOOTINGS FOR SHADE STRUCTURE

- A. The installation of fabric shade structures shall be performed by manufacturer or manufacturer-approved contractor, which shall be bonded and holding a current contractor's license with the State of California's Contractors State License Board. All installation personnel must have experience in the erection of tensioned fabric structures.
- B. The installation shall comply with the manufacturer's instructions for assembly, installation and erection, per approved drawings.
- C. Concrete:
 - 1. Unless noted otherwise for footings and piers by the Project Engineer, the concrete specification for footings and/or piers shall meet a minimum 3,000psi at 28-day strength.
 - 2. Concrete work shall be executed in accordance with the latest edition of American Concrete Building Code ACI 318-14.
 - 3. Concrete specifications shall comply in accordance with the Section 03300 Cast-in-Place Concrete, detailed as per plans, and shall be as follows:
 - a. 28 Days Strength $F'_c = 3000$ psi
 - b. Aggregate: HR
 - c. Slump: 3 ~ 5 inch
 - d. Portland Cement shall conform to C-150
 - e. Aggregate shall conform to ASTM C-33
 - 4. All reinforcement shall conform to ASTM A-615 grade 60.
 - 5. Reinforcing steel shall be detailed, fabricated, and placed in accordance with the latest ACI Detailing Manual and Manual of Standard Practice.
 - 6. Whenever daily ambient temperatures are below 80 degrees Fahrenheit, the contractor may have mix accelerators and hot water added at the batch plant (See Table 1).
 - 7. The contractor shall not pour any concrete when the daily ambient temperature is to be below 55 degrees Fahrenheit.

TABLE 1

Temperature Range	% Accelerator	Type Accelerator
75~80 degrees F	1%	High Early (non calcium)
70~75 degrees F	2%	High Early (non calcium)
Below 70 degrees F	3%	High Early (non calcium)

D. Foundations:

1. All anchor bolts set in new concrete shall comply with ASTM F-1554 Grade 55 (Galvanized).
2. All anchor bolts shall be Hot-Dip Galvanized.
3. Footings and full rebar cages shall be drilled, set, and poured as per manufacturer's specifications. These 41'x41' Wave (with 10' & 18' entry heights) fabric shade structures are to have a minimum footing of 24" x 10'6 deep with full rebar cage, as per final approved manufacturer's engineered specifications and drawings.

END OF SECTION 13 31 23

Advanced Concrete Specialists, Inc

10036 Artesia Place
Bellflower, CA 90706

C-8 License Number 944345

Voice: 562/866-1136

Fax: 562/866-9458

Email: adconcrete@adv-concrete.comWebsite: www.adv-concrete.com**Quotation**Quote Number:
6579Quote Date:
Aug 17, 2021Page:
1**Quoted to:**

City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

Contact: Joe Barrios
Email: JoseBarrios@santafesprings.org
Voice: 562/868-0511 X 3601
Voice 2: Kevin 941-5484 X3604
Fax:

Job Address:

City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

Customer ID	Good Thru	Payment Terms	Sales Rep
city86	9/16/21	C.O.D.	

Description	Amount
Remove grass from 1,960 sq. ft. of 49' X 40' area and haul away. Remove approximately (75) yards of dirt and haul away. Grade natural grade and compact. Place 4" of crushed rock and 10 mil vapor barrier below slab, as required by local code and conditions. Place 6 X 6 - 6/6 welded wiremesh in 1,960 sq. ft. Furnish deputy inspector for testing concrete. Pour 1,960 sq. ft. of 4" thick, 4000 PSI concrete slab, 49' X 40'. Finish concrete with light broom finish. Saw control joints in slab at 20' on center, maximum 1/2" deep. Price Additional Work Added 9-30-21: Dig (4) footings, 9'6" deep X 24" in diameter and haul away dirt. Furnish and install rebar as per plan. Furnish and set (16) 1-1/4" X 36" long galvanized anchor bolts, as per plan (templates to be furnished by others).	35,250.00

We Propose hereby to furnish material and labor - complete in accordance with above specifications, for the sum

Total

Continued

Payment to be due and payable upon completion of work. A service charge of 1.5% per month will be added to all accounts not paid within 30 d

Authorized
Signature*Gary Overgaauw***THIS PROPOSAL MAY BE WITHDRAWN BY US IF NOT ACCEPTED WITHIN 30 DAYS**

ACCEPTANCE of PROPOSAL - The above price, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work specified. Payment will be made as outlined above.

Signature _____

Date of Acceptance _____

Signature _____

Advanced Concrete Specialists, Inc

10036 Artesia Place
Bellflower, CA 90706

C-8 License Number 944345

Voice: 562/866-1136

Fax: 562/866-9458

Email: adconcrete@adv-concrete.comWebsite: www.adv-concrete.com**Quotation**Quote Number:
6579Quote Date:
Aug 17, 2021Page
2**Quoted to:**

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Voice: 562/868-0511 X 3601
Voice 2: Kevin 941-5484 X3604
Fax:

Job Address:

City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

Customer ID	Good Thru	Payment Terms	Sales Rep
city86	9/16/21	C.O.D.	

Description	Amount
Pour (4) 9'6" deep X 24" diameter 4000 PSI concrete footings. Price	8,750.00

We Propose hereby to furnish material and labor - complete in accordance with above specifications, for the sum

Total 44,000.00

Payment to be due and payable upon completion of work. A service charge of 1.5% per month will be added to all accounts not paid within 30 days.

Authorized
Signature*Gary Overgaauw***THIS PROPOSAL MAY BE WITHDRAWN BY US IF NOT ACCEPTED WITHIN 30 DAYS**

ACCEPTANCE of PROPOSAL - The above price, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work specified. Payment will be made as outlined above.

Signature _____

Date of Acceptance _____

Signature _____



Order Proposal for USA Shade & Fabric Structures

Date: 9/22/2021

Project Information:				Sales Information:	
Purchaser:	Santa Fe Springs, CA	Contact:	Gus Hernandez	Sales Rep:	Angel Rich
Project Name:	Fitness Court®	Phone:	562.869.4869 ext. 7873	Phone:	(954) 649-6757
Quote No:		Email:	gustavohernandez@santafesprings.org	Email:	angel.rich@usa-shade.com
PO No:		Fax:		NFC Contact:	Jessica Smith

Billing Information:		Shipping Information:		Jobsite Information:	
TBD		TBD		Los Nietos Park	
TBD		TBD			
TBD		TBD			
TBD		TBD			
TBD		TBD			
Contact:		Contact:		Contact:	
Phone:		Phone:		Phone:	
Fax:		Fax:		Fax:	
Email:		Email:		Email:	

FITNESS COURT SHADE STRUCTURE				
UNIT IMAGE	UNIT DETAILS			
	Unit Quantity:	1	Foundations By	Client Responsible
	Unit Type:	Custom	Grout Installation	Client Responsible
	Structure Size:	41ft x 41ft	Base Attachment:	Recessed Base Plate
	Entry Height:	10ft / 18ft	Footing Type:	Drilled Pier
	No of Columns:	4	Anchor Bolts:	Included
	No of Fabric Tops:	1	Concrete Cutting:	Not Included
	Fabric Type:	ShadeSure®	Dirt Removal:	Not Included
	Fabric Color: (Navy Blue or White)	Navy Blue	Surface Type:	Dirt
	Steel Finish:	Powder Coated	NOTES CON-SEP-036-17 (1006.1)	
	Steel Color:	Tele-gray		
PRICE	Electrical Provisions:	N/A		
\$26,000.00	Cable/HDW Finish:	Galvanized		
	Concept No:	CON-SEP-036-17		

PRICING TOTALS:		
Unit Quantity	1	\$26,000.00
Accessories/Miscellaneous		N/A
Shipping/Handling		\$ 5,034.00
SUBTOTAL		\$31,034.00
Sales Tax (%)	10.5%	\$ 2,730.00
Engineering		\$ 850.00
Installation		\$ 13,580.00
TOTAL		\$ 48,149.00



January 20, 2021

To Whom it May Concern,

The official shade partner of National Fitness Campaign LP (NFC) is USA Shade & Fabric Structures. In order to meet strict specifications and align with the NFC Program, USA Shade & Fabric Structures has developed a custom shade structure designed specifically for the Fitness Court®, in partnership with NFC.

The Fitness Court® is a unique element of outdoor infrastructure that has components spanning upwards of 9' at certain points. The approved shade design from USA Shade is oriented and pitched to respect the unique height ranges of the equipment and optimize the maximum amount of sun coverage over the Fitness Court®. All clearance and height requirements related to the equipment have been tested and approved by NFC.

Further, the dimensions and spacing of the structural support posts have been tested and approved to carefully fit the exact dimensions of the Fitness Court® and adhere, ensuring critical foundation conditions and clearances have been met.

The approved canvas material and post design matches the exact aesthetics and materials of the Fitness Court and have been rated to match NFC's standard approval for sun UV rays, rain and wind tolerances and hail conditions.

Though other contractors or agencies may provide shade structures or outdoor coverings, no other vendor is the official shade partner of NFC, and no other shade structure has been approved or recommended for official use with the Fitness Court®.

If you have further questions regarding this letter, please contact us per the information provided on this letterhead.

Sincerely,

Mitch Menaged, Founder and Director
National Fitness Campaign LP



Fitness Court® Shade Structures

USA SHADE is the official shade structure provider of the National Fitness Campaign. This shade structure has been designed specifically for the Fitness Court®, integrating beautifully with form and function.

For more information about the National Fitness Campaign, visit: www.nationalfitnesscampaign.com



Increases Use



UV Protection



Designed for
the Fitness Court®



Heightens
Aesthetics



Durable Fabrics



Need shade for your Fitness Court?
Contact Whitney Klen at wklen@usa-shade.com
1(214) 883-8823

Fitness Court Shade Structure

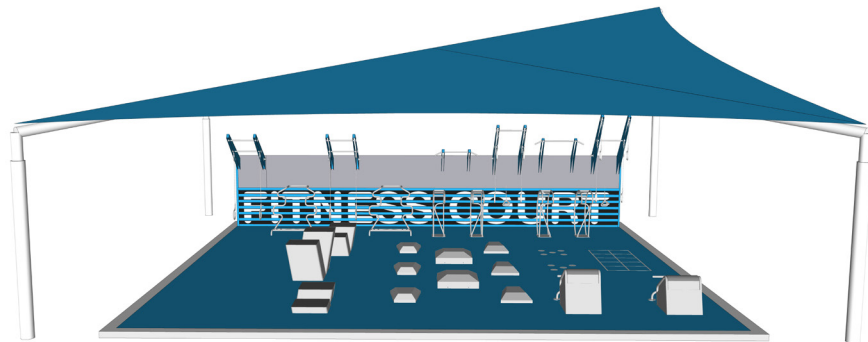
Attachment 5

This document is intended to provide an estimated total budget for developing and implementing a shade structure over the The Fitness Court® with USASHade in collaboration with the National Fitness Campaign.



USA SHADE is the official shade structure sponsor of National Fitness Campaign. This unique shade structure has been designed specifically for the Fitness Court®, integrating beautifully with form and function.

Fitness Court® shade structures employ durable fabrics to boost UV protection, heighten aesthetics and increase overall use of the Fitness Court®.



Color Package

Post Option:

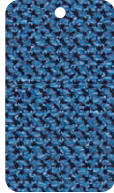
Powder coated steel

Shade Option:

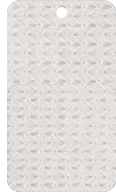
Canvas material



Tele-gray
115892



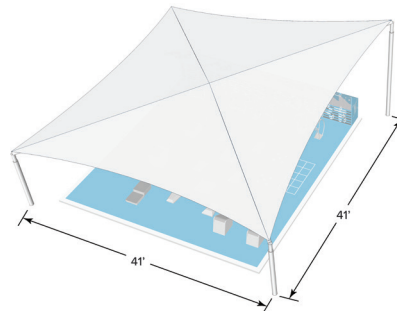
Navy Blue
Shade 90%
UV 94%



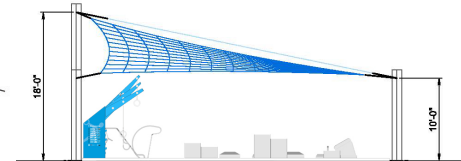
White
Shade 57%
UV 86%



Quick View



Side Profile



Extreme 32 fabrics carry a 10 year limited manufacturers warranty from the date of installation against failure from significant fading, deterioration, breakdown, mildew, outdoor heat, cold or discoloration.





City of Santa Fe Springs

City Council Meeting

ITEM NO. 16A

October 19, 2021

PRESENTATION

Status Update of Capital Improvement Projects

RECOMMENDATION

- This report is for informational purposes only and does not require any action from the City Council.

BACKGROUND

This report is for informational purposes only. Staff will make a presentation highlighting a listing of currently active projects. The projects will be separated into two groups: under construction and under design. The project details will include the estimated start and completion dates as well.

A handwritten signature in blue ink, appearing to read "Raymond R. Cruz".

Raymond R. Cruz
City Manager

Attachments:

Exhibit A: Capital Improvement Projects Update 2021

Exhibit B: Gantt chart of CIP estimated schedule

Report Submitted By:

Noe Negrete
Director of Public Works

A handwritten signature in blue ink, appearing to read "Noe Negrete".

Date of Report: October 14, 2021

Capital Improvement Projects Update 2021

CONSTRUCTION 2021

- 1 Facility Improvement - Town Center Plaza Parking Lot Improvements
- 2 Park Improvement - Heritage Park Train Exhibit Improvements (Paint - Engine and Caboose only ; Box Car will Bid Separately)
- 3 Park Improvement - Little Lake Park Bus Stop Improvements
- 4 Park Improvement - New Cabinets at SFS Park Recreation Building
- 5 Park Improvement - Fitness Court at Los Nietos Park
- 6 Street Improvement - Grade Separation - Rosecrans/Marquardt - Utility Relocations Currently Active
- 7 Street Improvement - I-5 Freeway Valley View Segment
- 8 Street Improvement - Valley View at Rosecrans Intersection Improvements
- 9 Water Improvement - Florence Ave Underpass Storm Pump Replacement

DESIGN OR OUT TO BID 2021

- 1 Park Improvement - "Design" Parking Lot Rehab/Expansion (Los Nietos, Santa Fe Springs, & Little Lake Parks)
- 2 Park Improvement - "Design" Heritage Park Train Exhibit Improvements (Box Car Rehabilitation)
- 3 Park Improvement - "Design" Native American Pond Improvements
- 4 Park Improvement - "Design" Snake Fountain
- 5 Regional Improvement - "Design" Light Rail - Eastside Corridor / Goldline Extension
- 6 Regional Improvement - "Design" High Speed Rail
- 7 Street Improvement - "Design" Pioneer Bl (Charlesworth Rd to Los Nietos Rd)
- 8 Street Improvements - "Design" 605 / 91 Freeway "Hot Spots" Arterial Intersections (Valley View/Alondra)
- 9 Storm Water Improvement - "Design" Joslin Drainage Improvements
- 10 Street Lighting - "Design" City Street / Parking Lot Light LED
- 11 Water Improvement - "Design" Water Well No 2 Treatment
- 12 Park Improvement - Los Nietos Park Playground Improvements Project
- 13 Facility Improvement - Clarke Estate Carpet Improvements
- 14 Facility Improvement - Betty Wilson Center Flooring and Painting Improvements

PROJECTS COMPLETED 2021

- 1 Facility Improvement - Aquatic Center Roof Improvements
- 2 Facility Improvement - Gus Velasco Neighborhood Center Playground Removal
- 3 Facility Improvement - Gus Velasco Neighborhood Center Landscape Restoration Project
- 4 Facility Improvement - Bridge Lighting Upgrade at the Telegraph Rd / Norwalk Bl Intersection
- 5 Park Improvement - Horseshoe Pits (Little Lake, Santa Fe Springs, & Los Nietos Parks)
- 6 Park Improvement - Interior/Exterior Painting Facilities (Santa Fe Springs, Los Nietos, & Little Lake Parks)
- 7 Street Improvement - I-5 Freeway Widening (Florence Ave Bridge)

2022-2024 CAPITAL IMPROVEMENT PROJECT

- 1 CIP Subcommittee currently reviewing projects



City of Santa Fe Springs

City Council Meeting

ITEM NO. 18

October 19, 2021

APPOINTMENTS TO COMMITTEES AND COMMISSIONS

Committee	Vacancies	Councilmember
Beautification and Historical	1	Mora
Beautification and Historical	3	Zamora
Beautification and Historical	1	Sarno
Beautification and Historical	2	Rodriguez
Beautification and Historical	1	Trujillo
Family & Human Svcs	1	Mora
Parks & Recreation	3	Zamora
Parks & Recreation	1	Sarno
Parks & Recreation	1	Trujillo
Senior	3	Mora
Senior	3	Zamora
Senior	4	Trujillo
Sister City	5	Zamora
Sister City	3	Sarno
Sister City	3	Rodriguez
Sister City	2	Trujillo
Youth Leadership Committee	2	Mora
Youth Leadership Committee	3	Zamora
Youth Leadership Committee	1	Rodriguez
Youth Leadership Committee	1	Trujillo

Applications Received: None

Recent Actions: None

Raymond R. Cruz
City Manager

Attachment(s):

1. Prospective Members
2. Committee Lists

Prospective Members for Various Committees/Commissions

Beautification and Historical* (*pending name change)

Family & Human Services

Heritage Arts

Personnel Advisory Board

Parks & Recreation

Planning Commission

Senior Citizens Advisory

Sister City

Traffic Commission

Youth Leadership

BEAUTIFICATION AND HISTORICAL ADVISORY COMMITTEE*

*(pending name)

Meets the fourth Wednesday of each month

9:30 a.m., Library Community Room

Qualifications: 18 Years of age, reside or active in the City

Membership: 20 Residents appointed by City Council

Council Liaison: Sarno

APPOINTED BY	NAME	TERM EXPIRES DEC 31, 2022
Mora	Doris Yarwood Guadalupe Placencia Irma Huitron Vacant	
Zamora	Annette Ramirez Vacant Vacant Vacant	
Sarno	Jeannette Lizarraga Mary Arias Linda Vallejo Vacant	
Rodriguez	Vacant Sally Gaitan Mark Scoggins Vacant	
Trujillo	Jacqueline Martinez Kay Gomez Vacant Merrie Hathaway	

FAMILY & HUMAN SERVICES ADVISORY COMMITTEE

Meets the third Wednesday of the month, except Jun., Sept., and Dec., at 5:45 p.m.,
Gus Velasco Neighborhood Center

Qualifications: 18 Years of age, reside or active in the City

Membership: 15 Residents Appointed by City Council
5 Social Service Agency Representatives Appointed by the
Committee

Council Liaison: Rodriguez

APPOINTED BY	NAME	TERM EXPIRES DEC 31, 2022
Mora	Martha Villanueva* Vacant Miriam Herrera	
Zamora	Gaby Garcia Christina J. Colon Gilbert Aguirre	
Sarno	Dolores Duran Janie Aguirre Peggy Radoumis	
Rodriguez	Shamsher Bhandari Elena Lopez Hilda Zamora	
Trujillo	Dolores Romero Laurie Rios* Bonnie Fox	

Organizational Representatives: Nancy Stowe
(Up to 5) Evelyn Castro-Guillen
Elvia Torres
(SPIRITT Family Services)

**Indicates person currently serves on three committees*

HERITAGE ARTS ADVISORY COMMITTEE

Meets the Last Tuesday of the month, except Dec., at 9:00 a.m., at the Gus Velasco Neighborhood Center Room 1

Qualifications: 18 Years of age, reside or active in the City

Membership: 9 Voting Members
6 Non-Voting Members

APPOINTED BY	NAME	TERM EXPIRES DEC 31, 2022
Mora	Maria Salazar-Jaramillo	
Zamora	AJ Hayes	
Sarno	William K. Rounds	
Rodriguez	Francis Carbajal*	
Trujillo	Laurie Rios*	

Committee Representatives

Family and Human Services Committee
Beautification and Historical Committee
Planning Commission
Chamber of Commerce

Vacant
Sally Gaitan
Gabriel Jimenez
Debbie Baker

Council/Staff Representatives

Council Liaison	Annette Rodriguez
Council Alternate	Vacant
City Manager	Ray Cruz
Director of Community Services	Maricela Balderas
Director of Planning	Wayne Morrell

**Indicates person currently serves on three committees*

PARKS & RECREATION ADVISORY COMMITTEE

Meets the First Wednesday of the month, except Jul., Aug., and Dec., 7:00 p.m.,
Town Center Hall, Meeting Room #1

Subcommittee Meets at 6:00 p.m.

Qualifications: 18 Years of age, reside or active in the City

Membership: 25

Council Liaison: Mora

APPOINTED BY	NAME	TERM EXPIRES DEC 31, 2022
Mora	Joe Avila Eddie Barrios William Logan Ralph Aranda Kurt Hamra	
Zamora	Gina Hernandez Blake Carter Vacant Vacant Vacant	
Sarno	Kenneth Arnold Mary Anderson Jeannette Lizarraga Vacant Mark Scoggins	
Rodriguez	Kayla Perez Priscilla Rodriguez Lisa Garcia Sylvia Perez David Diaz-Infante	
Trujillo	Dolores Romero Andrea Lopez Elizabeth Ford Nancy Krueger Vacant	

**Indicates person currently serves on three committees*

PERSONNEL ADVISORY BOARD

Meets Quarterly on an As-Needed Basis

Membership: 5 (2 Appointed by City Council, 1 by Personnel Board, 1 by Firemen's Association, 1 by Employees' Association)

Terms: Four Years

APPOINTED BY	NAME	TERM EXPIRES DEC 31, 2022
Council	Angel Munoz Ron Biggs	
Personnel Advisory Board	Neal Welland	
Firemen's Association	Jim De Silva	
Employees' Association	Johnny Hernandez	

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PLANNING COMMISSION

Meets the second Monday of every Month at 4:30 p.m.,
Council Chambers

Qualifications: 18 Years of age, reside or active in the City

Membership: 5

APPOINTED BY

NAME

Mora	Ken Arnold
Sarno	Johnny Hernandez
Rodriguez	Francis Carbajal*
Trujillo	William K. Rounds
Zamora	Gabriel Jimenez

SENIOR ADVISORY COMMITTEE

Meets the Second Tuesday of the month, except Jun., Sep., and Dec., at 9:30 a.m.,
Gus Velasco Neighborhood Center

Qualifications: 18 Years of age, reside or active in the City

Membership: 25

Council Liaison: Sarno

APPOINTED BY	NAME	TERM EXPIRES DEC 31, 2022
Mora	Paul Nakamura	
	Astrid Shesterkin	
	Vacant	
	Vacant	
	Vacant	
Zamora	Vacant	
	Elena Lopez Armendariz	
	Josefina Lara	
	Vacant	
	Vacant	
Sarno	Sally Gaitan	
	Bonnie Fox	
	Gilbert Aguirre	
	Lorena Huitron	
	Janie Aguirre	
Rodriguez	Yoko Nakamura	
	Linda Vallejo	
	Hilda Zamora	
	Martha Villanueva*	
	Nancy Krueger	
Trujillo	Dolores Duran	
	Vacant	
	Vacant	
	Vacant	
	Vacant	

**Indicates person currently serves on three committees*

SISTER CITY COMMITTEE

Meets the First Monday of every month, except Dec., at 6:45 p.m., Town Center Hall, Mtg. Room #1. If the regular meeting date falls on a holiday, the meeting is held on the second Monday of the month.

Qualifications: 18 Years of age, reside or active in the City

Membership: 25

Council Liaison: Mora

APPOINTED BY	NAME	TERM EXPIRES DEC 31, 2022
Mora	Martha Villanueva*	
	Doris Yarwood	
	Laurie Rios*	
	Peggy Radoumis	
	Francis Carbajal*	
Zamora	Vacant	
	Vacant	
	Vacant	
	Vacant	
	Vacant	
Sarno	Manny Zevallos	
	Vacant	
	Jacqueline Martinez	
	Vacant	
	Vacant	
Rodriguez	Jeannette Wolfe	
	Shamsher Bhandari	
	Vacant	
	Vacant	
	Vacant	
Trujillo	Charlotte Zevallos	
	Andrea Lopez	
	Vacant	
	Marcella Obregon	
	Vacant	

**Indicates person currently serves on three committees*

TRAFFIC COMMISSION

Meets the Third Thursday of every month, at 6:00 p.m., Council Chambers

Membership: 5

Qualifications: 18 Years of age, reside or active in the City

APPOINTED BY

NAME

Mora

Bryan Collins

Sarno

Johana Coca

Rodriguez

Felix Miranda

Trujillo

Linda Vallejo

Zamora

Christina J. Colon

YOUTH LEADERSHIP COMMITTEE

Meets the First Monday of every month, at 6:30 p.m., Gus Velasco Neighborhood Center

Qualifications: Ages 13-18, reside in Santa Fe Springs

Membership: 20

Council Liaison: Zamora

APPOINTED BY	NAME	TERM EXPIRES DEC 31, 2022
Mora	Kharisma Ruiz Jilliana Casillas Vacant Vacant	
Zamora	Joseph Casillas Vacant Vacant Vacant	
Sarno	Abraham Walters Aaron D. Doss Valerie Bojorquez Maya Mercado-Garcia	
Rodriguez	Jasmine Rodriguez Angelique Duque Felix Miranda Jr. Vacant	
Trujillo	Vacant Isaac Aguilar Andrew Bojorquez Alan Avalos	