CITY COUNCIL/SUCCESSOR AGENCY/
FINANCING/POWER/
CALIFORNIA CHOICE ENERGY AUTHORITY
TELEPHONIC/VIRTUAL MEETING PURSUANT TO GOVERNOR’S ORDER N-29-20
REGULAR MEETING AGENDA

Tuesday, July 14, 2020
Regular Meeting – 5:00 p.m.

Council Chambers – Lancaster City Hall
The City Clerk/Agency/Authority Secretary hereby declares the agenda was posted
by 5:00 p.m. on July 10, 2020
at the entrance to the Lancaster City Hall Council Chambers
44933 Fern Avenue, Lancaster, CA 93534

LEGISLATIVE BODY
City Council/Successor Agency/Financing/Power/California Choice Energy
Authority
Mayor/Chair R. Rex Parris
Vice Mayor/Vice Chair Marvin Crist
Council Member/Agency Director/Authority Darrell Dorris
Council Member/Agency Director/Authority Member Raj Malhi
Council Member/Agency Director/Authority Member Ken Mann

Housing Authority
Deputy Mayor/Chair Kitty Kit Yee Szeto
Vice Chair Marvin Crist
Deputy Mayor/Authority Member Cassandra Harvey
Authority Member Raj Malhi
Authority Member Ken Mann
In response to Governor’s Executive Order N-29-20, this meeting will be conducted telephonically and video streamed live on Channel 28 and the City’s website: https://www.cityoflancasterca.org/connect/public-meetings

PUBLIC COMMENTS ON AGENDIZED ITEMS MAY BE RECEIVED BY DIALING 1-877-853-5257 USING MEETING ID: 945 3853 0682 # PASSWORD:980773

AGENDA ITEMS TO BE REMOVED
Sometimes it is necessary to remove items from the agenda. We apologize for any inconvenience this may cause you.

PUBLIC BUSINESS FROM THE FLOOR - AGENDIZED ITEMS
In accordance with Governor’s Order N-29-20, the public may observe this telephonic/ virtual meeting by listening to the live broadcast on local cable channel 28 or live stream on the City’s website (https://www.cityoflancasterca.org/connect/public-meetings). The public may participate in the meeting by DIALING 1-877-853-5257 USING MEETING ID: 945 3853 0682# PASSWORD: 980773#. Individual comments are limited to three (3) minutes unless a different time limit is announced.

Consent Calendar items under the Legislative Body may be acted upon with one motion, a second and the vote. If you desire to speak on an item or items on the Consent Calendar, you may fill out one speaker card for the Consent Calendar. You will be given three minutes, unless a different time limit is announced, to address your concerns before the Legislative Body takes action on the Consent Calendar.

CALL TO ORDER
City Council/Successor Agency/Financing/Housing/Power/California Choice Energy Authority

ROLL CALL
City Council Members /Agency Directors /Authority Members: Dorris, Malhi, Mann;
Vice Mayor/ Vice Chair Crist, Mayor/Chair Parris

ROLL CALL
Housing Authority Members: Harvey, Malhi, Mann; Vice Chair Crist; Chair Szeto

INVOCATION

PLEDGE OF ALLEGIANCE
PRESENTATION

1. Presentation of and creation of Social Justice and Equity Commission. 
   Presenter: Deputy Mayor Heather Varden.

COUNCIL ACTIONS

MINUTES


HOUSING AUTHORITY - CONSENT CALENDAR

HA CC 1. Five-Year Permanent Local Housing Allocation (PLHA) Plan

Recommendation:
Approve the Five-Year Permanent Local Housing Allocation (PLHA) Plan.

In 2017, Senate Bill 2 created the first permanent source of funding to increase the affordable housing stock in the State of California. Revenue is generated through a $75 recording fee on real estate transactions and therefore will vary from year to year depending on activity. The PLHA program is overseen by the State’s Department of Housing and Community Development (HCD), who issued a Request for Proposal in March 2020. In order to be eligible to receive funding, the City must approve a five-year plan specifying how the grant funds will be spent. PLHA funds can be used for a broad variety of affordable housing activities including, but not limited to, new construction or rehabilitation of multifamily or single-family housing. The Lancaster Housing Authority proposes to use PLHA funds for 3 activities: 1) Make a construction loan for a 77-unit multifamily rental housing project on a Housing Authority site that will be occupied by households with incomes of no more than 60% AMI. 2) Make a gap construction loan for new owner-occupied workforce housing units that will be occupied by households with incomes of no more than 120% AMI; and 3) Provide down payment assistance loans to low and moderate-income workforce households to purchase affordable homes. In addition, the program allows for a 5% allocation of funding to be utilized for administration of these activities. Next steps include the City Council adopting the Resolution for the Five Year PLHA Plan and authorizing the City Manager, or his designee, to apply to the State of California on behalf of the City to receive and administer the City’s entitlement of PLHA funds, and to enter into all required agreements to receive
the PLHA funds. HCD will notify the City annually regarding the amount of PLHA funds it will receive that year. Additionally, the five-year plan can be amended in the future to address changing conditions or uses for the funding as needed. Once submitted, the City will be notified of the award of funding between August and October 2020, with funds released within 120 days after the award letter is received.

CALIFORNIA CHOICE ENERGY AUTHORITY - CONSENT CALENDAR

CCEA CC 1. Approve Amendment No. 2 to Professional Services Agreement between California Choice Energy Authority and Bayshore Consulting Group, Inc.

Recommendation:
Approve Amendment No. 2 to Professional Services Agreement between California Choice Energy Authority (CalChoice) and Bayshore Consulting Group, Inc. (Bayshore) for management, operations, and administrative services, and authorize the Executive Director, or his designee, to sign all documents.

On January 16, 2019, an Agreement for Management, Operations, and Administrative Support with Bayshore was executed in the not to exceed amount of $547,000.00. Bayshore provides management, operations, and administrative services, including Southern California Edison liaison, member city performance and operational updates, regulatory and legislative affairs, power procurement, contract administration, marketing, oversight of legal, technical, and data management consultants, and overall CalChoice operations. On September 10, 2019, Amendment No. 1 was approved which increased the Scope of Services of the original agreement to include additional finance services, and treasury and accounting services support as those services transitioned away from Lancaster City staff. Amendment No. 2 will broaden the Scope of Services to include lobbyist services and energy programs implementation and management. As CalChoice membership grows and its operational members mature, these additional services will benefit the membership by providing representation at the legislature, state executive branch, and state regulatory agencies. Additionally, CalChoice will provide aggregated group energy program oversight which will bring additional value to its member agencies and their respective communities.

CCEA CC 2. Award Legal Services Agreement for Legal Support Services to Braun Blaising Smith Wynne, P.C. and Hall Energy Law PC

Recommendation:
A. Award a Legal Services Agreement with Braun Blaising Smith Wynne P.C. in an amount not to exceed $350,000 for regulatory legal services for fiscal year 2021 in support of California Choice Energy Authority and its member agencies; and authorize the Executive Director, or his designee, to sign all documents.
B. Award a Legal Services Agreement with Hall Energy Law PC in an amount not to exceed $125,000 for transactional legal services for fiscal year 2021 in support of California Choice Energy Authority and its member agencies; and authorize the Executive Director, or his designee, to sign all documents.
California Choice Energy Authority (CalChoice) provides implementation and operational support services to cities that wish to participate in community choice aggregation (CCA).

CalChoice currently has ten associate members, five of which are operating successful CCA programs. The five CalChoice member cities with operational CCAs are the Town of Apple Valley, and the cities of Lancaster, Pico Rivera, Rancho Mirage, and San Jacinto. Two additional cities, the cities of Baldwin Park and Pomona, will begin serving customers in October 2020. The cities of Santa Barbara and Palmdale are scheduled to launch their CCA programs in 2021 and 2022 respectively. CalChoice contracts for energy and energy products, legal services, and technical and operational support services for its member agencies in order to keep costs low and maximize revenues for each associate member.

By joining together, CalChoice is able to cut costs for each member agency through the benefits of economy of scale. As more cities join CalChoice, each city’s share of costs goes down. Braun Blaising Smith Wynne, P.C. (BBSW) provides legal and regulatory support services to CalChoice. These services include representing CalChoice and its member cities before the California Public Utilities Commission (CPUC). BBSW advises CalChoice regarding pending and/or anticipated CPUC matters, rate cases, and CPUC rule changes that may affect CalChoice member agencies’ interests. BBSW also assists in the preparation and submission of required filings at the CPUC and the California Energy Commission. Hall Energy Law PC (Hall Energy) provides transactional legal support service to CalChoice. Hall Energy’s services include drafting, revising, and negotiating energy and energy products transaction documents and long-term power purchase agreements.

CONSENT CALENDAR

CC 1. Waive further reading of any proposed ordinances. (This permits reading the title only in lieu of reciting the entire text.)

CC 2. Check Registers – May 31, 2020 through June 20, 2020

Approve the Check Registers as presented.

At each regular City Council Meeting, the City Council is presented with check and ACH/wire registers listing the financial claims (invoices) against the City for purchase of materials, supplies, services, and capital projects issued the prior three to four weeks. This process provides the City Council the opportunity to review the expenditures of the City. Claims are paid via checks, Automated Clearing House (ACH) payments, or federal wires. Thejustifying backup information for each expenditure is available in the Finance Department.

CC 3. Acceptance of Improvements (Sewer)

Approve the following developer installed sanitary sewer and accept the sewer for maintenance by the City and for public use:

<table>
<thead>
<tr>
<th>Project No.</th>
<th>Location/Owner</th>
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</thead>
</table>

CITY COUNCIL/SUCCESSOR AGENCY/FINANCING/POWER/CALIFORNIA CHOICE ENERGY AUTHORITY
REGULAR MEETING AGENDA
Conditional Use Permit No. 17-11 1966 West Avenue L
Owner: 20 West, LLC

The listed sanitary sewer has been constructed and completed by the developer according to the approved plans and specifications. The work has been inspected and found to be satisfactory to the Senior Director - Development Services.

CC 4. CUP 17-11 Acceptance of Improvements (Sewer)

Approve the following developer installed sanitary sewer and accept the sewer for maintenance by the City and for public use:

<table>
<thead>
<tr>
<th>Project No.</th>
<th>Location/Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conditional Use Permit No. 17-11</td>
<td>1966 West Avenue L</td>
</tr>
<tr>
<td>Owner: 20 West, LLC</td>
<td></td>
</tr>
</tbody>
</table>

The listed sanitary sewer has been constructed and completed by the developer according to the approved plans and specifications. The work has been inspected and found to be satisfactory to the Senior Director - Development Services.

CC 5. CUP 17-11 Acceptance of Improvements (Streets)

Approve the developer constructed streets on the following project. In addition, accept the streets for maintenance by the City and for public use.

<table>
<thead>
<tr>
<th>Project</th>
<th>Location/Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conditional Use Permit No. 17-11</td>
<td>1966 West Avenue L</td>
</tr>
<tr>
<td>Owner: 20 West, LLC</td>
<td></td>
</tr>
</tbody>
</table>

The streets have been constructed and completed by the developer according to the approved plans and specifications. The work has been inspected and found to be satisfactory to the Senior Director - Development Services.

CC 6. CUP 17-11 Acceptance of Improvements (Traffic Signals)

Approve the completed traffic signal installed by the developer for the following project:

<table>
<thead>
<tr>
<th>Project</th>
<th>Location/Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conditional Use Permit No. 17-11</td>
<td>1966 West Avenue L</td>
</tr>
<tr>
<td>Owner: 20 West, LLC</td>
<td></td>
</tr>
</tbody>
</table>

The traffic signal has been constructed and completed by the developer according to the approved plans and specifications. The work has been inspected and found to be satisfactory to the Senior Director - Development Services.

CC 7. Approval of Lease Agreement
Approve Lease Agreement between Dennis Dale Pursley and Kathleen Christine Pursley, as trustees of the Dennis Dale Pursley and Kathleen Christine Pursley revocable family trust and the City of Lancaster, allowing the City of Lancaster to lease the temporary drainage basin on the ten (10) acre parcel located west of Paraclete High School.

Prior to 2010, during winter storms, the intersection at 35th Street West and Avenue L-8 experienced flooding and silt deposition. To avert this situation, the City entered into an agreement with Dennis Pursley in May of 2010, for the construction of a temporary drainage basin on Mr. Pursley’s property, located at the northeast corner of Avenue M and 32nd Street West. Since construction, the basin has eliminated flooding and silt deposition at the impacted intersection while providing flood protection to both Paraclete High School and Valley View Elementary School, in addition to residents downstream. The 2010 agreement granted an easement to the City to allow construction of the basin on the Pursleys’ property. The initial agreement included a five-year term, and in 2015, the Council granted an additional five-year extension. With the expiration of the agreement, the City is seeking a lease agreement between Mr. and Mrs. Pursley for use and maintenance of the basin. The lease would commence on July 1, 2020, and be valid for five years with the option of an additional five-year extension. As residential development commences directly east of the basin, the developer would be required to construct all drainage improvements to connect with the City of Lancaster’s Master Plan of Drainage Facilities in Avenue M, prior to occupancy of the first dwelling. These improvements would eliminate the need to convey storm water to the temporary basin, and, therefore, the temporary basin would be removed.


Approve the Freeway Maintenance Agreement with the State of California for Public Works Construction Projects (20-005) Avenue J, (21-006) Avenue K, (21-005) Avenue M, (15-001) Avenue L, and (13-020) Avenue G Interchange Improvements; and Authorize the Mayor to sign all documents.

A Freeway agreement was executed between the County of Los Angeles (County) and the State of California (State) in June of 1964 for State Route 14, Post Mile 61.8/76.6. Portions of the above County agreement that lie within the jurisdictional limits of the City of Lancaster were adopted by the City of Lancaster, specifically Post Mile 64.7/71.0. In conjunction with the Measure R interchange projects located at Avenue M, Avenue L, Avenue K, Avenue J, and Avenue G, this Freeway Maintenance Agreement shall clarify and revise the division of maintenance along State Route 14 within the City jurisdictional limits.

CC 9. Award of Bid – Public Works Construction Project No. 21-001 2020 Spring Pavement Management Program (PMP)

1. Approve a budget transfer from Capital Improvement Project 203-12ST040-924 (2020 Pavement Management Program) in the amount of $554,179.00 to project 203-12ST041-924 (2020 Spring Pavement Management Program).
2. Award Public Works Construction Project No. 21-001, 2020 Spring Pavement Management Program (PMP), to Sully-Miller Contracting Company of Brea, California, in the amount of $4,506,827.20 Base Bid, plus Additive Alternate AA1 in the amount of $869,694.25, and Additive Alternate AA2 in the amount of $875,478.55, for a Total Bid of $6,252,000.00, plus a 10% contingency, to repair and resurface approximately twenty-five (25) lane-miles of streets, as part of the City’s Revive 25 program. Authorize the City Manager, or his designee, to sign all documents. This contract is awarded to the lowest responsible bidder per California Public Code Section 22038 (b).

The proposed project will be the second project funded, in part, with road bond funds and will include approximately 25.5 lane miles of roadway repair and rehabilitation in the following project areas: (1) Avenue L – 10th Street West to Sierra Highway, (2) Avenue J – 10th Street West to 15th Street West, (3) 10th Street West – Avenue J to Avenue K, (4) Additive Alternate AA1, 10th Street West – Avenue J to Lancaster Boulevard, and (5) Additive Alternate AA2, 10th Street West - Avenue K to Avenue L. Per Section 2.2, this project is subject to the Community Workforce Agreement by and between the City of Lancaster and Los Angeles/Orange Counties Building and Construction Trades Council, and the Signatory Craft Councils and Unions (“CWA”). The PWCP 21-001 contract documents were prepared, and the project was advertised accordingly. Per Section 2.6(b) of the CWA, Letters of Assent shall be submitted by the Contractor and each of its subcontractors, of whatever tier, forty-eight (48) hours prior to commencement of work, or within forty-eight (48) hours after the award of Project Work to that Contractor (or subcontractor), whichever occurs later.

CC 10. Approve a $250,000 Reimbursement to the Antelope Valley Fairgrounds for Covid-19 Support

a. Approve Budget Adjustment Resolution No. 20-38, to appropriate $250,000 to the Antelope Valley Fairgrounds for the use of their facility for a COVID-19 medical sheltering facility.
b. Authorize the City Manager to execute the Rental Agreement with the Antelope Valley Fairgrounds for its use through August 31, 2020 and authorize payment up to $1,000,000 contingent upon reimbursement by the FEMA Public Assistance Grant program.

The City has partnered with the Antelope Valley Fairgrounds (Fairgrounds) since declaring a State of Emergency in March of 2020 due to the COVID-19 pandemic. The Fairgrounds is currently set up as a temporary medical sheltering facility with beds and medical equipment that will accommodate overflow patients from Antelope Valley Hospital.

The City and Fairgrounds negotiated a mutually beneficial agreement which provided a substantial savings for the City to use the Fairgrounds as a temporary medical sheltering facility.

The standard per day facility use fee is $17,200, which would total $2,947,554 (to include set up fees) through August 31, 2020; however, the City has procured a flat rate of $1,000,000 for use through August 31, 2020.

CC 11. Five-Year Permanent Local Housing Allocation (PLHA) Plan

a. Adopt Resolution No. 20-35, adopting the Five-Year PLHA Plan.
b. Authorize the City Manager or his designee to apply to the State of California on behalf of the City to receive and administer the City’s entitlement of PLHA funds, and to enter into all required agreements to receive the PLHA funds.

c. Upon receipt of the first installment of PLHA funds, appropriate the funds to Account No. __________ for expenditure in accordance with the PLHA Plan.

In 2017, Senate Bill 2 created the first permanent source of funding to increase the affordable housing stock in the State of California. Revenue is generated through a $75 recording fee on real estate transactions, and therefore, will vary from year to year depending on activity. The PLHA program is overseen by the State’s Department of Housing and Community Development (HCD), who issued a Request for Proposal in March 2020. In order to be eligible to receive funding, the City must approve a five-year plan specifying how the grant funds will be spent. PLHA funds can be used for a broad variety of affordable housing activities including, but not limited to, new construction or rehabilitation of multifamily or single-family housing. The Lancaster Housing Authority proposes to use PLHA funds for 3 activities: 1) Make a construction loan for a 77-unit multifamily rental housing project on a Housing Authority site that will be occupied by households with incomes of no more than 60% AMI; 2) Make a gap construction loan for new owner-occupied workforce housing units that will be occupied by households with incomes of no more than 120% AMI; and 3) Provide down payment assistance loans to low and moderate-income workforce households to purchase affordable homes. In addition, the program allows for a 5% allocation of funding to be utilized for administration of these projects and programs. HCD will notify the City annually regarding the amount of PLHA funds it will receive that year. Additionally, the five-year plan can be amended in the future to address changing conditions or uses for the funding as needed. Once submitted, the City will be notified of the award of funding between August and October 2020, with funds released within 120 days after the award letter is received.

PUBLIC HEARINGS

PH 1. Amendment to the Plan for Physical Mobility of the City of Lancaster General Plan 2030 related to adoption of Vehicle Miles Traveled (VMT) Baselines and Thresholds as required by Senate Bill (SB) 743

Recommendation:

Adopt Resolution No. 20-36, recommending to City Council approval of General Plan Amendment No. 20-09 for an amendment to the Physical Mobility Chapter for the adoption of VMT baselines and thresholds as required by Senate Bill (SB) 743.

This item will amend the Plan for Physical Mobility of the City of Lancaster General Plan 2030 related to the adoption of VMT baselines and thresholds as required by SB 743. It was previously presented to and approved by the Planning Commission in a public hearing on June 22, 2020. SB 743 was signed into law by the State on September 27, 2013, and directed the Governor’s Office of Planning and Research (OPR) to development an alternative to Level of Service (LOS) to determine California Environmental Quality Act (CEQA) transportation impacts. OPR did an extensive amount of research, and determined VMT would be the most appropriate metric in determining transportation impacts for CEQA purposes. VMT was certified by the State in December 2018, and the use of this metric for all lead agencies in California is required by
July 2020. SB 743 and VMT have been challenged several times in court, and the courts have consistently determined both SB 743 and VMT are legal and must be complied with. Utilizing alternative metrics to LOS is nothing new for the City. In October 2017, the City adopted the Master Plan of Complete Streets. By adopting this document, the City updated the General Plan allowing the use of other transportation metrics to be used within the core of the City to determine transportation impacts. The use of VMT will provide a more structured methodology for determining transportation impacts within the core and throughout the entire City, and be a useful tool for the traffic engineering team. The use of VMT aligns with the City’s goals of encouraging infill development, building safer streets, encouraging more sustainable streets, and improving public health through active transportation by providing a more friendly street environment for pedestrians, and bicyclist. The Transportation Analysis Updates in Lancaster report prepared by Fehrs & Peers is attached to this report, and it outlines this in more detail.

**NEW BUSINESS**

**NB1. “Dine Out Lancaster” Outdoor Dining Program**

Recommendation:
1. Approve the “Dine Out Lancaster” outdoor dining program, granting permission for all restaurants in the City of Lancaster seeking to implement outdoor dining on private property in order to comply with COVID-19 restrictions to do so without the need for a permit from the City.
2. Ratify the “Dine Out Lancaster” streamlined, no-fee permit process for restaurants seeking to implement outdoor dining in the public realm.

With the spike in COVID-19 cases in recent weeks, the State of California and County of Los Angeles have made clear that businesses can expect ongoing adjustments to regulations throughout the pandemic. The “Dine Out Lancaster” program seeks to provide restaurants with the flexibility to continue operating to the optimal extent possible amidst these changing regulations. Following the Governor’s re-closure of indoor dining rooms on July 1, staff activated the Dine Out Lancaster permitting process on July 2 on an urgency basis in order to respond to the immediate needs of the business community. Under this urgency process, all restaurants may submit an online application in order to obtain an outdoor dining permit. At the direction of the City Council, in an effort to simplify the process for businesses, staff is proposing that restaurants who wish to implement outdoor dining on private property will not be required to seek a permit from the City. This includes locations such as sidewalks and plazas in private shopping centers, private parking lots, and the like. Restaurants will automatically have the City’s permission to conduct outdoor dining on private property. For those seeking to implement outdoor dining on public property, such as public sidewalks and “parklets,” the proposed action will ratify the existing permit process. The Dine Out Lancaster permit will also serve as an encroachment permit for such locations. There is no fee for the permit, and staff aims to issue all permits within one business day. Whether conducting outdoor dining on public or private property, all restaurants will continue to be required to follow existing regulations, including adequate ADA access; health codes; and the public health orders in effect at that time. Notably, the California Department of Alcoholic Beverage Control requires businesses
seeking to extend their existing ABC permits for outdoor dining to provide written proof of the City’s approval. Staff will work with ABC to provide appropriate documentation for restaurants not required to seek a City permit under the new program. In summary, the Dine Out Lancaster program will streamline and simplify the permitting process for outdoor dining, allowing restaurants to continue their operations as quickly and seamlessly as possible. Staff will also work with affected businesses to provide support through the Stand Strong Reopening Assistance Program, which the City Council implemented on May 26. Restaurants may obtain more information and submit permit applications online at www.cityoflancasterca.org/dineout.

NB2. Resolution Confirming the Continued Existence of a Local Emergency

Recommendation:
Adopt Resolution No. 20-37, a resolution of the City Council of the City of Lancaster, California, confirming the continued existence of a local emergency in the City of Lancaster, California.

On January 30, 2020, the International Health Regulations Emergency Committee of the World Health Organization (“WHO”) declared the COVID-19 outbreak a public health emergency of international concern, and subsequently characterized COVID-19 as a pandemic. The United States Health and Human Services Secretary declared a public health emergency related to the COVID-19 outbreak on January 31, 2020. On March 4, 2020, the Governor of California declared a state of emergency related to the COVID-19 outbreak. The Los Angeles County Board of Supervisors and the Los Angeles County Department of Public Health declared a local and public health emergency related to the COVID-19 outbreak on March 4, 2020. The President of the United States declared a national emergency resulting from the COVID-19 outbreak on March 13, 2020. On March 17, 2020, the City Council affirmed and ratified a Proclamation of the existence of a local emergency resulting from the COVID-19 pandemic. The State and Los Angeles County Health Officers issued orders intended to help prevent the spread of COVID-19, including mandating people to stay home except as needed to perform essential services, ordering businesses deemed non-essential to close, and requiring the wearing of face masks. On May 26, 2020, the City Council adopted Resolution No. 20-17, which confirmed the continued existence of a local emergency. Although some restrictions in State and County orders had been relaxed, there has been a recent significant increase in the number of COVID-19 cases in Los Angeles County and other areas of the country. The national and local public health emergency resulting from the COVID-19 pandemic remains in effect, and the virus continues to pose a threat to the health and safety of residents in the City of Lancaster.

NB3. Resolution to submit ballot measure to the voters at the general municipal election held on November 3, 2020.

Recommendation:
Adopt Resolution No. 20-39 to submit to the voters at the general municipal election to be held on November 3, 2020, an ordinance enacting a transactions and use tax to be administered by the California Department of Tax and Fee Administration, directing the City Attorney to prepare an impartial analysis of the measure, setting priorities for filing a written argument relating to the ballot measure, and providing for rebuttal arguments relating to the ballot measure.
COUNCIL REPORTS

CR 1. Report on the Activities of the Board of Directors for District No. 14 of the County Sanitation Districts of Los Angeles County

CR 2. Council Reports.

LANCASTER FINANCING AUTHORITY

No action required at this time.

LANCASTER POWER AUTHORITY

No action required at this time.

LANCASTER SUCCESSOR AGENCY

No action required at this time.

CITY MANAGER / EXECUTIVE DIRECTOR ANNOUNCEMENTS

CITY CLERK/AGENCY/AUTHORITY SECRETARY ANNOUNCEMENT

PUBLIC BUSINESS FROM THE FLOOR - NON-AGENDIZED ITEMS

In accordance with Governor’s Order N-29-20, the public may observe this telephonic/ virtual meeting by listening to the live broadcast on local cable channel 28 or live stream on the City’s website (https://www.cityoflancasterca.org/connect/public-meetings). The public may participate in the meeting by DIALING 1-877-853-5257 USING MEETING ID: 945 3853 0682# PASSWORD: 980773#. Individual comments are limited to three (3) minutes unless a different time limit is announced.

CITY COUNCIL / AGENCY/ AUTHORITY COMMENTS

CLOSED SESSION

1. Conference with Legal Counsel - Anticipated Litigation: significant exposure to litigation pursuant to Government Code Section 54956.9(d) (2) - two potential cases.
2. Conference with Legal Counsel - Anticipated Litigation: consideration of initiation of litigation pursuant to Government Code Section 54956.9(d) (4) - two potential cases.

3. Conference with Legal Counsel - Existing Litigation - Government Code Section 54956.9(d) (1)

4. Desert-Candle, LP v. Frontier Homes, LLC, LASC Case No. 20STCV05178

5. Kappler v. Lancaster, LASC 18STCVO4990


7. Antelope Valley Groundwater Cases Included Actions:
Los Angeles County Waterworks District No. 40 v. Diamond Farming Co. Superior Court of California, County of Los Angeles, Case No. BC325201; Los Angeles County Waterworks District No. 40 v. Diamond Farming Co. Superior Court of California, County of Kern, Case No. S-1500-CV-254-348
Wm. Bolthouse Farms, Inc. v. City of Lancaster, Diamond Farming Co. v. City of Lancaster, Diamond Farming Co. v. Palmdale Water District
Superior Court of California County of Riverside, consolidated actions; Case Nos. RIC 353 840, RIC 344 436, RIC 344 668

8. Ramos v Patino, LASC Case No. MC027974

9. Lozoya v. City of Lancaster, LASC Case No. 19AVCV00714

10. Johnson v. City of Lancaster, LASC Case No. 19AVCV00824

11. Rahier v. City of Lancaster, LASC Case No. 19AVCV00163

12. Brisa Mahoney, et al. v. City of Lancaster, et al., LASC Case No. 20STCV02556

13. Conference with Real Property Negotiators:
Property: APNs 3124-012-007&012
City negotiators: Mike Livingston, Allison Burns
Negotiating parties: Elassaad Walid
Under negotiation: price and terms of payment

Property: APNs 3124-012-008&009
City negotiators: Mike Livingston, Allison Burns
Negotiating parties: Ann Hiramoto
Under negotiation: price and terms of payment
ADJOURNMENT
Next Regular Meeting:
July 28 2020 - 7:00 PM

MEETING ASSISTANCE INFORMATION: In compliance with the Americans with Disabilities Act and Executive Order N-29-20, the City has implemented a procedure for receiving and swiftly resolving requests for reasonable modification or accommodation from individuals with disabilities, consistent with the Americans with Disabilities Act and resolving any doubt whatsoever in favor of accessibility. If you need special assistance to participate in this telephonic meeting, please contact the City Clerk at (661)723-6020 or via email at aalexander@cityoflancasterca.org. To ensure availability, you are advised to make your request at least 72 hours prior to the meeting/event you wish to attend. Due to difficulties in securing sign language interpreters, five or more business days notice is strongly recommended. For additional information, please contact the City Clerk at (661)723-6020.

AGENDA ADDENDUM INFORMATION
On occasion items may be added after the agenda has been mailed to subscribers. Copies of the agenda addendum item will be available at the City Clerk Department and are posted with the agenda on the windows of the City Council Chambers. For more information, please call the City Clerk Department at (661) 723-6020.

All documents available for public review are on file with the City Clerk Department.
CALL TO ORDER
Vice Mayor Crist called the meeting of the Lancaster City Council/Successor Agency/Financing/Power/California Choice Energy Authority to order at 5:00 p.m.

ROLL CALL
PRESENT: City Council Members /Agency Directors /Authority Members: Dorris, Malhi, Mann; Vice Mayor/Vice Chair Crist

EXCUSED: Mayor Parris

STAFF MEMBERS:
City Manager/Executive Director; Assistant City Manager/Assistant Executive Director; City Attorney/Agency/Authority Counsel; City Clerk/Agency/Authority Secretary; Assistant to the City Manager, Parks, Recreation and Arts Director; Development Services Director; Finance Director; Housing Director; Chief of Police/Public Safety Director

On a motion Vice Mayor Mann and seconded by Council Member Malhi, the City Council/Successor Agency/Financing/Power/California Choice Energy Authority Excused Mayor Parris from the Regular Meeting of June 23, 2020, by the following vote: 4-0-0-1; AYES:Dorris, Malhi, Mann, Crist; NOES: None; ABSTAIN: None; ABSENT: Parris

INVOCATION
Council Member Darrell Dorris
MINUTES

City Clerk announced procedure for public comment on Minutes.

No public comments on Minutes at this time.

On a motion Vice Mayor Mann and seconded by Council Member Malhi, the City Council/Successor Agency/Financing/Power/California Choice Energy Authority approved the City Council/Successor Agency/Financing/Power/California Choice Energy Authority Regular Meeting Minutes of June 09, 2020, by the following vote: 4-0-0-1; AYES: Dorris, Malhi, Mann, Crist; NOES: None; ABSTAIN: None; ABSENT: Parris

CONSENT CALENDAR

City Clerk announced procedure for public comment on the consent calendar.

No public comments on consent calendar at this time.

On a motion by Council Member Dorris and seconded by Council Member Malhi, the City Council/Successor Agency/Financing/Power/California Choice Energy Authority approved the City Council/Successor Agency/Financing/Power/California Choice Energy Authority APPROVED the Consent Calendar as comprised, by the following vote: 4-0-0-1: AYES: Dorris, Malhi, Mann, Crist; Parris; NOES: None; ABSTAIN: None; ABSENT: Parris

CC 1. ORDINANCE WAIVER
Waived further reading of any proposed ordinances. (This permits reading the title only in lieu of reciting the entire text.)

CC 2. CHECK REGISTERS
Approved the Check and Wire Registers for May 3, 2020 through May 16, 2020 in the amount of $ 4,457, 038.28. Approved the Check Register as presented.

CC 3. MONTHLY REPORT OF INVESTMENTS
Accepted and approved the May 2020, Monthly Report of Investments as submitted.

CC 4. PUBLIC WORKS CONSTRUCTION PROJECT NO. 21-004
Awarded **Public Works Construction Project No. 21-004**, 42nd Street West and Avenue K Drainage Improvements, to R.C. Becker and Son, Inc. of Santa Clarita, California, in the amount of $341,460.72 plus a 10% contingency, to repair street and maintain the drainage flow at the intersections of 42nd Street West and Avenue K. Authorized the City Manager, or his designee, to sign all documents.

**CC 5. PUBLIC WORKS CONSTRUCTION PROJECT NO. 20-007**

Increased **PWCP 20-007** construction contract with Quality Fence Company Inc., of Paramount, California, by $136,770, to install additional security fencing on the north side of Lancaster Boulevard at Amargosa Creek, at the City Community Center, and at the City Corporate (Maintenance) Yard.

**CC 6. ACCEPTANCE OF IMPROVEMENTS (WATER)**

Approved the completed water system installed by the developer for the following project:

<table>
<thead>
<tr>
<th>Project</th>
<th>Location/Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Plan Review No. 17-0445244</td>
<td>32nd Street West</td>
</tr>
<tr>
<td></td>
<td>Owner: If Life Hands You Lemons, LP</td>
</tr>
</tbody>
</table>

**CC 7. ACCEPTANCE OF IMPROVEMENTS (STREETS)**

Approved the developer constructed streets on the following project. In addition, accept the streets for maintenance by the City and for public use.

<table>
<thead>
<tr>
<th>Project</th>
<th>Location/Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Plan Review No. 17-02</td>
<td>23rd Street West and Avenue H-8</td>
</tr>
<tr>
<td></td>
<td>Owner: Richard Wade</td>
</tr>
</tbody>
</table>

**CC 8. RESOLUTION 20-30**

Adopt Resolution No. 20-30, declaring a Trusted System for the management of Human Resource records.

**CC 9. AGREEMENT WITH CLEAN HARBORS, INC., FOR HAZARDOUS WASTE CLEANUP AND DISPOSAL.**

1. Authorized the City Manager to pay invoices for work completed to Clean Harbors and Safety Kleen.
2. Authorized the City Manager to enter into an agreement with Clean Harbors, Inc., for mitigation of the hazardous waste spill at the City’s Corporate Yard.

3. Appropriated $300,000.00 from Gas Tax fund balance account 203-2900-000 to expenditure account 203-4220-301.

JCB 1. FISCAL YEAR 2020-2021 BUDGETS AND FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

Vice Mayor Crist re-opened the Public Hearing.

Jason Caudle, City Manager and George Harris, Finance Director presented the staff report on this item.

City Clerk announced procedure for public comment.

No public comments at this time.

Vice Mayor closed the Public Hearing.

On a motion by Council Member Mann and seconded by Council Member Malhi the City Council Adopted Resolution 20-31, adopting the proposed City of Lancaster Fiscal Year 2020-2021 General Fund Operating Budget, Special Funds Budget, and Capital Improvement Program Budget. by the following vote: 4-0-0-1; AYES: Doris, Malhi, Mann, Crist; NOES: None; ABSTAIN: None; ABSENT: Parris

On a motion by Council Member Mann and seconded by Council Member Dorris the City Council adopted Resolution 20-32, establishing the annual Appropriations Limit for Fiscal Year 2020-2021 by the following vote 4-0-0-1; AYES: Dorris, Malhi, Mann, Crist; NOES: None; ABSTAIN: None; ABSENT: Parris

On a motion by Council Member Mann and seconded by Council Member Malhi the City Council adopted Resolution 20-33, authorizing an amendment to the final budget for Fiscal Year 2019-2020 by the following vote 4-0-0-1; AYES: Dorris, Malhi, Mann, Crist; NOES: None; ABSTAIN: None; ABSENT: Parris

On a motion by Council Member Mann and seconded by Council Member Malhi the City Council adopted Resolution 20-34, amending Resolution 17-35 by establishing a classification and compensation schedule for temporary employees and amending...
Resolution 19-06 by establishing terms and conditions of employment and a compensation schedule for represented regular and probationary employees and amending Resolution 19-38 establishing terms and conditions of employment and a compensation schedule for non-represented regular and probationary employees of the City. by the following vote 4-0-0-1; AYES: Dorris, Malhi, Mann, Crist; NOES: None; ABSTAIN: None; ABSENT: Parris

On a motion by Council Member Mann and seconded by Council Member Malhi the City Council approved a $1,425,000 Proposition A Funds exchange with the City of Commerce and authorized the City Manager to execute all documents related to the transaction. by the following vote 4-0-0-1; AYES: Dorris, Malhi, Mann, Crist; NOES: None; ABSTAIN: None; ABSENT: Parris

On a motion by Council Member Mann and seconded by Council Member Malhi the City Council adopted the proposed CCEA Fiscal Year (FY) 2020-2021 Budget as presented. by the following vote: 4-0-0-1; AYES: Dorris, Malhi, Mann, Crist; NOES: None; ABSTAIN: None; ABSENT: Parris

**NB 1.** EXCHANGE AGREEMENT AND ASSIGNMENT OF FEDERAL SURFACE TRANSPORTATION PROGRAM-LOCAL FUNDS WITH THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Council Member Mann stated he owns property in the immediate area and needs to recuse himself.

Council Member Malhi stated that he owns property in the immediate area and needs to recuse himself.

The City Attorney stated it appears that City Council Members Mann and Malhi have conflicts of interest regarding this item. In order to vote on the item, the Rule of Necessity must be put in place which when this item first came up; Council Member Malhi drew the straw for future votes regarding this project.

Council Member Mann left the meeting at this time.

Jeff Hogan, Development Services Director presented the staff report on this item.

City Clerk announced procedures for public comments.
No public comment at this time.

On a motion by Council Member Dorris and seconded by Council Member Malhi the City Council approved (1) the Exchange Agreement and Assignment of Federal Surface Transportation Program - Local Funds with the Los Angeles County Metropolitan Transportation Authority (LACMTA) in the amount of $1,456,122; and authorize the City Manager, or his designee, to sign all documents. (2) Recognized revenues and appropriate expenditures totaling $1,427,000 in LACMTA Local Funds to the Capital Improvement Program (CIP) project as listed below, by the following vote: 3-0-1-1; Ayes: Malhi, Dorris Crist; Noes: None; Abstain: Mann; Absent: Parris

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Amount</th>
<th>Revenue Account</th>
<th>Expenditure Account</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medical Main Street</td>
<td>$1,427,000</td>
<td>321-3351-104</td>
<td>321-15ST058-924</td>
</tr>
</tbody>
</table>

CR 1. REPORT ON ACTIVITIES OF THE BOARD OF DIRECTORS FOR DISTRICT NO. 14 OF THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY.

Vice Mayor Crist presented a report on activities of the board of directors for district no. 14 of the county sanitation districts of Los Angeles County which included CR 1. Report on the Activities of the Board of Directors for District No. 14 of the County Sanitation Districts of Los Angeles County

Vice Mayor Crist discussed the rebate program is now in effect and to inform business owners of rebate program for sewer rates.

CR 2. REPORT ON THE ACTIVITIES OF THE BOARD OF DIRECTORS FOR THE ANTELOPE VALLEY TRANSIT AUTHORITY

Vice Mayor Crist discussed the approval of AVTA budget; grant from FTA; 20 million stolen by FTA; the allotment of money for the antelope valley and distribution of funds; discussed how money was lost; welcomed Council Member Malhi at AVTA meeting;

Discussion among Council:
Dorris inquired about Antelope Valley Representation and how money was lost.

Crist discussed Palmdale representation and votes; one percent sales tax increase in effect.

CR 3. COUNCIL REPORTS

Council Member Mann discussed Destination Lancaster working on opening fields; signed contract to bring tournaments to the Antelope Valley, tournaments will help Hotel occupancy.

Council Member Dorris discussed the collaborative effort by Sheriff’s department and individuals in the community; along with conversations with others on current issues and protests. reporting on elimination of scheduled increase in sanitation tax rates and rebates for flow of water for restaurants which was approved.

LANCASTER HOUSING AUTHORITY
No action required at this time.

LANCASTER FINANCING AUTHORITY
No action required at this time.

LANCASTER POWER AUTHORITY
No action required at this time.

LANCASTER SUCCESSOR AGENCY
No action required at this time.

CITY MANAGER / EXECUTIVE DIRECTOR ANNOUNCEMENTS
The City Manager discussed Community Services Programs milk giveaway; opening of impact houses, Fourth of July fireworks show will be virtual and viewable by remaining in vehicles; Farmer’s Market to begin; Hot Summer Nights scheduled to begin; MOAH opening; Sports Camps opening; COVID numbers and emphasis on safety precautions.

Vice Mayor Crist inquired about efforts to cut down on illegal firework activity.

City Manager discussed and emphasized that fireworks are illegal.
CITY CLERK / AGENCY / AUTHORITY SECRETARY ANNOUNCEMENT
The City Clerk provided the public with the procedure to address the City Council/Successor Agency/Authority regarding non-agendized item.

PUBLIC COMMENTS- NON-AGENDIZED ITEMS

Addressing the Council at this time:

Fran Sereseres- discussed efforts to protect Lancaster; AVPH Coalition Car Caravan for Census; wanting Mayor to put updates on Channel 28.

COUNCIL COMMENTS

Council Member Dorris discussed the 2020 Census and being counted helps with funding.

CLOSED SESSION

1. Conference with Legal Counsel - Anticipated Litigation: significant exposure to litigation pursuant to Government Code Section 54956.9(d) (2) - two potential cases.

2. Conference with Legal Counsel - Anticipated Litigation: consideration of initiation of litigation pursuant to Government Code Section 54956.9(d) (4) - two potential cases.

3. Conference with Legal Counsel - Existing Litigation - Government Code Section 54956.9(d) (1)

4. Desert-Candle, LP v. Frontier Homes, LLC, LASC Case No. 20STCV05178

5. Kappler v. Lancaster, LASC 18STCVO4990


7. Antelope Valley Groundwater Cases
   Included Actions:
   Los Angeles County Waterworks District No. 40 v. Diamond Farming Co. Superior Court of California, County of Los Angeles, Case No. BC325201;
   Los Angeles County Waterworks District No. 40 v. Diamond Farming Co. Superior Court of California, County of Kern, Case No. S-1500-CV-254-348
   Wm. Bolthouse Farms, Inc. v. City of Lancaster, Diamond Farming Co. v. City of Lancaster, Diamond Farming Co. v. Palmdale Water District
Superior Court of California County of Riverside, consolidated actions; Case Nos. RIC 353 840, RIC 344 436, RIC 344 668

8. Ramos v. Patino, LASC Case No. MC027974

9. Lozoya v. City of Lancaster, LASC Case No. 19AVCV00714

10. Johnson v. City of Lancaster, LASC Case No. 19AVCV00824

11. Rahier v. City of Lancaster, LASC Case No. 19AVCV00163

12. Brisa Mahoney, et al. v. City of Lancaster, et al., LASC Case No. 2OSTCV02556

ADJOURNMENT

Vice Mayor Crist adjourned the meeting at 5:58 p.m. and stated the next City Council/Successor Agency/Financing/Power/California Choice Energy Authority meeting will be held on Tuesday, July 14, 2020 at 5:00 p.m.

PASSED, APPROVED and ADOPTED this 14th day of July, 2020, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:            APPROVED:

__________________________    _________________________
ANDREA ALEXANDER     R. REX PARRIS
CITY CLERK       MAYOR/ CHA
LANCASTER CITY COUNCIL/ SUCCESSOR AGENCY/
FINANCING/POWER/CALIFORNIA CHOICE ENERGY AUTHORITY

MINUTES
June 23, 2020

STATE OF CALIFORNIA  }
COUNTY OF LOS ANGELES   } ss
CITY OF LANCASTER       }

CERTIFICATION OF MINUTES
CITY COUNCIL/SUCCESSOR AGENCY/FINANCING/HOUSING/POWER/CALIFORNIA
CHOICE ENERGY AUTHORITY

I, __________________________, __________________________ of the City of Lancaster,
CA, do hereby certify that this is a true and correct copy of the original City Council/Successor
Agency/Financing/Housing/Power/California Choice Energy Authority Minutes, for which the
original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, CA on this
_______________ day of ______________________, ____________.

(seal)
________________________
CALL TO ORDER
Mayor Parris called the meeting of the Lancaster City Council/Successor Agency/Financing/Power/California Choice Energy Authority to order at 1:01 p.m.

ROLL CALL
PRESENT: City Council Members /Agency Directors /Authority Members: Malhi, Mann; Vice Mayor/Vice Chair Crist, Mayor/Chair Parris

STAFF MEMBERS:
City Manager/Executive Director; Assistant City Manager/Assistant Executive Director; City Attorney/Agency/Authority Counsel; City Clerk/Agency/Authority Secretary; Assistant to the City Manager, Parks, Recreation and Arts Director; Development Services Director; Finance Director; Housing Director; Chief of Police/Public Safety Director

INVOCATION
Paul Chappell

NEW BUSINESS

NB 1. FIREWORKS SHOW AGREEMENT
Discussion among City Council included last minute mandate against fireworks show; the ability to do the fireworks show with proper safety; the Fire Dept.’s unwillingness to assist if something arises during the fireworks show; Health Department mandate against fireworks show.

Council Member Mann discussed confusion of original health order; ability to think through directives; ability to have fireworks show in proper manner.

Council Member Malhi discussed the safest way to have fireworks show is doing it the way Lancaster has proposed; not understanding why having fireworks show is illegal.

Council Member Dorris discussed lack of conversation and forcefully told that fireworks show could not happen; City is allowing individuals to stay in cars and practice social distancing during the fireworks show; unfairness of late notice.

Addressing the Council at this time:

Louis Harem - discussed vote against the item; fireworks can be harmful; consideration of Veterans with PTSD; amount spent on fireworks; insufficient notice of meeting; agreement and staff report unavailable; focus on efforts to save lives and not saving fireworks.

Elaine - discussed wrong message to people to ignore regulations; illegal fireworks already happening within city; comparison to protesters is wrong.

Todd Weber (Fire Chief) - discussed the LA County Fire Department’s support; will respond to any injury, incident or fire if it happens.

April Day - discussed confirmation of location and time of fireworks; great idea to celebrate our Country.

Paul Chappell discussed appreciation of Mayor and Council keeping economy and spirit of people strong; expression for

Jason - discussed if legal fireworks show will take place; location of fireplace; location and time of fireworks show.

Alicia Robinson (Reporter LA Daily News & Southern California news group) asked clarification about last minute notice of not having fireworks show.

On a motion by Vice Mayor Crist and seconded by Council Member Mann the City Council approved (a) fireworks agreement for July 4, 2020 fireworks show not to exceed $30,000 and (b) authorized the Mayor to sign all documents. by the following vote:
5-0-0-0; Ayes: Parris, Malhi, Dorris, Crist, Mann; Noes: None; Abstain: None; Absent: None

**LANCASTER HOUSING AUTHORITY**
No action required at this time.

**LANCASTER FINANCING AUTHORITY**
No action required at this time.

**LANCASTER POWER AUTHORITY**
No action required at this time.

**LANCASTER SUCCESSOR AGENCY**
No action required at this time.

CITY MANAGER / EXECUTIVE DIRECTOR ANNOUNCEMENTS
No announcements at this time.

CITY CLERK/AGENCY/AUTHORITY SECRETARY ANNOUNCEMENT
City Clerk provided the public with the procedure to address the City Council/Successor Agency/Authority regarding non-agendized items.

PUBLIC BUSINESS FROM THE FLOOR - NON-AGENDIZED ITEMS
Addressing the Council at this time:
Deputy Mayor Lawrence Stock discussed watching children’s safety near pools to prevent drowning.

CITY COUNCIL / AGENCY / AUTHORITY COMMENTS
No comments at this time.

ADJOURNMENT
Mayor Parris adjourned the meeting at 1:58 p.m. and stated the next City Council/Successor Agency/Financing/Power/California Choice Energy Authority meeting will be held on Tuesday, July 14, 2020 at 5:00 p.m.

PASSED, APPROVED and ADOPTED this 14th day of July 2020, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST:                    APPROVED:
__________________________                                            _____________________________
ANDREA ALEXANDER           R. REX PARRIS
CITY CLERK                 MAYOR/CHAIRMAN
CERTIFICATION OF MINUTES
CITY COUNCIL/SUCCESSOR AGENCY/FINANCING/HOUSING/POWER/CALIFORNIA CHOICE ENERGY AUTHORITY

I, ___________________________, ___________________________ of the City of Lancaster, CA, do hereby certify that this is a true and correct copy of the original City Council/Successor Agency/Financing/Housing/Power/California Choice Energy Authority Minutes, for which the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, CA on this ____________ day of ______________________, ____________.

(seal)

______________________________________
AMENDMENT NO. 2 TO AGREEMENT FOR PROFESSIONAL CONSULTANT SERVICE BY AND BETWEEN THE CALIFORNIA CHOICE ENERGY AUTHORITY AND THE BAYSHORE CONSULTING GROUP, INC (EFFECTIVE JULY 1, 2020)

This Amendment (“Amendment No. 2”) is hereby entered into by and between California Choice Energy Authority (“OWNER”), a Joint Powers Authority, in the State of California, AND The Bayshore Consulting Group, Inc. (“CONSULTANT”) with respect to the Agreement for Professional Consultant Services between the parties dated January 16, 2019.

The parties agree as follows:

1. “Exhibit A” Scope of Services and Rates Schedule is hereby modified as attached.

2. All other terms and provisions of the Agreement are hereby reaffirmed.

In witness whereof the parties have executed the Amendment on the date set forth below:

OWNER
CALIFORNIA CHOICE ENERGY AUTHORITY

___________________________________  ___________________________________
Jason Caudle, Executive Director  Barbara Boswell, Partner

Dated:  _____________________________  Dated:  _____________________________

ATTEST:

____________________________________
Andrea Alexander City Clerk/Authority Secretary

_____________________________________
Allison Burns, City Attorney/Authority Counsel
EXHIBIT A

Cost Proposal

1. **CCA Administrative Support**
   
   **Tasks:**
   
   - CalChoice Budget Development & Expense Tracking
   - Financial Reporting (to Suppliers)
   - Energy Efficiency Program Management & Support
   - Green-E Certification Program Management & Support
   - Preparation of staff report & other Board items (for CalChoice)
   - NEM Annual true-up support & validation
   - Member Lockbox Management
   - Member Cash Flow
   - Call Center Liaison & Management
   - Billing issue research and resolution
   
   **Customer Support**
   
   Management/Coordination with Technical Consultant on:
   
   - Online Joint Rate comparison development
   - Annual joint rate comparison mailer
   - Annual power content label mailer
   - Pro Forma Development
   - Rate Sheet development for Council staff report & website
   - EDI issues management
   - Customer rate analysis
   - Invoice/CAISO validation

   **Fee for CCA Administrative Support** $75,000 per year

2. **CCA Operational Support**

   - CalChoice general operations
   - CalChoice cost/fee structure maintenance
   - CalCCA Board Representation & Committee representation
   - Contract administration
   - Energy procurements
   - Supplier relations
   - Regulatory and legislative advocacy
   - Develop reports and analysis for member cities
   - Track and monitor CPUC proceedings
   
   **Manage/Coordinate with technical consultant on:**
   
   - Energy Portfolio management
   - Contract development/negotiations
   - Load forecasting
   - Schedule coordination

Professional Consulting Services Agreement; Amendment #2; July 2020
Compliance filings and reporting
Energy storage compliance
Integrated resource plan
Renewable Energy Certificates (WREGIS)
Renewable Portfolio Standards reporting

Fee for CCA Operational Support $300,000 per year

3. **CCA Executive Management Support**
   - Overall strategic development
   - Member City executive team/governing board relationship management
   - Promote CalChoice services by coordinating and cooperating with federal, state and other local units of government
   - Provide assistance to member city developing long-term vision aligning with governing policy and community goals

Fee for CCA Executive Management Support $75,000 per year

4. **Provide all staff support for all phases of Finance, Treasury and Accounting Services including:**
   - Development of Processes and Procedures to ensure proper internal controls
   - Establish Chart of Accounts & Financial Software that meets Audit standards
   - General Accounting
     - Management of transition of accounting from City of Lancaster to CalChoice System
     - Account Reconciliations
     - Monthly Financial Reporting
     - Quarterly Financial Reporting in Compliance with River City Bank Line of Credit
     - Annual Audit Field Preparation work
     - Coordination of Annual Audit
     - Preparation of Annual Report
     - Preparation of Annual Budget
   - Cash Management & banking relations
     - Cash Collections
     - Bank Account Reconciliations
     - Cash Flow projections
   - Debt Administration
     - Monitoring & Administration of Line of Credit
   - Accounts Receivable
     - Invoicing of Associate Members
     - Invoicing for Resource Adequacy Transactions
     - Other Invoicing as Required
     - Tracking and monitoring of Accounts Receivable & Necessary Collections Activities
     - Maintenance of CalChoice Cost and Allocation Calculations for existing and prospective Associate Members
   - Accounts Payable
• Review and validation of invoices received
• Processing of Payments
• Coordination with Lancaster Finance Director/Treasury for processing and approval of payments

• Budget
  • Develop annual budget and preparation of staff reports
  • Presentations at CalChoice board meetings as required
  • Presentation of CalChoice budget to Associate Members
  • Monthly analysis of Budget vs Actuals
  • Coordinate with CalChoice Executive Director and Lancaster Finance Director for monthly financial reporting

• Annual Audit
  • Responsible for all phases of annual financial audit
  • Responsible for preparation of annual financial report

Fee for Finance, Treasury and Accounting Services $72,000 per year

5. Provide staff support for Energy Programs, including:
  • Implement, administer, and manage energy programs
    • Aggregated group program oversight
    • Analyze benefits for member agencies
    • Coordinate with member agency staff on programs
  • Interface with state agencies and third party consultants
    • Research and apply for grants and state funding
    • Ensure programs meet state mandates
    • Create and provide reports
    • Work with third parties to implement programs that provide the best value for member agencies

Fee for Energy Program Services $120,000 per year

COST PROPOSAL FOR BAYSHORE CONSULTING GROUP $642,000 PER YEAR

CalChoice Marketing, Communications, & Member City Outreach

Marketing support
Monthly press releases
Quarterly articles about a topic or issue that highlights CalChoice’s superior benefits
Access to Tripepi Smith Local Government Social Media Advertising Network
Quarterly newsletter email update for member agencies

FEE FOR SUBCONTRACT WITH TRIPEPI SMITH $57,000 per year

CalChoice Lobbying Services
Educate legislature on CalChoice and member agencies
Work with state legislature, executive branch, and regulatory bodies
Build relationships within the industry; collaborate to advance CalChoice priorities
Provide letter preparation and submission to appropriate policy and fiscal committees

**FEE FOR SUBCONTRACT WITH STRATEGIES 360, INC.**

$65,000 per year

This Scope of Work and cost assumes the current Bayshore agreement and scope of services remains in place for direct support of Associate Members.

Fees to be billed monthly. Bayshore fees to be adjusted annually on January 1 of each year, based on the Bureau of Labor Statistics, Employment Cost Index, 12-month percent change effective September of the previous year.

Actual travel related costs to be billed as incurred, estimated not to exceed $40,000 per year.

Actual cost of financial software to be billed as incurred, estimated at $10,000 per year. System to be hosted to allow access by Lancaster Finance Director.
LEGAL SERVICES

THIS AGREEMENT is made and entered into this 14th day of July 2020, by and between the California Choice Energy Authority (hereinafter “CalChoice”) and Hall Energy Law PC (hereinafter “Consultant”).

WHEREAS, CalChoice is a Joint Powers Authority established by and between the City of Lancaster and San Jacinto, pursuant to the Joint Exercise of Powers Agreement dated August 14, 2012; and

WHEREAS, CalChoice requires professional legal services with regard to CalChoice’s contracts for wholesale power supply and related services and other energy-related matters; and

WHEREAS, CalChoice does not have employees able to perform such services; and

WHEREAS, Consultant has extensive experience in providing legal services to cities and other public agencies with regard to energy issues; and

WHEREAS, CalChoice has determined it is in the public interest to contract for these professional services; and

WHEREAS, Consultant is registered or licensed to the extent required by law to perform the professional legal services for CalChoice.

NOW, THEREFORE, CalChoice and Consultant, for and in consideration of the mutual promises, covenants and conditions contained hereinafter, agree as follows:

DESCRIPTION

1. The professional legal services to be provided pursuant to this agreement include a variety of tasks associated with the successful administration of energy-related activities of CalChoice. These tasks and services will be performed as requested by the General Counsel.

PAYMENT/TERMS

2. CalChoice agrees to pay Consultant hourly rates of its personnel as set forth below, but not in excess of One Hundred Twenty-Five Thousand Dollars ($125,000) in a twelve (12) month period.

- Stephen Hall $595/hour
- Associates $275 - $500/hour

TIME FOR PERFORMANCE

3. The term of this agreement shall commence on July 14, 2020 and shall continue in full force and effect for twelve (12) months, plus two (2) automatic one-year extensions, from the date of
the agreement (the “Term”), unless the agreement is sooner terminated in accordance with this agreement; provided, however, that CalChoice and the Consultant may mutually agree in writing to extend the Term of this Agreement.

**TIME IS OF THE ESSENCE IN THE PERFORMANCE OF THIS AGREEMENT**

4. Time is of the essence in the performance of this agreement. If the Consultant refuses or fails to prosecute the work, or any severable part thereof, with such diligence as will ensure its completion within a reasonable time, CalChoice may, by written notice to Consultant, terminate its rights to proceed with the work, or such part of the work as which there has been a delay. In such an event, CalChoice may take over the work and prosecute the same to completion, by contract or otherwise, and may take possession of and utilize to complete the work such materials, plans, reports and other documents related to such work. Whether or not the Consultant’s right to proceed with the work is terminated, the Consultant and the Consultant’s sureties, if any, shall be liable for any damages to CalChoice resulting from the Consultant’s refusal or failure to complete the work within the specified time period.

**SPECIAL PROVISION**

5. Consultant and CalChoice agree that all consulting services performed pursuant to this agreement by Consultant shall be performed as an independent contractor. All persons employed by Consultant in connection with this agreement shall not be an agent or employee of CalChoice. Consultant shall be solely and exclusively in charge of determining the means by which the professional services called for herein are performed, and shall be responsible for all costs incurred in connection therewith, unless CalChoice agrees otherwise in a duly executed writing delivered to Consultant prior to the incurring of such expense.

6. Consultant may also retain or subcontract for the services of other necessary consultants with the approval of CalChoice. Payment for such services shall be the responsibility of Consultant.

7. Consultant and CalChoice agree to use reasonable care and diligence to perform their respective obligations under this agreement. Unless hereinafter specified, neither Consultant nor CalChoice shall be responsible for the services of the other, or any subcontractor of the other.

8. Consultant shall use reasonable care and diligence to comply with applicable federal, state and local laws in performance of work under this agreement.

9. During the performance of this agreement, Consultant will not discriminate against any employee or applicable for employment because of race, religion, creed, color, national origin, sex or age. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selecting for training, including apprenticeship. The Consultant will insure that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin. Consultant will take affirmative action to insure that employees are treated during employment, without regard to their race, religion, creed, color, national origin, sex or age.

10. All reports and other documents prepared by Consultant pursuant to this agreement shall become the property of CalChoice. CalChoice is entitled to full and unrestricted use of such
contracts, drafts, correspondence, pleadings, reports and other documents. CalChoice may also retain
the original of the documents upon request.

11. This agreement is binding upon CalChoice and Consultant and their successors and
assigns. Except as otherwise provided herein, neither CalChoice nor Consultant shall assign, sublet or
transfer its interest in this agreement or any part thereof without the prior written consent of the other.

12. Cathy DeFalco is hereby designated as CalChoice’s representative with regard to this
agreement; Stephen Hall is hereby designated by Consultant as its representative with regard to this
agreement. The CalChoice representative and the Consultant representative shall be the primary
contact person for each party regarding performance of this agreement. The CalChoice representative
shall cooperate with Consultant and Consultant representative shall cooperate with CalChoice in all
matters regarding this agreement and in such a manner as will result in the performance of the work in
a timely and expeditious fashion.

<table>
<thead>
<tr>
<th>CalChoice Representative</th>
<th>Consultant Representative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cathy DeFalco</td>
<td>Stephen Hall</td>
</tr>
<tr>
<td>Principal</td>
<td></td>
</tr>
</tbody>
</table>

13. Any notice required or authorized to be given by this agreement shall, unless otherwise
specified in this agreement, be served by deposit in the United States mail with first class postage
prepaid, addressed to the person and address listed below, unless written notice is provided of the
change of address as to either party.

<table>
<thead>
<tr>
<th>CalChoice:</th>
<th>Consultant:</th>
</tr>
</thead>
<tbody>
<tr>
<td>CalChoice c/o City of Lancaster</td>
<td>Hall Energy Law PC</td>
</tr>
<tr>
<td>44933 W. Fern Avenue</td>
<td>P.O. Box 10406</td>
</tr>
<tr>
<td>Lancaster, CA 93534</td>
<td>Portland, Oregon 97296</td>
</tr>
<tr>
<td>(888) 639-2411 Ext. 701</td>
<td>503-477-9354</td>
</tr>
<tr>
<td>Attn: Cathy DeFalco</td>
<td>Attn: Stephen Hall</td>
</tr>
</tbody>
</table>

With a copy to:
CalChoice General Counsel
44933 W. Fern Avenue
Lancaster, CA 93534
(661) 723-6012
Attn: Allison Burns

14. Consultant shall employ no CalChoice official or employee in the work performed
pursuant to this agreement. No officer or employer in CalChoice shall have any financial interest in
this agreement in violation of California Government Code Sections 1090 and following, or
Sections 87100 and following; nor shall CalChoice violate any provision of its Conflict of Interest
Code adopted pursuant to the provisions of California Government Code Section 87300 and following.
No member of or delegate to the Congress of the United States, and no Resident Commissioner shall be admitted to share or part of this agreement or to any benefit to arise from the same.

**TERMINATION**

15. CalChoice may terminate this agreement by giving written notice to Consultant. The written notice shall specify the date of termination and the reasons for termination. Upon receipt of such notice, Consultant may continue work through the date of termination. CalChoice shall pay Consultant for all work performed through the date of termination within thirty (30) days of the date of termination. Consultant may terminate this agreement by giving at least thirty (30) days written notice to CalChoice. The written notice shall specify the date of termination and the reasons for termination. CalChoice shall pay Consultant for all work performed through the date of termination within thirty (30) days of the date of termination.

**REMEDIES FOR BREACH BY CONSULTANT**

16. If Consultant materially breaches the terms of this agreement, CalChoice shall exercise any or all of the following remedies:

   (a) Immediately terminate the agreement with Consultant;

   (b) Retain the contracts, drafts, correspondence, pleadings, reports and other documents prepared by Consultant; and

   (c) Complete the unfinished work, under this agreement, with a different consultant.

**BUSINESS LICENSE REQUIREMENT FOR CONSULTANT**

17. Consultant agrees to obtain a business license to do business within the City of Lancaster, and shall be responsible for obtaining business licenses for any subcontractors. In so doing, Consultant shall pay the administrative costs for the issuance of said licenses, as effective at the time that this agreement is executed, as well as any and all business license taxes reasonably related to that portion of the taxable activity actually related to the quantum of business done for Lancaster under this agreement.

**INSURANCE REQUIREMENTS FOR CONSULTANT**

18. Consultant shall procure and maintain for the duration of this agreement insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Consultant, his agents, representatives, employees or assigns.
19. The minimum scope of such insurance coverage shall be AT LEAST as broad as the following:

(a) Insurance Services Office Commercial General Liability Coverage.

(b) Insurance Services Office Automobile Liability.

(c) Workers’ Compensation Insurance as required by the State of California and Employer’s Liability Insurance.

(d) Errors and Omissions Liability Insurance.

20. The minimum limits of such insurance to be maintained Consultant shall be NOT LESS THAN:

(a) General Liability of Two Million ($2,000,000) Dollars per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form in with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be TWICE the required occurrence limit.

(b) Automobile Liability of Two Million ($2,000,000) Dollars per accident for bodily injury and property damage.

(c) Employer’s Liability of One Million ($1,000,000) Dollars per accident for bodily injury.

21. The General Liability and Automobile Liability policies of Consultant are to contain, or be endorsed to contain, the following provisions:

(a) CalChoice, its officers, officials, employees, agents, representatives and volunteers are to be covered as additionally named insureds with respect to any and all:

   (i) liability arising out of activities performed by or on the behalf of the Consultant; and

   (ii) automobiles owned, rented, leased, hired, borrowed or otherwise used by Consultant.

(b) For any claims related to this agreement, the Consultant’s insurance coverage shall be primary insurance as respects CalChoice, its officers, officials, employees, agents and volunteers. Any insurance or self-insurance maintained by CalChoice, its officers, officials, employees or volunteers shall be in excess of the Consultant’s own insurance and shall not contribute with it.

(c) The insurance coverage shall contain no special limitations on the scope of protection afforded to CalChoice, its officers, officials, employees, agents or volunteers.

(d) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to CalChoice, its officers, officials, employees, agents or volunteers.
(e) The insurance coverage shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer’s liability.

(f) Each insurance policy required by this section shall be endorsed to state that coverage SHALL NOT be suspended, voided, and/or canceled by either party, and that there shall be no reduction in the amount of coverage or in limits EXCEPT after thirty (30) days prior written notice has been given to CalChoice; Said written notice to be delivered by U.S. Certified Mail, Return Receipt Requested.

(g) In its sole discretion, CalChoice may waive all or some portion of the above referenced insurance if such waiver is in writing and executed by CalChoice’s General Counsel.

22. Consultant’s Insurance is to be placed with insurers with a current A.M. Best’s rating of NO LESS THAN A: VII, unless otherwise acceptable to CalChoice and approved in writing which shall be appended to this agreement as the next exhibit in order.

23. Consultant shall furnish CalChoice with original endorsements effecting coverage required by this section of the agreement. The endorsements are to be signed by the person authorized by that insurer to bind coverage on its behalf. The endorsements are to be received and approved by CalChoice BEFORE work commences. As an alternative to CalChoice’s forms, the Consultant’s insurer may provide complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by these specifications.

INDEMNIFICATION CLAUSE

24. Consultant agrees that it will indemnify and defend CalChoice, its officers, agents and employees from and against any and all liability from or relating to loss, damage, or injury to persons or property in any manner whatsoever arising out of or incident to Consultant’s negligence in the performance of this agreement. This indemnity is expressly subject to the terms and limits of Consultant’s professional liability insurance coverage.

GOVERNING LAW

25. The laws of the State of California shall govern the rights, obligations, duties and liabilities of the parties to this agreement and shall also govern the interpretation of this agreement. Venue shall be in the County of Los Angeles, California.

ENTIRETY OF AGREEMENT/CONFLICTING PROVISIONS

26. This agreement represents the entire and integrated agreement between CalChoice and Consultant and supersedes all prior negotiations, representations or agreements, either written or oral. This agreement may be modified or amended only by a subsequent written agreement signed by both parties.

27. This agreement may not be amended or modified except as expressly provided herein. Any amendment, modification, waiver, consent or acquiescence with respect to any provision of this agreement shall be set forth in writing and duly executed by or on behalf of the party to be bound thereby. No waiver by any party of any breach hereunder shall be deemed a waiver of any other or subsequent breach.
28. All exhibits attached to this agreement or documents expressly incorporated by reference shall be deemed incorporated into this agreement by the individual reference to each such exhibit or document, and all exhibits and documents shall be deemed part of this agreement as though set forth in full.

IN WITNESS WHEREOF, the parties have caused their authorized representative to execute this agreement.

CALCHOICE

By:  
Jason Caudle, Executive Director
By:  
Barbara Boswell, Treasurer

CONSULTANT

By:  
Stephen Hall, Principal

ATTEST:

By:  
Andrea Alexander, City Clerk/Authority Secretary

APPROVED AS TO FORM:

By:  
Allison E. Burns, City Attorney/General Counsel
Legal Services Agreement

This Legal Services Agreement (Agreement), effective as of latest date set forth in the signature block, is entered into by and between California Choice Energy Authority, a California joint powers authority (Client), and Braun Blaising Smith Wynne, P.C., a California professional corporation (Firm). The Firm and the Client shall be collectively referred to herein as the Parties.

WHEREAS, CLIENT desire to engage FIRM to perform certain regulatory and legal services related to, among other things, rates, rules, policies and regulations affecting Community Choice Aggregation (CCA) programs.

WHEREAS, the principal members of the FIRM are qualified and duly registered/licensed under the laws of the State of California, and FIRM desires to accept such engagement.

NOW, THEREFORE, the parties agree to as follows:

1. **Term and Termination.** This Agreement shall be effective as of the date set forth below on which the last of the Parties executes this Agreement, and shall cover services provided by the Firm to the Client as of July 1, 2020. Once effective, the Agreement shall continue in effect through June 30, 2021, plus two (2) automatic one-year extensions, from the Effective Date of the Agreement (the “Term”), unless the Agreement is sooner terminated by providing no less than 30 days written notice; provided, however, that Client and the Firm may mutually agree in writing to extend the Term of this Agreement.

2. **General Scope of Services.** The Firm shall provide regulatory and legal services in support of the Client’s CCA operations, as described further in Section 3(a). References to the Client’s “CCA operations” and the Client’s “CCA program(s),” below, shall mean the CCA programs operated by the Client’s members under agreements with the Client, which currently include the cities of Lancaster, Pico Rivera, Rancho Mirage, San Jacinto and the town of Apple Valley, and in 2020, 2021 and 2022 are expected to extend to the cities of Baldwin Park, Palmdale, Pomona, and Santa Barbara. For the avoidance of doubt, references to the Client’s “CCA operations” and the Client’s “CCA program(s)” shall mean all CCA programs operated under the Client’s agreements with participating cities and towns. The Firm shall also provide (a) joint representation of the Client and other CCA clients of the Firm (CCA Group) on matters before California regulatory agencies, as described further in Section 3(b), and (b) joint reporting services provided by the Firm to the Client and to the CCA Group, as described further in Section 3(c).

3. **Fees and Description of Services.**

   (a) **Individual Client Services:** For services provided under this Agreement directly to the Client, the Client shall pay the Firm in accordance with the following hourly rates for the following categories:
Senior Shareholders: $420  
Junior Shareholders: $360  
Senior Associates: $310  
Junior Associates: $275  
Paralegal / Law Clerk: $165  
Administrative Assistant: $60

(b) Joint Representation: As authorized by the Client and other clients in the Firm’s CCA Group, the Firm shall provide joint representation on various regulatory matters. The Client’s share of such joint services shall generally be its pro-rata share, but in any event shall be described to and authorized by the Client. Costs associated with joint representation shall generally be setup as a separate matter in the Firm’s accounting system. Further information regarding joint representation is described in Section 8.

(c) Regulatory Reports and Summaries: The Firm provides a variety of regulatory reporting services. On a fixed-fee basis, the Firm shall continue to provide regulatory reports on the same basis as provided under the First Agreement, namely (1) a bi-weekly, comprehensive regulatory report, (2) agenda summaries of energy-related items on the CPUC’s meeting agenda and (3) an email report on the outcome of energy-related items on the CPUC’s meeting agenda. The current monthly fee for this service is $2,000; however, this fee but may be adjusted upward or downward based on mutual agreement of the Parties. In addition to these regulatory reports, the Firm also provides regulatory summaries of issues and activities of interest to the CCA Group. The cost of this service will be shared on a pro-rata basis among participating clients. At any time, upon written notice from the Client, the Client may suspend or modify the scope of either the regulatory reports or the regulatory summaries.

(d) Hourly Rates: All office, research, travel and meeting time shall be billed at the hourly rates set forth above; provided, however, travel time shall be billed at 50% of actual time.

(e) Annual Adjustment: The hourly rates for services provided under this Agreement, including the hourly rate for any contract attorney(s), are reviewed annually by the Firm on or about June 1, and are subject to adjustment on no less than 30 days written notice.

(f) Not to Exceed Budget: The total amount of charges under this Agreement shall not exceed $350,000 on an annual basis without the express written consent of the Client. The Firm will make reasonable efforts to inform the Client two months before the Firm believes that charges under this Agreement will likely exceed $350,000 on an annual basis.

(g) Other Attorney(s): As needed and as authorized by the Client, the Firm may contract with other attorney(s) to provide services under the guidance and direction of the Firm’s assigned attorney (Scott Blaising). The Firm will provide advance notice to the Client of the hourly rates for attorneys with whom the Firm has contracted for services provided under this Agreement. The Client will be billed at the specified hourly rate for the contract attorney(s) regardless of the amount of charge to the Firm for services provided by the contract attorney(s).
(h) **Other Providers:** As needed and as authorized by the Client, the Firm may contract with electric industry professionals (e.g., rate consultants, etc.) (Other Provider(s)) in order to perform Client-directed tasks. In the event that such tasks are authorized and the Client wishes the Firm to pay Other Providers on the Client’s behalf, the Client and the Firm will agree on a reasonable administrative fee for consolidated billing, not to exceed 10%.

4. **Costs and Expenses.** In addition to the fees set forth above, the Client shall reimburse the Firm for all out-of-pocket costs and expenses actually incurred by the Firm in connection with the legal services provided by the Firm. Out-of-pocket costs and expenses include, but are not necessarily limited to, travel expenses, and reproduction and postage costs associated with representation of the Client in regulatory or other legal proceedings. Reproduction and postage costs otherwise incurred in the normal course of business are considered Firm overhead and will not directly be charged to the Client.

5. **Billing and Payment.** The Firm shall provide monthly invoices to the Client for all fees and expenses. The invoice shall be itemized to include, at a minimum, the time spent by each service provider, the total time spent by each service provider, a description of services performed, and a description and itemization of costs and expenses. The Firm shall bill the Client in minimum increments of 1/10th of an hour. Invoices shall be considered due and payable upon receipt, and shall be overdue after 30 days of receipt.

6. **Notices.** All notices, invoices, reports or other communication required herein shall be properly given if delivered via electronic mail, or other mutually acceptable means, to the following addresses:

   **Client:** California Choice Energy Authority  
   Attention: Cathy DeFalco  
   cathy@calchoice.org

   **Firm:** Braun Blaising Smith Wynne, P.C.  
   Attention: Scott Blaising  
   blaising@braunlegal.com

7. **Independent Contractor.** The Firm is and shall be considered an independent contractor with respect to the performance of services under this Agreement.
8. **Joint Representation and Conflict Waiver.**

(a) The Firm currently represents several clients that have operational CCA programs. The Firm also represents the California Community Choice Association, an association of CCA programs. (See Exhibit A, which reflects the Firm’s current list of clients.) Together with the Client, these CCA clients shall be referred to below as “CCA Clients.” The Firm anticipates that it will from time to time provide joint representation of the CCA Clients before the CPUC, whether directly or indirectly through a coalition or other organizational structure. This section generally describes the contemplated joint representation and requests written consent to the Firm’s joint representation. This section also describes potential conflicts and requests written consent to the Firm’s continuing representation in such circumstances.

(b) The Firm does not believe that the Firm’s joint representation of the CCA Clients presently involves any actual conflicts of interest. The Client should be aware, however, that such representation may involve potential conflicts and that the interests and objectives of each of the participants individually on certain issues may, at some time in the future, become inconsistent with the interests and objectives of the other participants. The Firm’s joint representation has implications, which the Client should consider. For example, rather than vigorously asserting a single participant's interest on an issue, it is likely that the Firm will balance interests between the participants represented. Because individual participants may have different talents, energy, personal goals, and financial resources, sole representation of one participant could result in more aggressive advocacy, and hence more favorable treatment, for that participant compared to the more even-handed approach the Firm may follow in representing multiple interests. Joint representation may also result in the loss of the attorney-client privilege for communications between you and members of the Firm, because anything disclosed by one participant on a matter of common interest could be disclosed to a jointly represented client in a civil proceeding between the two participants.

(c) The Firm will make every effort during the course of joint representation to confirm that the participants continue to have a commonality of interest in connection with the positions asserted. If interests diverge during the course of joint representation, further disclosure and waiver of the conflict, or withdrawal from representation, could be necessary.

(d) In addition to the joint representation described above, the Firm also represents numerous public agencies in California on diverse matters of energy law and regulation. Therefore, it is possible that, while the Firm is representing the Client, certain types of conflicts may arise in matters unrelated to the present engagement for which the Firm requests the Client’s consent and waiver now. Present or future clients, including clients who rely upon the Firm for general representation, may ask the Firm to represent them in transactions or litigation adverse to the Client. The Firm would decline the other representation if the Firm believes there is a risk of misuse of the Client’s confidential information.

(e) By signing this Agreement, the Client confirms (i) that the Client has been informed as to the nature of potential conflicts that may arise as a result of the Firm’s joint representation and the Firm’s representation of other clients; (ii) that the Client has been provided a reasonable opportunity to seek the advice of independent counsel regarding potential
conflicts and waiver thereof; (iii) that the Client understands an actual conflict may arise in the future that would require an additional disclosure and waiver, or, alternatively, withdrawal by the Firm; (iv) that the Client agrees that the Firm may represent other clients as described herein, including clients in unrelated matters adverse to the Client; and (v) that the Client hereby waives any claim of conflict of interest arising from such representation.

9. **Insurance**

   (a) **Malpractice Insurance.** Without limiting the provisions of this Agreement relating to indemnification and defense, the Firm, at its expense, shall maintain in full force and effect during the period of performance of this Agreement and for three years thereafter, professional malpractice insurance that covers the services provided pursuant to this Agreement in the amount of not less than $1,000,000, with an insurance carrier authorized to do business in California.

   (b) **Other Insurance.** The Firm, at its expense, shall also maintain during the period of performance of this Agreement and for three years thereafter, insurance as follows:

   (1) **General liability:** (with coverage at least as broad as ISO form CG 00 01 10 01) coverage in an amount not less than $2,000,000 general aggregate and $1,000,000 per occurrence for general liability, bodily injury, personal injury, and property damage.

   (2) **Automobile liability:** (with coverage at least as broad as ISO form CA 00 01 10 01, for “any auto”) coverage in an amount not less than $1,000,000 per accident for personal injury, including death, and property damage.

   (3) **Workers' compensation and employer's liability:** coverage shall comply with the laws of the State of California.

   (c) **Primary.** The Firm’s insurance is primary to any other insurance available to the Client with respect to any claim arising out of this Agreement. Any insurance maintained by the Client shall be excess of the Firm’s insurance and shall not contribute with it. The Firm’s endorsement of insurance shall include a waiver of any rights of subrogation against the Client, and its directors, officers, employees and agents.

10. **Miscellaneous.**

   (a) This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of California, exclusive of conflict of laws provisions.

   (b) This Agreement constitutes the entire agreement between the Parties concerning the subject matter hereof.

   (c) This Agreement may not be modified or amended without the express written agreement of the Parties.
(d) This Agreement may be executed in any number of counterparts, including through facsimile signatures, and upon execution by the Parties, each executed counterpart shall have the same force and effect as an original document and as if the Firm and the Client had signed the same document. Any signature page of this Agreement may be detached from any counterpart of this Agreement without impairing the legal effect of any signatures thereon, and may be attached to another counterpart of this Agreement identical in form but having attached to it one or more signature pages.

(e) This Agreement may be scanned and stored in electronic format. Neither Party shall object to the admissibility of an electronic version of this Agreement on the basis that such was not originated or maintained in documentary form.

11. **Signature.** In witness whereof, the Parties have caused this Agreement to be executed by their duly authorized representatives.

<table>
<thead>
<tr>
<th>Client</th>
<th>Firm</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Scott Blaising</td>
</tr>
<tr>
<td>Title:</td>
<td>Title: Principal/Shareholder</td>
</tr>
<tr>
<td>Date:</td>
<td>Date:</td>
</tr>
</tbody>
</table>
Exhibit A

List of Clients
Braun Blaising Smith Wynne, P.C.
(July 2019)

Balancing Authority of Northern California (BANC)
California Choice Energy Authority (CCEA)
California Community Choice Association (CalCCA)
California Municipal Utilities Association (CMUA)
Clean Power Alliance of Southern California
City of Cerritos
City of Colton
City of Corona
Eastside Power Authority
City of Escondido
Friant Power Authority
Lamb Energy
Lathrop Irrigation District
Local Energy Aggregation Network (LEAN)
City of Los Angeles, Department of Water and Power
Marin Clean Energy
Merced Irrigation District
Minter Field Airport District
Monterey Bay Community Power
Monterey County Water Resources Agency
City of Moreno Valley
City of Needles
Orange Cove Irrigation District
City of Pasadena
City of Pittsburg (Pittsburg Power Company)
Peninsula Clean Energy Authority
Pioneer Community Energy
Port of Stockton
Power and Water Resources Pooling Authority (PWRPA)
City of Rancho Cucamonga
City of Redding
Redwood Coast Energy Authority
City of Roseville
Sacramento Municipal Utility District (SMUD)
Salt River Project
City of San Jose
City of Shasta Lake
Silicon Valley Clean Energy
Sonoma Clean Power Authority
The Energy Authority (in its role as service provider to CCA programs)
Turlock Irrigation District
City of Victorville
STAFF REPORT
City of Lancaster

Date: July 14, 2020

To: Mayor Parris and City Council Members

From: George N. Harris II, Finance Director

Subject: Check Registers – May 31, 2020 through June 20, 2020

Recommendation:
Approve the Check Registers as presented.

Fiscal Impact:
$ 3,212,611.06 as detailed in the Check Registers.

Background:
At each regular City Council Meeting, the City Council is presented with check and ACH/wire registers listing the financial claims (invoices) against the City for purchase of materials, supplies, services, and capital projects issued the prior three to four weeks. This process provides the City Council the opportunity to review the expenditures of the City. Claims are paid via checks, Automated Clearing House (ACH) payments, or federal wires. The justifying backup information for each expenditure is available in the Finance Department.

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
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<tbody>
<tr>
<td>Check Nos.:</td>
<td>7412526-7412791</td>
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<tr>
<td>ACH/Wire Check Nos.:</td>
<td>101010684-101010689</td>
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<td>N/A</td>
</tr>
<tr>
<td>Voided ACH/Wire No.:</td>
<td>N/A</td>
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</tbody>
</table>

GH:sp

Attachments:
Check Register
ACH/Wire Register
# City of Lancaster Check Register

**From Check No.: 101010684 - To Check No.: 101010689**

**From Check Date: 05/31/20 - To Check Date: 06/20/20**

<table>
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<th>Check No.</th>
<th>Supplier</th>
<th>Supplier Name</th>
<th>Invoice Description</th>
<th>Invoice Amt</th>
<th>Charge Code</th>
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<tbody>
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**Check Count:** 8

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**From Check Date: 05/31/20 - To Check Date: 06/20/20**

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### City of Lancaster Check Register

**From Check No.: 7412526 - To Check No.: 7412791**

**From Check Date 05/31/20 - To Check Date: 06/20/20**

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|          |          |               |                     | 211,900.11  |            | 211,900.11 |
| 7412647  | D3340    | ENERGY RESOURCES/CNSRVTN DEVI PRINCIPAI/INT-LOAN #006-10-ECD | | 67,698.76   | 101        | 4430603  |
| 7412648  | A8656    | KIMLEY-HORN & ASSOCIATES INC | AVE K INTERCHANGE | 4,265.00    | 210        | 15BR004924  | 4,265.00
|          |          |               | AVE M INTERCHANGE | 2,935.00    | 210        | 15BR005924  | 2,935.00
|          |          |               | AVE G INTERCHANGE | 1,915.00    | 210        | 15BR006924  | 1,915.00
|          |          |               | AVE J INTERCHANGE | 2,230.00    | 210        | 15BR007924  | 2,230.00
|          |          |               | AVE L INTERCHANGE | 8,112.50    | 210        | 15BR008924  | 8,112.50
|          |          |               | CP21005 AVE M PS&E | 188,813.33  | 210        | 15BR009924  | 188,813.33
|          |          |               | CP20005 LANC AVE J - PS&E | 3,390.50    | 210        | 15BR007924  | 3,390.50
|          |          |               | CP15-001 AVE L PA&ED | 75,435.14   | 210        | 15BR008924  | 75,435.14
|          |          |               | SB 743 IMPLEMENTATION SVC | 10,795.24   | 101   | 4763301  | 10,795.24
|          |          |               |                     | 297,891.71  |            | 297,891.71 |
| 7412649  | 07234    | T C F EQUIPMENT FINANCE | FLEET VEHICLE LEASES | 54,665.73   | 104        | 4753762  |
| 7412650  | C2434    | VINSA INSURANCE ASSOCIATES | SEWER LINES RNWL-05/20-05/21 | 144,506.25  | 101        | 4230260  | 144,506.25
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| 7412652  | 00107    | A V PRESS | ECONOMIC STIMULUS | 1,546.19    | 101        | 4240355  | 1,546.19
| 7412653  | 00987    | BURKS, KEVIN | K8-BOOT/PANT REIMBURSEMENT | 87.30        | 203        | 4762220  | 87.30
| 7412654  | D1872    | CA WATER ENVIRONMENTAL ASSN | TH-CWEA SYS MAINT RENEWAL G1 | 89.00        | 101        | 4220311  | 89.00
| 7412655  | C2060    | CA WATER SERVICE COMPANY | 05/09/20-06/08/20 WATER SVC | 187.01       | 482       | 4636654  | 187.01
| 7412656  | 10154    | COFFEE HOUSE INDUSTRIES LLC | CH-CNCL CHMBRS ACRYLIC PRNTS | 4,927.75     | 101        | 4431301  | 4,927.75
| 7412657  | 1296    | .. A CO CLERK-ENVIRO FILINGS | NOE-IB 2001-AVE K / CHALLENGER DRAINAGE & BUS Stops | 75.00        | 209       | 17SD027924  | 75.00
| 7412658  | 1215    | .. A CO WATERWORKS | 03/25/20-06/09/20 WATER SVC | 12,715.13   | 101       | 4300654  | 12,715.13
|          |          |               |                     | 10,189.50   | 101       | 4300654  | 10,189.50
| 7412659  | 1705    | QUARTZ HILL WATER DISTRICT | 05/01/20-06/01/20 WATER SVC | 10,189.50   | 101       | 4300654  | 31.12
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From Check Date 05/31/20 - To Check Date: 06/20/20

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Page 17 of 18
### City of Lancaster Check Register

**From Check No.: 7412526 - To Check No.: 7412791**

**From Check Date: 05/31/20 - To Check Date: 06/20/20**

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**Check Report Total:** 3,055,012.59
Date: July 14, 2020

To: Mayor Parris and City Council Members

From: George N. Harris II, Finance Director

Subject: Check Registers – May 31, 2020 through June 20, 2020

Recommendation:
Approve the Check Registers as presented.

Fiscal Impact:
$3,212,611.06 as detailed in the Check Registers.

Background:
At each regular City Council Meeting, the City Council is presented with check and ACH/wire registers listing the financial claims (invoices) against the City for purchase of materials, supplies, services, and capital projects issued the prior three to four weeks. This process provides the City Council the opportunity to review the expenditures of the City. Claims are paid via checks, Automated Clearing House (ACH) payments, or federal wires. The justifying backup information for each expenditure is available in the Finance Department.

Check Nos.: 7412526-7412791
          $ 3,055,012.59
ACH/Wire Check Nos.: 101010684-101010689
          $ 157,598.47
          $ 3,212,611.06

Voided Check No.: N/A
Voided ACH/Wire No.: N/A

GH:sp
Attachments:
Check Register
ACH/Wire Register
Vicinity Map
CUP 17-11
LEASE

THIS LEASE (the “Lease”) is made and entered into as of July 1, 2020, by and between DENNIS DALE PURSLEY AND KATHLEEN CHRISTINE PURSLEY, AS TRUSTEES OF THE DENNIS DALE PURSLEY AND KATHLEEN CHRISTINE PURSLEY REVOCABLE FAMILY TRUST DATED MAY 26, 2004 (the “Lessor”) and the CITY OF LANCASTER, a California charter city and municipal corporation (the “City” or “Lessee”) (collectively, the “Parties”).

RECITALS

A. Lessor is the owner of certain real property located in the City of Lancaster, as more particularly set forth in Exhibit “A,” attached hereto and incorporated herein by reference (the “Property”).

B. The City desires to lease, use and maintain the Property, subject to the terms and conditions set forth in this Lease.

NOW, THEREFORE, the Lessor and the City agree as follows:

1. Lease, Use of Property. Lessor hereby leases the Property as of the effective date of this Lease to the City, and the City hereby takes sole possession and control of the Property in order to construct, maintain, inspect, use and operate, repair and replace retention and/or drainage basin(s), catch basins, culverts and drainage pipes and their appurtenances, and to drain water on, through and across the Property, and to perform any work necessary or convenient for the construction, maintenance, inspection, use, operation, repair, replacement or protection of said retention and/or drainage basin(s), catch basins, culverts and pipes, and to promote the flow of water.

2. Term. The original term of this Lease shall commence at 12:00 a.m. on July 1, 2020 (the “Commencement Date”), and shall continue through and include June 30, 2025, provided, however, that the Parties may mutually agree to extend the term of the Lease by written amendment in one (1) year increments for up to five (5) years. In the event of a change of circumstances regarding ownership of the Property during the term of this Lease, either Party may terminate the Lease by providing ninety (90) days’ written notice to the other Party at the address designated in Section 8 of this Lease.

3. Rent. The City shall pay an annual rent of Thirteen Thousand Dollars ($13,000), to be paid in full within thirty (30) calendar days from the date Lessor submits an annual invoice to City. Payment shall be remitted to Lessor at the address designated in Section 8 of this Lease (the “Rent”).

4. Drainage Impact Credits. The City shall pay Lessor the difference between the value of the Lessor’s drainage impact credits ($12,523.31) and the price at which Lessor sells said credits to a third party, such sale to be completed by June 30, 2021. The payment of the difference shall be made within thirty (30) calendar days from the date Lessor submits an invoice with documentation evidencing the price a third party paid for the credits.
5. **Maintenance.** During the Term, the City shall maintain at its sole cost and expense as follows: (1) maintenance of the surfaces of all paved or otherwise improved portions of the Property; (ii) removal of all junk, trash and debris from the Property; and (iii) all other items of repair, replacement and/or maintenance that may be needed from time to time to properly maintain the Property.

6. **Condition of Premises.** The City accepts the Premises in an “as is” condition. Lessor expressly disclaims any warranty or representation with regard to the condition, safety, security or suitability for the City’s intended use of the Premises.

7. **Indemnification.** The City shall indemnify, defend and hold Lessor harmless from and against any and all claims, liens, damages, liabilities, actions, costs and expenses (including reasonable attorneys’ fees) directly arising from or attributable to the City’s use and maintenance of the Property. The City’s shall not be liable hereunder to the extent occasioned by the negligence or misconduct of the Lessor, or its agents or employees or the breach of this Lease by any of them.

8. **Notices.** Any and all notices or demands shall be in writing. Such notices and demands shall be served either personally or sent by United States mail, and shall be deemed to have been given when personally served or when deposited in the United States mail, certified or registered, with postage prepaid and properly addressed. For the purposes hereof, the addresses of the parties (until notice of a change thereof given in writing to the other party) shall be as follows:

   If to Lessor: The Dennis Dale Pursley and Kathleen Christine Pursley
   Revocable Family Trust Dated May 26, 2004
   P.O. Box 4735
   Lancaster, California 93539
   Attn: Dennis D. Pursley and Kathleen C. Pursley

   If to City: City of Lancaster
   44933 Fern Avenue
   Lancaster, California 93534
   Attention: Trolis Niebla, Senior Manager – City Engineering

9. **Modification.** This Lease constitutes the entire agreement between the parties with respect to the subject matter hereof and supersedes any previous agreements, oral or written. This Lease may be modified only by a subsequent mutual written agreement executed by Lessor and the City.

10. **California Law.** Any action commenced pursuant to this Lease shall be initiated in the Los Angeles County Superior Court or other appropriate court in that county.

11. **Counterparts.** This Lease may be executed in counterparts, each of which when executed shall, regardless of the date of its execution and delivery, be deemed an original, and all counterparts together shall constitute one and the same instrument.
12.  **Binding Upon Successors.** The terms and conditions, covenants and agreements set forth herein shall apply to and bind the heirs, executors, administrators, assigns and successors of the Parties hereof.

[Signatures begin on following page]
IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and attested by their respective officers thereunto duly authorized.

CITY OF LANCASTER,
LANCASTER, CALIFORNIA

By: ______________________________
    Jason Caudle, City Manager

Dated: ___________________________

The Dennis Dale Pursley and Kathleen Christine Pursley Revocable Family Trust

By: ______________________________
    Dennis D. Pursley and Kathleen C. Pursley

Dated: ___________________________

ATTEST:

_______________________________________
City Clerk

APPROVED AS TO FORM:

_______________________________________
City Attorney

CONTRACT SUBMISSION APPROVAL:

_______________________________________
Department Head
EXHIBIT “A”

LEGAL DESCRIPTION OF PROPERTY


[APN: 3109-002-120 & -121]
FREEWAY AGREEMENT

THIS AGREEMENT, made and entered into on this _______ day of _________, 20_____ , by and between the STATE OF CALIFORNIA acting by and through the Department of Transportation (herein referred to as “STATE”), and the City of Lancaster (herein referred to as “CITY”),

WITNESSETH:

WHEREAS, the highway described above has been declared to be a freeway by Resolution of the California Transportation Commission on November 25, 1957; and

WHEREAS, STATE and CITY have entered into a Freeway Agreement dated September 20, 1968, relating to that portion of State Highway Route from PM 61.8 to PM 68.5; and

WHEREAS, a revised plan map for such freeway has been prepared showing the proposed plan of the STATE as it affects roads of the CITY; and

WHEREAS, it is the mutual desire of the parties hereto to enter into a new Freeway Agreement in accordance with the revised plan of said freeway;

NOW, THEREFORE, IT IS AGREED:

1. This Agreement supersedes that portion of said Freeway Agreement dated September 20, 1968, from PM 64.7 to PM 68.5.

2. CITY agrees and consents to the closing of CITY roads, relocation of CITY roads, construction of frontage roads and other local roads, and other construction affecting CITY roads, all as shown on the plan map attached hereto, marked Exhibit A, and made a part hereof by reference.

3. The obligations of STATE and CITY with respect to the funding and construction of the freeway project will always be dealt with in separate Cooperative Agreement(s) between the parties, and any amendments thereto, or Encroachment Permits issued to CITY. The parties responsible for the construction of the freeway shall make any changes affecting CITY roads only in accordance with the plan map attached hereto, marked Exhibit A.

4. The obligations of STATE and CITY with respect to the acquisition of the rights of way required for the construction, reconstruction, or alteration of the freeway and CITY roads, frontage roads, and other local roads will always be dealt with in separate Cooperative Agreement(s) between the parties, and any amendments thereto or Encroachment Permits issued to CITY.
5. It is understood between the parties that the rights of way may be acquired in sections or units, and that both as to the acquisition of right of way and the construction of the freeway project, the obligations of STATE and CITY hereunder shall be carried out at such time and for such unit or units of the project as funds are budgeted and made lawfully available for such expenditures.

6. CITY will accept control and maintenance over each of the relocated or reconstructed CITY roads, any frontage roads, and other local roads constructed as part of the project, on receipt of written confirmation that the work thereon has been completed, except for any portion which is adopted by STATE as a part of the freeway proper. If acquired by STATE, CITY will accept title to the portions of such roads lying outside the freeway limits upon relinquishment by STATE.

7. This Agreement may be modified at any time by the mutual consent of the parties hereto, as needed to best accomplish, through STATE and CITY cooperation, the completion of the whole freeway project for the benefit of the people of the STATE and of the CITY.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective duly authorized officers.

STATE OF CALIFORNIA
Department of Transportation

THE CITY OF LANCASTER
A Municipal Corporation

LAURIE BERMAN
Director of Transportation

By

By receiving

JOHN C. BULINSKI
District 7 Director

R. REX PARRIS
Mayor

APPROVED AS TO FORM:

ATTORNEY (STATE)

APPROVED AS TO FORM:

ATTORNEY (CITY)
2020 SPRING PAVEMENT MANAGEMENT PROGRAM
May 22, 2020

Jason Caudle  
City Manager  
City of Lancaster  
44933 N. Fern  
Lancaster, CA. 93534  

RE: AV Fair & Event Center Grant  

Dear Mr. Caudle,  

I am writing on behalf of the AV Fair & Event Center to request a grant in the amount of $250,000. As you know we are in the process of building the Antelope Valley Rural Museum. A building that is expected to cost $1.4 million. Although the cost for the structure is $1.4 million, we still have additional costs associated with construction, such as upgrading our electrical backbone, adding additional sewer lines, paying water improvement fees, and relocating our livestock RV area.  

Due to the current situation regarding Covid-19 and the complete cessation of mass gatherings our revenue streams have been drastically reduced. A $250,000 grant to complete the RV park would help considerably in aiding our construction effort.  

We appreciate your willingness to consider our request and look forward to answering any questions regarding this request. Please do not hesitate to contact me if you have any questions or need additional information.  

Sincerely,  

Dan Jacobs  
CEO
RESOLUTION NO. 20-38

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LANCASTER, CALIFORNIA, AUTHORIZING AN AMENDMENT TO THE FINAL BUDGET FOR FISCAL YEAR 2019-2020

WHEREAS, the budget for fiscal year 2019-2020 was adopted by Resolution 19-35 on June 25, 2019; and

WHEREAS, it is appropriate to amend the adopted budget, in accordance with proper governmental accounting and financial reporting practices; and

WHEREAS, funds are available, as designated in the requested action.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LANCASTER DOES RESOLVE AS FOLLOWS:

Section 1. The fiscal year 2019-2020 adopted budget is amended as detailed in Attachment A.

PASSED, APPROVED and ADOPTED this 14th day of July, 2020, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST: APPROVED:

____________________________ ______________________________
ANDREA ALEXANDER R. REX PARRIS
City Clerk Mayor
City of Lancaster City of Lancaster
CERTIFICATION OF RESOLUTION
CITY OF LANCASTER

I, __________________________, ___________________________ City of Lancaster, CA, do hereby certify that this is a true and correct copy of the original Resolution No. 20-38, for which the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, on this _________
 day of ________________, ________.

(seal)
### Amendment to the Adopted Budget and Capital Improvement Program for Fiscal Year 2019-2020

<table>
<thead>
<tr>
<th>Fund</th>
<th>Division Code</th>
<th>Object</th>
<th>Object Description</th>
<th>Increase (Decrease) in Expenditures</th>
<th>Net Amendment to the Adopted Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>101</td>
<td>2900</td>
<td>000</td>
<td>Emergency Medical Sheltering Facility</td>
<td>(250,000)</td>
<td>(250,000)</td>
</tr>
<tr>
<td>101</td>
<td>4431</td>
<td>603</td>
<td>Emergency Medical Sheltering Facility</td>
<td>250,000</td>
<td>250,000</td>
</tr>
</tbody>
</table>

Total: $- $-
RESOLUTION NO. 20-35

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LANCASTER, CALIFORNIA, ADOPTING RESOLUTION NO. ADOPTING THE FIVE-YEAR PERMANENT LOCAL HOUSING ALLOCATION PLAN

WHEREAS, the State of California (the “State”), Department of Housing and Community Development (“Department”) is authorized to provide up to $195 million under the SB 2 Permanent Local Housing Allocation Program Formula Component from the Building Homes and Jobs Trust Fund for assistance to Cities and Counties (as described in Health and Safety Code section 50470 et seq. (Chapter 364, Statutes of 2017 (SB 2)); and

WHEREAS, the Department issued a Notice of Funding Availability (“NOFA”) dated 02/26/2020 under the Permanent Local Housing Allocation (PLHA) Program; and

WHEREAS, the City of Lancaster is an eligible Local Government applying for the program to administer one or more eligible activities, or a Local or Regional Housing Trust Fund to whom an eligible Local Government delegated its PLHA formula allocation; and

WHEREAS the Department may approve funding allocations for PLHA Program, subject to the terms and conditions of the Guidelines, NOFA, Program requirements, the Standard Agreement and other contracts between the Department and PLHA grant recipients;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANCASTER THAT:

Section 1. If the City of Lancaster receives a grant of PLHA funds from the Department pursuant to the above referenced PLHA NOFA, it represents and certifies that it will use all such funds in a manner consistent and in compliance with all applicable state and federal statutes, rules, regulations, and laws, including without limitation all rules and laws regarding the PLHA Program, as well as any and all contracts the City of Lancaster may have with the Department.

Section 2. The City of Lancaster is hereby authorized and directed to receive a PLHA grant, in an amount not to exceed the five-year estimate of the PLHA formula allocations, as stated in Appendix C of the current NOFA $4,169,130, in accordance with all applicable rules and laws.

Section 3. The City of Lancaster hereby agrees to use the PLHA funds for eligible activities as approved by the Department and in accordance with all Program requirements, Guidelines, other rules and laws, as well as in a manner consistent and in compliance with the Standard Agreement and other contracts between the City of Lancaster and the Department.
Section 3. The City of Lancaster certifies that it will subgrant some or all of its PLHA funds to another entity or entities. Pursuant to Guidelines Section 302(c)(3), “entity” means a housing developer or program operator, but does not mean an administering Local Government to whom a Local Government may delegate its PLHA allocation.

Section 4. The City of Lancaster certifies that its selection process of these subgrantees will be accessible to the public and avoided or shall avoid any conflicts of interest.

Section 5. Pursuant to the City of Lancaster’s certification in this resolution, the PLHA funds will be expended only for eligible Activities and consistent with all program requirements.

Section 6. The City of Lancaster certifies that, if funds are used for the acquisition, construction or rehabilitation of for-sale housing projects or units within for-sale housing projects, the grantee shall record a deed restriction against the property that will ensure compliance with one of the requirements stated in Guidelines Section 302(c)(6)(A),(B) and (C).

Section 7. The City of Lancaster certifies that, if funds are used for the development of an Affordable Rental Housing Development, the Local Government shall make PLHA assistance in the form of a low-interest, deferred loan to the Sponsor of the Project, and such loan shall be evidenced through a Promissory Note secured by a Deed of Trust and a Regulatory Agreement shall restrict occupancy and rents in accordance with a Local Government-approved underwriting of the Project for a term of at least 55 years.

Section 8. The City of Lancaster shall be subject to the terms and conditions as specified in the Standard Agreement, the PLHA Program Guidelines and any other applicable SB 2 Guidelines published by the Department.

Section 9. Jason Caudle, City of Lancaster City Manager, or his designee is authorized to execute the PLHA Program Application, the PLHA Standard Agreement and any subsequent amendments or modifications thereto, as well as any other documents which are related to the Program or the PLHA grant awarded to the City of Lancaster, as the Department may deem appropriate.
PASSED, APPROVED and ADOPTED this 14th day of July, 2020, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:  APPROVED:

__________________________________  ______________________________
ANDREA ALEXANDER                  R. REX PARRIS
City Clerk                         Mayor
City of Lancaster                  City of Lancaster

STATE OF CALIFORNIA       }       
COUNTY OF LOS ANGELES    } ss    
CITY OF LANCASTER        }                  

CERTIFICATION OF RESOLUTION  CITY OF LANCASTER

I, ___________________________, ___________________________ City of Lancaster, CA, do hereby certify that this is a true and correct copy of the original Resolution No. 20-35, for which the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, on this ________ day of ________________, ________.

(seal)
Permanent Local Housing Allocation (PLHA) Formula Allocation

2020 Application

State of California
Governor, Gavin Newsom

Lourdes Castro Ramírez, Secretary
Business, Consumer Services and Housing Agency

Douglas R. McCauley, Acting Director
Department of Housing and Community Development

Program Design and Implementation, PLHA Program
2020 West El Camino Avenue, Suite 150, Sacramento, CA 95833
PLHA Program Email: PLHA@hcd.ca.gov

Final Filing Date: April 27, 2020 through July 27, 2020 at 5 P.M. PST
Instructions

When opening this file, a yellow banner at the top may appear with a button that says "Enable Content". It is essential that you click this box so that the macros are enabled. Enabling macros is necessary for full worksheet functionality. Macros do not work with Microsoft's Excel version for Apple Mac.

HCD will only accept applications through a postal carrier service such as U.S. Postal Service, UPS, FedEx or other carrier services that provide date stamp verification confirming delivery to HCD's office. A complete original application and an electronic copy on a USB flash drive with all applicable information must be received by HCD via postal carrier no later than 5:00 p.m. on:

Monday, July 27, 2020

Applications must be on the Department’s forms and cannot be altered or modified by the Applicant. Excel forms must be in Excel format and unprotected, not a .pdf document. For application errors please fill out the Application Support worksheet and email the entire workbook to Application Support for application errors at AppSupport@hcd.ca.gov.

General Instructions (Additional instructions and guidance are given throughout the Supplemental Application in "red" text and in cell comments.

Guideline references are made with "§" and the corresponding guideline section number.

"Yellow" cells are for Sponsor input. Failure to provide the required attachments and documentation may disqualify your application from consideration or may negatively impact your point score.

Required attachments are indicated in "orange" throughout the Supplemental Application. Failure to provide the required attachments and documentation may disqualify your application from consideration or may negatively impact your point score. Electronically attached files must use the naming convention in the Supplemental Application. For example: "App1 Payee Data" for Sponsor 1 Payee Data Record/STD. 204.

Threshold items are indicated in "blue" cells.

"Red" shaded cells indicate the Sponsor has not met a requirement of the program. Point cells in the Scoring worksheet shaded in "red" indicate that the Sponsor has failed to meet the minimum points required.

Sponsor must complete the following worksheets in the PLHA Formula Allocation Application.

Formula Allocation Application

302(c)(4) Plan

Legislative Contacts

Checklist

<table>
<thead>
<tr>
<th>Binder Tab #</th>
<th>Threshold Requirement</th>
<th>Electronic File Name</th>
<th>Document Description</th>
<th>Included?</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>X</td>
<td>App1 Resolution</td>
<td>PLHA webpage for Resolution Document</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>X</td>
<td>App1 Signature Block</td>
<td>Signature Block - upload in Microsoft Word Document</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>X</td>
<td>App1 TIN</td>
<td>Taxpayer Identification Number Document</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>X</td>
<td>Applicant Agreement</td>
<td>Legally binding agreement between Delegating and Administering Local Governments</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td>Plan Adoption</td>
<td>§302(c)(4)(D) Evidence that the Plan was authorized and adopted by the Local jurisdiction and that the public had an adequate opportunity to review and comment on its content</td>
<td></td>
</tr>
</tbody>
</table>

Disclosure of Application (California Public Records Act Statutes of 1968 Chapter 1473): Information provided in the application will become a public record available for review by the public, pursuant to the California Public Records Act Statutes of 1968 Chapter 1473. As such, any materials provided will be disclosable to any person making a request under this Act. The Department cautions Applicants to use discretion in providing information not specifically requested, including but not limited to, bank accounts, personal phone numbers and home addresses. By providing this information to the Department, the Applicant is waiving any claim of confidentiality and consents to the disclosure of submitted material upon request.
Local Government Formula Allocation

<table>
<thead>
<tr>
<th>Eligible Applicant Type:</th>
<th>Entitlement</th>
<th>Allowable Local Admin (5%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Government Recipient of PLHA Formula Allocation:</td>
<td>Lancaster</td>
<td>$34,742</td>
</tr>
</tbody>
</table>

Approximate PLHA Formula Allocation Amount: $594,555

Instructions: If the Local Government Recipient of the PLHA Formula Allocation delegated its PLHA formula allocation to a Local Housing Trust Fund or to another Local Government, the Applicant (for which information is required below) is the Local Housing Trust Fund or administering Local Government. The PLHA award will be made to the Applicant (upon meeting threshold requirements) and the Applicant is responsible for meeting all program requirements throughout the term of the Standard Agreement.

The 302(c)(4) Plan worksheet requires first choosing one or more of the Eligible Activities listed below. If “Yes” is clicked, the 302(c)(4) Plan worksheet opens a series of questions about what precise activities are planned. Some specific activities, such as providing downpayment assistance to lower-income households for acquisition of an affordable home, could be included under either Activity 2 or 9. Please only choose one of those Activities, don’t list the downpayment assistance under both Activities.

If the PLHA funds are used for the same Activity but for different Area Median Income (AMI) level, select the same Activity twice (or more times) and the different AMI level the Activity will serve. Please enter the percentage of funds allocated to the Activity in only the first Activity listing to avoid double counting the funding allocation.

Eligible Applicants §300

§300(a) and (b) Eligible Applicants for the entitlement and Non-entitlement formula component described in Section §103(b)(1) and (2) are limited to the metropolitan cities and urban counties allocated a grant for the federal fiscal year 2017 pursuant to the federal CDBG formula specified in 42 USC, Section §303 and Non-entitlement local governments.

Applicant: City of Lancaster

Address: 44933 N. Fern Avenue Lancaster City

City: Lancaster State: CA Zip: 93534 County: Los Angeles

Phone Number: 530-254-1490

Email: info@lama.net

Name: 44933 N. Fern Avenue

Legal address: 44933 N. Fern Avenue

Entity Address: 44933 N. Fern Avenue

State: CA Zip: 93534

City of Lancaster

Accreditation:

City of Lancaster

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City of Lancaster
The City of Lancaster plans to use PLHA funds for 3 activities: 1) to make a construction loan for a 77-unit multifamily rental housing project on a Housing Successor Agency Housing & Neighborhood Revitalization (HNR) site that will be occupied by households with incomes of no more than 60% AMI, 2) to make a gap construction loan for new Owner-occupied Workforce Housing units that will be occupied by households with incomes of no more than 120% AMI; and 3) to provide downpayment assistance loans to low- and moderate-income workforce households to buy affordable homes.

The City of Lancaster’s Housing Element contains programs and policies to facilitate and assist in the construction of new affordable multifamily housing and the City plans to use 80% of its PLHA funds for this Activity.

Complete the table below for each proposed Affordable Rental Housing Activity to be funded with 2019-2023 PLHA allocations. If a single Activity will be assisting households at more than one level of Area Median Income, please list the Activity as many times as needed to capture all of the AMI levels that will be assisted, but only show the percentage of annual funding allocated to the Activity one time (to avoid double counting).

<table>
<thead>
<tr>
<th>Funding Allocation Year</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>§5302(c)(4)(E)(I)</td>
<td>Percentage of Funds Allocated for the Proposed Affordable Rental Housing Activity</td>
<td>80.00%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>§5302(c)(4)(E)(II)</td>
<td>Area Median Income Level Served</td>
<td>60%</td>
<td>50%</td>
<td>30%</td>
<td></td>
</tr>
<tr>
<td>§5302(c)(4)(E)(III)</td>
<td>Unmet share of the RHNA at the AMI Level</td>
<td>306</td>
<td>453</td>
<td>N/A</td>
<td></td>
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<tr>
<td>§5302(c)(4)(E)(IV)</td>
<td>Projected Number of Households Served</td>
<td>77</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TOTAL

759

77
$302(c)(4)(E)(iv) Period of Affordability for the Proposed Affordable Rental Housing Activity (55 years required for rental housing projects)  

<table>
<thead>
<tr>
<th></th>
<th>55 Years</th>
<th>55 Years</th>
<th>55 Years</th>
<th>55 Years</th>
<th>55 Years</th>
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<th>55 Years</th>
<th>55 Years</th>
<th>55 Years</th>
<th>55 Years</th>
</tr>
</thead>
</table>

$302(c)(4)(E)(ii) A description of major steps/actions and a proposed schedule for the implementation and completion of the Activity.

The project design is currently being finalized. The City will select a developer/sponsor for the project by October 2020 and it is expected that all entitlements will be in place by the end of 2020. The City will work with the developer/sponsor to submit an AHSC application in Round 6, which has an expected deadline of February 2021. Construction is anticipated to start by the end of 2021.

$301(a)(2) The predevelopment, development, acquisition, rehabilitation, and preservation of affordable rental and ownership housing, including Accessory Dwelling Units (ADUs), that meets the needs of a growing workforce earning up to 120 percent of AMI, or 150 percent of AMI in high-cost areas. ADUs shall be available for occupancy for a term of no less than 30 days.

$302(c)(4)(E)(i) Provide a description of how allocated funds will be used for each proposed Affordable Rental and Ownership Housing Activity.

The PLHA funds will be used to make a gap construction loan for new Owner-occupied Workforce Housing units that will be occupied by households with incomes of no more than 120% AMI.

Complete the table below for each proposed Affordable Rental and Ownership Housing Activity to be funded with 2019-2023 PLHA allocations. If a single Activity will be assisting households at more than one level of Area Median Income, please list the Activity as many times as needed to capture all of the AMI levels that will be assisted, but only show the percentage of annual funding allocated to the Activity one time (to avoid double counting).

<table>
<thead>
<tr>
<th>Funding Allocation Year</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of Affordable Housing Activity</td>
<td>Owner</td>
<td>Owner</td>
<td>Owner</td>
<td>Owner</td>
<td>Owner</td>
</tr>
</tbody>
</table>

$302(c)(4)(E)(ii) Area Median Income Level Served

<table>
<thead>
<tr>
<th>Level Served</th>
<th>Percentage of Funds Allocated for Affordable Owner-occupied Workforce Housing</th>
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<tr>
<td>80% 100% 120%</td>
<td>10%</td>
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</table>

$302(c)(4)(E)(ii) Unmet share of the RHNA at AMI Level

| Level Served | 339 | 408 | 403 |

$302(c)(4)(E)(i) Percentage of Funds Allocated for Each Affordable Housing Activity

| Percentage | 10% |

$302(c)(4)(E)(ii) Projected Number of Households Served

| Number of Households | 5 5 5 |

$302(c)(4)(E)(iv) Period of Affordability for the Proposed Activity (55 years required for rental housing projects)

| Period of Affordability | 30 30 30 |

$302(c)(4)(E)(iii) A description of major steps/actions and a proposed schedule for the implementation and completion of each Affordable Rental and Ownership Housing project.
A developer/sponsor will be selected by the end of 2020. The project design and entitlements will be finalized by the end of March 2021. The project is estimated to start construction by the summer of 2022.

§301(a)(3) Matching portions of funds placed into Local or Regional Housing Trust Funds.

§301(a)(4) Matching portions of funds available through the Low- and Moderate-Income Housing Tax Credit Fund pursuant to subdivision (d) of HSC Section 34176.

§301(a)(6) Capitalized Reserves for Services connected to the preservation and creation of new permanent supportive housing.

§301(a)(8) Assisting persons who are experiencing or at risk of homelessness, including, but not limited to, providing rapid rehousing, rental assistance, supportive/case management services that allow people to obtain and retain housing, operating and capital costs for navigation centers and emergency shelters, and the new construction, rehabilitation, and preservation of permanent and transitional housing.

§301(a)(7) Accessibility modifications in Lower-income Owner-occupied housing.

§301(a)(8) Efforts to acquire and rehabilitate foreclosed or vacant homes and apartments.

§301(a)(9) Homeownership opportunities, including, but not limited to, down payment assistance.

§302(c)(4)(E)(i) Provide a description of how allocated funds will be used for the proposed Activity.

| Percentage of Funds Allocated for Affordable Owner-occupied Workforce Housing (AOWH) | 10% |

To provide downpayment assistance loans to low- and moderate-income households earning up to 120% AMI,

Complete the table below for each proposed Activity to be funded with 2019-2023 PLHA allocations. If a single Activity will be assisting households at more than one level of Area Median Income, please list the Activity as many times as needed to capture all of the AMI levels that will be assisted, but only show the percentage of annual funding allocated to the Activity one time (to avoid double counting).

<table>
<thead>
<tr>
<th>Funding Allocation Year</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<tbody>
<tr>
<td>Type of Homeowner Assistance</td>
<td>Home Buyer Assistance</td>
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</table>

§302(c)(4)(E)(i) Percentage of Funds Allocated for the Proposed Activity

| 10.00% |  |

§302(c)(4)(E)(ii) Area Median Income Level Served

| 80% | 100% | 120% | TOTAL |

§302(c)(4)(E)(ii) Unmet share of the RHNA at AMI Level

| 329 | 398 | 393 | 1120 |

§302(c)(4)(E)(ii) Projected Number of Households Served

| 10 | 5 | 5 | 20 |

§302(c)(4)(E)(iv) Period of Affordability for the Proposed Activity

| 30 | 30 | 30 |  |

§302(c)(4)(E)(iii) A description of major steps/actions and a proposed schedule for the implementation and completion of the Activity.
The PLHA funds will be used to expand the City's existing downpayment assistance program. Outreach and marketing will begin in October 2020, and a list of interested homebuyers will be established by March 2021. The top 60 households will be pre-qualified and of those, the top 45 will be told to begin shopping for homes in the appropriate price range.

§301(a)(10) Fiscal incentives made by a county to a city within the county to incentivize approval of one or more affordable housing Projects, or matching funds invested by a county in an affordable housing development Project in a city within the county, provided that the city has made an equal or greater investment in the Project. The county fiscal incentives shall be in the form of a grant or low-interest loan to an affordable housing Project. Matching funds investments by both the county and the city also shall be a grant or low-interest deferred loan to the affordable housing Project.

<table>
<thead>
<tr>
<th>File Name: Plan Adoption</th>
<th>§302(c)(4)(D) Evidence that the Plan was authorized and adopted by resolution by the Local jurisdiction and that the public had an adequate opportunity to review and comment on its content.</th>
<th>Attached and on USB?</th>
<th>Yes</th>
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PLHA  Page 4  302(c)(4) Plan
Provide the Legislative and Congressional information for the applicant and each activity location, (if different than applicant location), included in this application.

To locate or verify the Legislative and Congressional information, click on the respective links below and enter the applicant office location zip code, the activity location site zip code(s) (i.e. zip code(s) where activities are performed), and any additional activity location site(s), as applicable.

<table>
<thead>
<tr>
<th>California State Assembly</th>
<th>California State Senate</th>
<th>U.S. House of Representatives</th>
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<tr>
<td><strong>Applicant Office Location</strong></td>
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<td>District #</td>
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<td>Tom</td>
<td>Lackey</td>
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<td>21</td>
<td>Scott</td>
<td>Wilk</td>
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<tr>
<td>23</td>
<td>Kevin</td>
<td>McCarthy</td>
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| Activity Location 1 (if different from applicant location) | | |
| District # | First Name | Last Name |
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| State Senate Member | | |
| U.S. House of Representatives | | |

| Activity Location 2 (if different from applicant location) | | |
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| State Assembly Member | | |
| State Senate Member | | |
| U.S. House of Representatives | | |

| Activity Location 3 (if different from applicant location) | | |
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| U.S. House of Representatives | | |

| Activity Location 4 (if different from applicant location) | | |
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| U.S. House of Representatives | | |

| Activity Location 5 (if different from applicant location) | | |
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| State Senate Member | | |
| U.S. House of Representatives | | |

| Activity Location 6 (if different from applicant location) | | |
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| U.S. House of Representatives | | |

| Activity Location 7 (if different from applicant location) | | |
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| U.S. House of Representatives | | |

| Activity Location 8 (if different from applicant location) | | |
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| U.S. House of Representatives | | |

| Activity Location 9 (if different from applicant location) | | |
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| Activity Location 10 (if different from applicant location) | | |
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| U.S. House of Representatives | | |

| Activity Location 11 (if different from applicant location) | | |
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| U.S. House of Representatives | | |

<p>| Activity Location 12 (if different from applicant location) | | |
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Please complete the "yellow" cells in the form below and email a copy to: AppSupport@hcd.ca.gov. A member of the Application Development Team will respond to your request within ASAP.

Full Name: 
Organization: 
Justification: 

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RESOLUTION NO. 20-36

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LANCASTER, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF A GENERAL PLAN AMENDMENT, AMENDING THE PHYSICAL MOBILITY CHAPTER FOR THE ADOPTION OF VEHICLE MILES TRAVELED (VMT) BASELINES AND THRESHOLDS AS REQUIRED BY SENATE BILL (SB) 743

WHEREAS, the City of Lancaster has endeavored to safely expand and improve transportation options for residents and visitors, including access to pedestrian, bicyclist, vehicular, and transit facilities; and

WHEREAS, the City has adopted the Master Plan of Trails and Bikeways, the city-wide Safe Routes to School Master Plan, the Master Plan of Complete Streets, and Safer Streets Action Plan in pursuit of this effort; and

WHEREAS, the State of California Government Code, Section 65302(b)(2)(A), requires the General Plan to “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan”; and

WHEREAS, Senate Bill (“SB”) 743 directed the State of California Governor’s Office of Planning and Research to update California Environmental Quality Act (“CEQA”) Guidelines to eliminate level of service (“LOS”) as a measure of vehicle capacity and traffic congestion as a basis for determining significant transportation-related impacts and replace it with the new metric of vehicle miles traveled (“VMT”); and

WHEREAS, the State enacted SB 743 into law on September 27, 2013, requiring the Governor’s Office of Planning and Research to update the CEQA Guidelines, which were certified and adopted by the Natural Resources Agency in December 2018, and lead agencies were granted a grace period until July 1, 2020, to implement VMT analysis as part of their environmental review process; and

WHEREAS, notice of intention to consider the amendment to the Plan of Physical Mobility of the City of Lancaster General Plan, the adoption of VMT baselines and thresholds as required by SB 743, has been given in accordance with Section 65090 of the Government Code of the State of California; and

WHEREAS, staff have had a written report prepared recommending approval of General Plan Amendment, specifically, the adoption of VMT baselines and thresholds as required by SB 743, that has also been considered and approved by the Planning Commission on June 22, 2020; and
WHEREAS, the City Council that the proposed actions are within the scope of the Program Environment Impact Report (SCH #2007111003) prepared for the Lancaster General Plan, and as such no further environmental review is required pursuant to Section 15162 and 15166 of the State CEQA Guidelines; and

WHEREAS, public notice was published and given as required by law, and a public hearing was held on July 14, 2020; and

WHEREAS, the City Council, based upon evidence in the record, hereby makes the following findings in support of General Plan Amendment:

Section 1. The foregoing recitals are true and correct.

Section 2. The Council may recommend approval where the information presented at public hearing shows that such amendment is necessary to implement the general plan and/or that the public convenience, the general welfare or good zoning practice justifies such action.

The proposed amendment is consistent with the goals, objectives, policies, and specific actions of the General Plan, as the General Plan designation and zoning designations within the City will not change and the amendment will aid in the implementation of the goals, objectives, policies, and specific actions of the General Plan. The amendment provides clarity regarding the identification of transportation impacts as part of CEQA compliance and modification to the methodology used to identify transportation-related significant impacts associated with land development and infrastructure projects.
PASSED, APPROVED, and ADOPTED this ______ day of _________________, _______, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:  

APPROVED:

______________________________ ______________________________
ANDREA ALEXANDER R. REX PARRIS
City Clerk Mayor
City of Lancaster City of Lancaster

STATE OF CALIFORNIA )
COUNTY OF LOS ANGELES ) ss
CITY OF LANCASTER )

CERTIFICATION OF RESOLUTION
CITY COUNCIL

I, _____________________________, _________________________ City of Lancaster, CA, do hereby certify that this is a true and correct copy of the original Resolution No. 20-36 for which the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, on this ___________ day of___________________, ________.

(seal)
Transportation Analysis Updates in Lancaster

Prepared for:  
City of Lancaster

May 27, 2020

Project Number: LA20-3174

Fehr & Peers
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Chapter 1 – Introduction

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and started a process intended to fundamentally change transportation impact analysis as part of CEQA compliance. In summary, SB 743 eliminates level of service (LOS) as a basis for determining significant transportation impacts under CEQA and provides a new performance metric – vehicle miles of travel (VMT). With this change, the State is shifting the focus from measuring a project’s impact to drivers (LOS) to measuring the impact of driving (VMT) to achieve their goals of reducing greenhouse gas (GHG) emissions, encouraging infill development, and improving public health through active transportation.

In response to SB 743, the City of Lancaster is adopting new transportation impact thresholds to adhere to CEQA requirements and provided guidance on conducting transportation studies in the City. The following chapters of this report are organized as follows:

- **Chapter 2: Transportation Analysis Implications for SB 743** – This chapter provides an overview of SB 743 and what it means for transportation impact analysis in the City of Lancaster.

- **Chapter 3: Baseline VMT** – This chapter describes the process for determining the City’s Baseline VMT and describes the analysis methodology and VMT metrics.

- **Chapter 4: CEQA Methodology, Thresholds, and Mitigation** – This chapter outlines the methodology for calculating VMT for projects and plans in the City of Lancaster, provides the threshold of significance, and discusses mitigation options for projects that are found to have a VMT impact.
Chapter 2 – Transportation Analysis Implications for SB 743

What is SB 743?

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. The primary purpose of SB 743 was eliminating 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 Advisory¹. 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, thresholds, and mitigation. These decisions should be consistent with the City’s goals as expressed in their general plan.

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
- Improving public health through active transportation

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¹ Technical Advisory on Evaluating Transportation Impacts in CEQA, OPR, December 2018
http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf
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.

**How does SB 743 align with the City of Lancaster General Plan?**

The City of Lancaster has identified the following goals and policies in its General Plan, which align with the anticipated outcomes of SB 743:

- **Plan for Physical Mobility Goal 14** - A well-balanced transportation and circulation system which provides for the efficient and safe transport of goods and people within and through the City of Lancaster; and which balances concerns for mobility with concerns for safety and the quality of the City’s living environment.
  
  - **Objective 14.2** – Promote a street system which balances the needs of automobiles with the needs of pedestrians, bicyclists, and transit users while protecting environmental and quality of life issues. Over time, Lancaster’s streets should evolve to respond to the needs of transportation users and the surrounding neighborhood.

    - **Policy 14.2.1** – Support and improve a street network that is sensitive to environmental issues such as biological, land, and water resources, as well as air quality, while permitting continued development within the study area.

  - **Objective 14.4** – Reduce reliance of the use of automobiles and increase the average vehicle occupancy by promoting alternatives to single-occupancy auto use, including ridesharing, non-motorized transportation (bicycle, pedestrian), and the use of public transit.

    - **Policy 14.4.1** – Support and encourage the various public transit companies, ridesharing programs and other incentive programs, that allow residents to utilize modes of transportation other than the private automobile, and accommodate those households within the Urbanizing Area of the City that rely on public transit.

    - **Policy 14.4.2** – Promote the use of alternative modes of transportation through the development of convenient and attractive facilities that support and accommodate the services.

    - **Policy 14.4.3** – Encourage bicycling as an alternative to automobile travel for the purpose of reducing vehicle miles traveled (VMT), fuel consumption, traffic
congestion, and air pollution by providing appropriate facilities for the bicycle riders.

- Policy 14.4.4 – Encourage commuters and employers to reduce vehicular trips by implementing Transportation Demand Management strategies.
- Policy 14.4.5 – Design transportation facilities to encourage walking, provide connectivity, ADA accessibility, and safety by reducing potential auto/pedestrian conflicts.

How does LOS compare to VMT?

Conventional approaches to transportation impact analysis tend to focus on vehicle LOS related to driver delay and roadway congestion. SB 743 changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers (LOS), to measuring the impact of driving (VMT).

While LOS measures the drivers experience traveling through a specific point on the roadway system (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 retail development intended to serve nearby residents can result in an LOS impact because it adds vehicle trips to an already congested intersection. In comparison, a proposed office building in an industrial area may not result in any LOS impacts because it is surrounded by multi-lane roadways with plenty of vehicle capacity, but it may attract trips from many miles away and result in a larger burden on the transportation network.

Which 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.
- Transportation Infrastructure – Prior to SB 743, transportation projects that had the potential to worsen vehicle delay, such as narrowing a roadway to provide bicycle lanes, may result in an

**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 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 as VMT per capita for a typical weekday.
environmental impact under CEQA. With SB 743 in place, transportation projects that promote travel by non-auto modes are no longer considered to result in an environmental impact. Roadway widening projects need to consider potential impacts from increasing VMT.

Can Lancaster still consider LOS?

SB 743 does not prevent a city from continuing to analyze LOS as part of development review, area plans, or on-going network monitoring, but LOS will no longer constitute the basis for CEQA impacts. Cities can still use vehicle LOS outside of the CEQA process if they determine it is an important part of their transportation analysis process.

The City recognizes that vehicular LOS is not to be used as a measure of transportation impacts in the context of CEQA. Therefore, the City has determined that a dual analysis process will be applied for identifying and evaluating potential transportation impacts and necessary roadway improvements associated with new land development and infrastructure projects located within the City. The first analysis will consist of an approach using the metric of vehicle miles traveled (VMT) to identify potential transportation impacts by applying CEQA designated methodologies and thresholds. The second analysis will be a localized approach conducted primarily to identify potential safety and operational issues when applied against criteria established by the City. This approach will continue to use LOS to evaluate land development and infrastructure projects.

As part of the localized second analysis, the following conditions will apply:

- For locations within the City’s “infill area,” as identified in Section 17.08.080 of the Lancaster Zoning Code, peak hour LOS lower than LOS D may be acceptable. Other indicators will also be used to evaluate transportation performance, including, but not limited to: user safety; short- and long-term costs of improvements and maintenance; provision of bicycle, pedestrian, and public transportation facilities; and connectivity of the overall street network. In these locations, the efficiency and convenience of vehicular operations must be balanced with the goal of increasing transit use, bicycling, and walking and other City goals and objectives contained in the adopted Master Plan of Complete Streets. Improvements identified strictly by vehicular-based criteria shall not be required solely on the basis of the LOS metric.

- For locations outside of the City’s “infill area,” peak hour LOS should generally be maintained at LOS D. However, improvements identified strictly by vehicular-based LOS criteria shall be evaluated against other City goals and objectives contained in the adopted Master Plan of Complete Streets.

As part of the development review process, the City will evaluate the potential impacts of traffic generated by projects using the dual analysis process and determine the effects on adjacent land uses and surrounding neighborhoods, while utilizing more flexible LOS criteria that encourages transit ridership, bicycling, and walking. In the event a development project significantly degrades the effective use or
safety of City streets, improvements may still be required. Required improvements should consider transit, bicycle, and pedestrian improvements as well as road improvements.

**SB 743 Implementation in Lancaster**

The City began the process of implementing SB 743 in early 2020. The process began by collecting baseline VMT data for the City based on the regional Travel Demand Forecasting Model developed by the Southern California Association of Governments (SCAG). The City then used the VMT data to test pilot projects and considered options for the preferred VMT methodology, VMT impact thresholds, and potential mitigation strategies to reduce VMT.
Chapter 3 – Baseline VMT

This chapter summarizes local transportation characteristics and the Baseline VMT methodology and associated data in the City of Lancaster. The purpose of this chapter is to provide context for understanding the City’s VMT trends and describe the process for establishing the City’s Baseline VMT. The baseline VMT data is used to inform the City’s VMT thresholds and screening options as part of the SB 743 implementation process.

Local Transportation Characteristics

As shown in Figure 1, approximately 75% of Lancaster residents work outside the City, and approximately two-thirds of people who work in Lancaster live outside the City according to data provided by the U.S. Census Bureau. Nearly 15,000 Lancaster residents are employed within the City, accounting for a quarter of Lancaster commuters.

![Figure 1. Daily Commute Inflow and Outflow (Source: U.S. Census Bureau, 2017)](image-url)
These commute characteristics have implications for the City’s VMT metrics because they affect the distance that commuters need to travel to reach their jobs. As shown in the tables below, people who live in Lancaster typically have a longer commute than people who work in Lancaster, which suggests that many people who work in Lancaster but do not live there reside close by, while many people who live in Lancaster travel great distances for work. Table 1 summarizes commute distance for people who live in Lancaster, whether they work in the City or elsewhere, and Table 2 summarizes commute distance for people who work in Lancaster, whether they live in the City or elsewhere. Nearly 60% of people who live in Lancaster commute 25 miles or more for work, compared to 37% of people who work in Lancaster.

<table>
<thead>
<tr>
<th>Commute Distance</th>
<th>Count</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total All Jobs</td>
<td>57,958</td>
<td>100%</td>
</tr>
<tr>
<td>Less than 10 miles</td>
<td>21,490</td>
<td>37.1%</td>
</tr>
<tr>
<td>10 to 24 miles</td>
<td>2,097</td>
<td>3.6%</td>
</tr>
<tr>
<td>25 to 50 miles</td>
<td>18,315</td>
<td>31.6%</td>
</tr>
<tr>
<td>Greater than 50 miles</td>
<td>16,056</td>
<td>27.7%</td>
</tr>
</tbody>
</table>


Table 2. Commute Distance for People Who Work in Lancaster

<table>
<thead>
<tr>
<th>Commute Distance</th>
<th>Count</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total All Jobs</td>
<td>43,539</td>
<td>100%</td>
</tr>
<tr>
<td>Less than 10 miles</td>
<td>22,560</td>
<td>51.8%</td>
</tr>
<tr>
<td>10 to 24 miles</td>
<td>4,902</td>
<td>11.3%</td>
</tr>
<tr>
<td>25 to 50 miles</td>
<td>6,616</td>
<td>15.2%</td>
</tr>
<tr>
<td>Greater than 50 miles</td>
<td>9,461</td>
<td>21.7%</td>
</tr>
</tbody>
</table>


According to the U.S. Census Bureau, nearly 84% of workers in Lancaster typically drive alone to work, while approximately 9% carpool, 4% work at home, and 3% commute using another mode. Additionally, Lancaster residents commute an average of 30.8 minutes, which is longer than the average U.S. worker’s commute of 25.1 minutes. Approximately 8.5% of Lancaster residents have a ‘super commute,’ which is a commute longer than 90 minutes. Car ownership in Lancaster is equal to the national average of 2 cars per household. While transit services are available through providers including the Antelope Valley Transit Authority (AVTA) and Metrolink, few workers in Lancaster utilize these services for their commutes (less than 3%).

SCAG Travel Model Overview

The regional Southern California Association of Governments (SCAG) model is currently the best available tool to estimate VMT in the City of Lancaster and the surrounding region. The most recent version of the
SCAG Model has a base year of 2012 and future year of 2040 and was developed for the 2016 Regional Transportation Plan / Sustainable Communities Strategy.

VMT Methodology for Land Use Projects and Plans

An origin-destination (OD) VMT methodology was determined to be the appropriate methodology for estimating the VMT of land use projects and plans as guided by SB 743 legislation. The OD VMT method estimates the VMT generated by land uses in a specific geographic area, such as the City or a larger geographic area such as Los Angeles County. All vehicles traveling to/from the defined geographic area are tracked within the SCAG model and the number of trips and length of trips are used to calculate the OD VMT.

For the City of Lancaster, the VMT methodology includes all trips within the SCAG model for each of the following variable formats:

- **Total VMT per Service Population (all vehicles and all trip purposes):** The total VMT to and from all zones in the geographic area are divided by the total service population (employees and residents) to get the efficiency metric of VMT per service population.

- **Home-based VMT per capita (automobile only):** All home-based auto vehicle trips are traced back to the residence of the trip-maker (non-home-based trips are excluded) and then divided by the population within the geographic area to get the efficiency metric of home-based VMT per capita. The diagram below illustrates the home-based trips that are included in this VMT metric.

- **Home-based work VMT per employee (automobile only):** All auto vehicle trips between home and work are counted, and then divided by the number of employees within the geographic area to get the efficiency metric of home-based work VMT per employee. The diagram below illustrates the home-based work trip that is included in this VMT metric.
VMT Methodology for Transportation Projects and Plans

The VMT methodology for transportation projects is based on the net change in total VMT. The SCAG model is used to estimate the baseline VMT within the City and then forecast the change in VMT with the project in operation. The VMT will be calculated based on the boundary method which considers all travel on roadways in the study area, including vehicles that are traveling on the roadways but don’t have an origin or destination in the area (i.e., pass-through or external trips). The VMT for transportation projects is calculated as defined below.

- **Total Roadway VMT (all vehicles):** The total daily VMT can be measured using the SCAG model by multiplying the daily volume on every roadway segment by the length of every roadway segment.

In addition to VMT changes forecasted by the SCAG model, induced travel demand resulting from increasing the number of lane-miles should be considered.
Baseline VMT

To understand the VMT trends in the City of Lancaster and broader area, the SCAG model was used to estimate the baseline VMT metrics. The baseline VMT metrics were developed for the Antelope Valley Planning Area (in which the City of Lancaster is located), the City of Lancaster, and three subareas of the City. Figure 2 shows the Antelope Valley Planning Area in relation to the rest of Los Angeles County. For the purpose of understanding VMT trends in the City, the three subareas were defined as follows:

- **Urban Core**: This subarea comprises all TAZs within the area bounded by 30\(^{th}\) Street West to 20\(^{th}\) Street East and Avenue L to Avenue I
- **East**: This subarea comprises all TAZs east of SR-14 and outside the Urban core
- **West**: This subarea comprises all TAZ west of SR-14 and outside the Urban core

![Figure 2. Los Angeles County Planning Areas](image)

The VMT data was based on the Transportation Analysis Zones (TAZs)\(^{2}\) in each of these areas for the SCAG model’s Base Year 2012 and Future Year 2040 conditions and interpolated to estimate 2020 conditions. Table 3 presents VMT estimates for the Year 2020 for these geographies. As shown, Home-Based VMT per Capita and Home-Based Work VMT per Employee are lower in the Urban Core subarea compared to the East and West subareas, which is due to the higher density and mixed land uses in the Urban Core, shortening the distance between destinations. Of the three types of VMT shown in the table, Home-Based Work VMT per Employee is the lowest, which is likely driven by the fact that many people who work in Lancaster live nearby, resulting in a relatively short commute distance. Appendix A provides additional VMT data for Base Year 2012 and Future Year 2040.

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\(^{2}\) TAZs are geographic polygons similar to Census block groups used to represent areas of homogenous travel behavior in the SCAG Model.
Table 3: VMT Metrics in Lancaster and Antelope Valley Planning Area - 2020

<table>
<thead>
<tr>
<th>VMT Metrics</th>
<th>2020 Average VMT Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total VMT Per Service Population</strong></td>
<td></td>
</tr>
<tr>
<td>Urban Core</td>
<td>36.2</td>
</tr>
<tr>
<td>East</td>
<td>36.2</td>
</tr>
<tr>
<td>West</td>
<td>37.1</td>
</tr>
<tr>
<td>AVPA</td>
<td>41.8</td>
</tr>
<tr>
<td>Lancaster</td>
<td><strong>36.4</strong></td>
</tr>
<tr>
<td><strong>Home-Based VMT Per Capita</strong></td>
<td></td>
</tr>
<tr>
<td>Urban Core</td>
<td>11.1</td>
</tr>
<tr>
<td>East</td>
<td>17.1</td>
</tr>
<tr>
<td>West</td>
<td>16.6</td>
</tr>
<tr>
<td>AVPA</td>
<td>20.2</td>
</tr>
<tr>
<td>Lancaster</td>
<td><strong>14.1</strong></td>
</tr>
<tr>
<td><strong>Home-Based Work VMT Per Employee</strong></td>
<td></td>
</tr>
<tr>
<td>Urban Core</td>
<td>7.8</td>
</tr>
<tr>
<td>East</td>
<td>8.4</td>
</tr>
<tr>
<td>West</td>
<td>11.2</td>
</tr>
<tr>
<td>AVPA</td>
<td>9.4</td>
</tr>
<tr>
<td>Lancaster</td>
<td><strong>8.4</strong></td>
</tr>
</tbody>
</table>

Given that the City of Lancaster produces less VMT (on a per capita or per employee basis) than the broader AVPA, this means that development in the City is less impactful on VMT in North Los Angeles County than if it occurs in a more remote area. Therefore, to better capture regional travel characteristics and the benefits of development in the more urban areas of North Los Angeles County, the City is defining the Baseline VMT as the AVPA. This means that new development projects in the City will be compared to the Baseline VMT in the AVPA to determine if they exceed the City’s VMT impact threshold.
Chapter 4 – VMT Screening, Thresholds, and Mitigation

This chapter provides an overview of the VMT screening criteria to determine if a detailed VMT analysis is required for land use and transportation projects, presents the threshold of significance, and discusses mitigation options for projects that are found to have a VMT impact.

Overview

The implementation of new CEQA guidance in the City of Lancaster includes the following:

1. **VMT Screening**: 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 SCAG regional travel demand model to estimate a project’s VMT as described in Chapter 3. 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 or VMT per service population can be reported for area plans, large-scale retail projects, or other project types, such as special event venues.

3. **VMT Impact Thresholds**: The City has discretion to develop and adopt their own impact thresholds, 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 reduce the number of single-occupant vehicles generated by the site. This can be accomplished by changing the land uses being proposed or by implementing transportation demand management measures.

Each of these topics are discussed in further detail below.
VMT Screening Criteria

VMT is heavily dependent on land use and location. For example, a development site located in an urban area will have lower VMT because people have more options to walk, bike and take transit or drive short distances to nearby destinations in comparison to a suburban development where most people drive longer distances for their everyday work and household needs. Therefore, OPR has provided guidance related to several opportunities for screening projects from requiring a detailed VMT analysis. Screening opportunities in the City of Lancaster are described below. A project only needs to satisfy one of the screening criteria to be exempt from requiring further VMT analysis.

**Project Type Screening**

Projects that generate less than 110 daily trips may be screened from conducting a VMT analysis. Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant VMT impact absent substantial evidence to the contrary. This is because local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.

<table>
<thead>
<tr>
<th>OPR Recommendation</th>
<th>What this means for Lancaster</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screen the following project types from VMT analysis:</td>
<td>The City is following OPR guidance which means that projects that generate less than 110 daily trips and projects that include local serving retail uses less than 50 ksf would not need to complete a VMT analysis.</td>
</tr>
<tr>
<td>- Projects that generate less than 110 daily trips</td>
<td></td>
</tr>
<tr>
<td>- Local serving retail uses (&lt;50 ksf)</td>
<td></td>
</tr>
</tbody>
</table>

**Low VMT Area Screening**

Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

Low VMT areas for residential projects are defined as TAZs that generate VMT on a per capita basis that is at least 15% lower than the Baseline VMT. The VMT metrics for the City of Lancaster in comparison to the AVPA are presented in Table 4A. As shown, the average Home-Based VMT per capita in the City is approximately 30% below the regional average.
Table 4A: SCAG Model Outputs for Antelope Valley Planning Area and City of Lancaster (Home-Based VMT)

<table>
<thead>
<tr>
<th>VMT Metrics</th>
<th>AVPA Region/Lancaster Average VMT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2012 Base Year Model</td>
</tr>
<tr>
<td>AVPA Regional Home-Based VMT per Capita</td>
<td>21.0</td>
</tr>
<tr>
<td>City Home-Based VMT per Capita</td>
<td>14.7</td>
</tr>
<tr>
<td>% Difference</td>
<td>-30%</td>
</tr>
</tbody>
</table>

Figure 3 illustrates the Home-Based VMT per capita in the City of Lancaster by TAZ in comparison to the regional (AVPA) average. As expected, based on the Citywide VMT information in the above table, the majority of the TAZs have Home-Based VMT per capita at least 15% lower than the Baseline VMT.

The VMT metrics illustrated in Figure 3 can be used to screen residential projects in low VMT areas. Specifically, if a residential project is proposed in a TAZ that has VMT at least 15% lower than the regional average, the project would also be expected to generate VMT at least 15% lower than the regional average.
Low VMT Area Screening: Residential

- Lancaster

- >15% below AVPA Average
- 0 -15% below AVPA Average
- Higher than AVPA Average
- No Population

Figure 3
Low VMT areas for office projects are defined as TAZs that generate VMT on a per employee basis that is at least 15% lower than the regional average. The VMT metrics for the City of Lancaster in comparison to the AVPA regional average are presented in Table 4B. As shown, the average Home-Based Work VMT per employee is approximately 11% below the regional average.

**Table 4B: SCAG Model Outputs for Antelope Valley Planning Area (AVPA) and City of Lancaster (Home-Based Work VMT)**

<table>
<thead>
<tr>
<th>VMT Metrics</th>
<th>AVPA Region/Lancaster Average VMT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2012 Base Year Model</td>
</tr>
<tr>
<td>Regional Home-Based Work VMT per Employee</td>
<td>11.0</td>
</tr>
<tr>
<td>City Home-Based Work VMT per Employee</td>
<td>9.4</td>
</tr>
<tr>
<td>% Difference</td>
<td>-15%</td>
</tr>
</tbody>
</table>

Figure 4 shows Home-Based Work VMT per employee for TAZs in the City of Lancaster in comparison to the regional average. Based on the Citywide VMT information presented above, many TAZs have Home-Based Work VMT per employee lower than the regional average. Additionally, several TAZs do not have any employees, and thus do not have a Home-Based Work VMT per Employee metric.

OPR’s guidance for residential and office project screening and the implications of this guidance for the City of Lancaster are presented below.

<table>
<thead>
<tr>
<th>OPR Recommendation</th>
<th>What this means for Lancaster</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screen the following project type from VMT analysis: - Residential and Office projects located in low VMT generating TAZs, defined as VMT per capita or VMT per employee that is at least 15% lower than the baseline regional average.</td>
<td>The City is following OPR guidance which means that residential and office projects located in low VMT areas, defined as 15% below the Baseline VMT for the AVPA, would not need to complete a VMT analysis.</td>
</tr>
</tbody>
</table>
Angeles NF
West Avenue J
West Avenue G
Godde Hill Road
West Avenue O
West Avenue F
West Avenue M
West Avenue H
West Avenue J 8
West Avenue I
West Lancaster Bl
Rancho Vista Road
15th Street West
West Avenue L
East Avenue O
Technology Dr
Sierra Highway
10th Street West
Johnson Road
West Avenue B
Division Street
60th Street West
30th Street West
East Avenue M
30th Street East
East Avenue H
50th Street East
50th Street West
90th Street West
Elizabeth Lake Rd
38th Street West
East Avenue E
90th Street East
West Avenue E
138
Low VMT Area Screening:
Office

Lancaster
>15% below AVPA Average
0 -15% below AVPA Average
Higher than AVPA Average
No Employee

Figure 4

Low VMT Area Screening: Office
Transit Priority Area (TPA) Screening

Projects located within Transit Priority Areas (TPAs) may also be exempt from VMT analysis. TPAs are defined in the OPR Technical Advisory as a ½ mile radius around an existing or planned major transit stop, or an existing stop along a high-quality transit corridor (HQTC). HQTCs are defined in the technical advisory as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Figure 5 shows potential TPAs within the City of Lancaster, many of which are based on proposed changes to Antelope Valley Transit Authority (AVTA) Routes 1 and 12. Currently, these two routes operate with service intervals that are longer than 15 minutes during peak commute hours, disqualifying them from consideration in the demarcation of TPAs. However, if the changes proposed in AVTA’s Strategic Mobility Plan for the Antelope Valley (November 2019) are implemented, Routes 1 and 12 will operate at higher frequency, resulting in the potential TPAs shown in Figure 5. If the proposed changes are not implemented, the City of Lancaster’s only TPA will be the half-mile radius surrounding the Metrolink station. Based on OPR guidance, projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary.

In addition to transit proximity, OPR also recommends that other project characteristics be considered to determine if TPA screening criteria are satisfied. To be considered for TPA screening, a project should have the following characteristics:

- A Floor Area Ratio (FAR) of 0.75 or greater;
- Is consistent with the applicable SCAG SCS (as determined by the City);
- Does not provide more parking than required by the City; and
- Does not replace affordable housing units with a smaller number of moderate- or high-income residential units.

Given this guidance in the context of the City of Lancaster, TPA screening would be acceptable for the following uses:

- Multifamily residential projects, which provide higher density housing in the City. A project that is replacing affordable residential units with market-rate units would not qualify.
- Commercial projects in areas that are currently zoned for commercial use. It should be noted that the City does not require a minimum number of parking spaces for commercial uses.

The potential TPA shown in Figure 5 comprises approximately half of the land area of the City’s Urban Core (extending from 30th Street West to 20th Street East and from Avenue L to Avenue I). If AVTA’s proposed changes to Routes 1 and 12 are funded and implemented, many multifamily residential and commercial projects within the Urban Core could be screened from VMT analysis by virtue of being located within a TPA. If the proposed changes are not implemented, the City of Lancaster’s only TPA will
be the half-mile radius surrounding the Metrolink station. OPR’s guidance for TPA project screening and the implications of this guidance for the City of Lancaster are presented below.

<table>
<thead>
<tr>
<th>OPR Recommendation</th>
<th>What this means for Lancaster</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screen the following project types from VMT analysis:</td>
<td>The City is following OPR guidance which means that projects located within a ½ mile from the Metrolink station would not need to complete a VMT analysis. If AVTA’s proposed changes to Routes 1 and 12 are implemented, projects located within a ½ mile of these routes would also not need to complete a VMT analysis. TPA Screening is only applicable for multifamily residential projects and projects in existing commercial areas as these are the kinds of high-density land uses that benefit from improved access to transit and are consistent with the RTP/SCS.</td>
</tr>
<tr>
<td>- Project is located in a TPA and has the following characteristics:</td>
<td></td>
</tr>
<tr>
<td>- Floor Area Ratio (FAR) greater than or equal to 0.75</td>
<td></td>
</tr>
<tr>
<td>- Is consistent with the applicable SCAG SCS (as determined by the City)</td>
<td></td>
</tr>
<tr>
<td>- Does not provide more parking than required by the City</td>
<td></td>
</tr>
<tr>
<td>- Does not replace affordable housing units with a smaller number of moderate- or high-income residential units</td>
<td></td>
</tr>
</tbody>
</table>

**Affordable Housing Screening**

Affordable housing is known to generate lower VMT than market-rate housing. In addition, affordable housing in infill areas can shorten commutes by providing housing closer to where people work, thereby reducing VMT. Affordable housing units can be presumed to have a less than significant impact on VMT, absent substantial evidence to the contrary, and can be screened from requiring further VMT analysis. The screening can be applied to projects containing all affordable housing units or to only those units within a larger development that meet affordable housing requirements.

**Transportation Facilities Screening**

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 improve traffic operations at current bottlenecks, such as intersection traffic control (e.g., traffic signals or roundabouts), or widening at intersections to provide new turn lanes are not expected to increase VMT. The following transportation projects can be screened from further VMT analysis.

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation facilities and do not add additional motor vehicle capacity
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, or two-way left turn lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Reduction in number of travel lanes
- Installation, removal, or reconfiguration of traffic control devices
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices

**VMT Screening Summary**

*Table 5* provides a summary of VMT screening criteria for projects in the City of Lancaster based on the screening options described above. A project only needs to satisfy one of the screening criteria to be exempt from requiring further VMT analysis.

<table>
<thead>
<tr>
<th>Screening Categories</th>
<th>Project Requirements to Meet Screening Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Size</td>
<td>A project that generates 110 or fewer daily trips.</td>
</tr>
<tr>
<td>Locally Serving Retail</td>
<td>A project that has locally serving retail uses that are 50,000 square feet or less,</td>
</tr>
<tr>
<td></td>
<td>including specialty retail, shopping center, grocery store, pharmacy, financial services/banks, fitness center</td>
</tr>
<tr>
<td></td>
<td>or health club, restaurant, and café. If the project contains other land uses, those uses need to be</td>
</tr>
<tr>
<td></td>
<td>be considered under other applicable screening criteria.</td>
</tr>
<tr>
<td>Project Located in a Low VMT</td>
<td>A residential or office project that is located in an area that is already 15% below the AVPA Baseline VMT.</td>
</tr>
<tr>
<td>Area</td>
<td></td>
</tr>
<tr>
<td>Transit Proximity</td>
<td>A project that is located within a ½ mile of the Metrolink station or within a ½ mile of a bus stop with</td>
</tr>
<tr>
<td></td>
<td>service frequency of 15 minutes or less during commute periods.</td>
</tr>
<tr>
<td></td>
<td>In addition, the project should have the following characteristics:</td>
</tr>
<tr>
<td></td>
<td>- A floor Area Ratio (FAR) of 0.75 or greater</td>
</tr>
<tr>
<td></td>
<td>- Is consistent with the applicable SCAG SCS (as determined by the City)</td>
</tr>
<tr>
<td></td>
<td>- Does not provide more parking than required by the City</td>
</tr>
<tr>
<td></td>
<td>- Does not replace affordable housing units</td>
</tr>
<tr>
<td>Affordable Housing</td>
<td>A residential project that provides affordable housing units; if part of a larger development, only those</td>
</tr>
<tr>
<td></td>
<td>units that meet the definition of affordable housing satisfy the screening criteria.</td>
</tr>
<tr>
<td>Transportation Facilities</td>
<td>Transportation projects that promote non-auto travel, improve safety, or improve traffic operations at</td>
</tr>
<tr>
<td></td>
<td>current bottlenecks, such as transit, bicycle and pedestrian facilities, intersection traffic control (e.g.,</td>
</tr>
<tr>
<td></td>
<td>traffic signals or roundabouts), or widening at intersections to provide new turn lanes.</td>
</tr>
</tbody>
</table>
Figure 5
Transit Priority Areas - Existing and Potential Transit Services

- Metrolink Station (Existing)
- AVTA Route 1 (Potential)
- AVTA Route 12 (Potential)
- Transit Priority Area (Potential)
- City of Lancaster
VMT Analysis Methodology

For projects that do not meet any of the screening criteria above, a VMT analysis would be required. 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 Plan or General Plan) and projects consisting of residential, office, and retail land uses, the VMT analysis can be conducted using the SCAG model. For other project types, such as performing arts center or special event venue, the VMT analysis should be customized to determine the unique trip generation and trip length characteristics of the proposed uses.

As required under current practice, the VMT analysis should consider the potential impacts of the project under both existing and future/cumulative conditions as follows:

- **Existing/Baseline Conditions**: Project-generated VMT should be estimated for the proposed land uses under existing/baseline conditions. VMT can be estimated using the SCAG regional travel demand model and should be reported as VMT per capita (residential projects), VMT per employee (office or employment-generating projects), or VMT per service population (all other land uses). For land use plans, VMT per service population or Total VMT can be used to determine potential impacts.

- **Cumulative Conditions**: A less than significant impact under Existing/Baseline conditions would also result in a less than significant cumulative impact as long as the project is consistent with the SCAG RTP/SCS.

In some cases, the Project-effect on VMT should be estimated under cumulative conditions to determine if VMT in the study area would be higher/lower in the future with the project in place. This analysis would be applicable to large planning efforts that may result in changes to regional travel patterns. To evaluate the project’s effect on VMT, the future year travel demand model should be updated to reflect the project and determine if the Citywide VMT increases or not with the project. The user may elect to complete a redistribution of land use to ensure that the "no project" assessment and the "with project" assessment contain the same land use control totals for the City, especially if the project is large enough that it would affect land use absorption elsewhere.

VMT Impact Thresholds

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 City can adopt threshold of significance for VMT by ordinance, resolution, rule or regulation through a public review process supported by substantial evidence. OPR’s Technical Advisory has identified 15% below the regional average as the threshold for identifying a significant VMT impact for land use projects and plans. This is based on research conducted to determine the VMT reduction needed in order to help the State achieve its climate goals. The California Air Resources Board has quantified the need for VMT reduction in order to
meet the State’s long-term climate goals and OPR sees reducing VMT to 15% below existing conditions as a reasonable threshold for new development projects.

OPR guidance is also provided for transportation projects. For roadway widening projects, a significant impact would occur if the project increased the baseline VMT in the study area.

The VMT thresholds for projects and plans in the City of Lancaster are summarized below in Table 6.

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Threshold for Determination of Significant VMT Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Project</td>
<td>Project exceeds 15% below AVPA Baseline VMT for home-based VMT per capita</td>
</tr>
<tr>
<td>Employment (Commercial or Industrial) Project</td>
<td>Project exceeds 15% below AVPA Baseline VMT for home-based work VMT per employee</td>
</tr>
<tr>
<td>Regional Retail Project</td>
<td>Project results in a net increase in total VMT per service population in comparison to the AVPA Baseline VMT</td>
</tr>
<tr>
<td>Mixed-Use Projects</td>
<td>Evaluate each project land use component separately using the criteria above</td>
</tr>
<tr>
<td>Land Use Plans</td>
<td>Plan exceeds 15% below AVPA Baseline VMT for Total VMT per service population</td>
</tr>
<tr>
<td>Other land use types</td>
<td>Project exceeds 15% below AVPA Baseline VMT. For land use types not listed above, the City can determine the appropriate VMT metric depending on the project characteristics. For projects that are generally producing job-related travel, the employment generating VMT (home-based work VMT per employee) can be compared to the baseline. For other projects, the total VMT per service population can be compared to the AVPA baseline, or the net change in Total VMT can be estimated.</td>
</tr>
<tr>
<td>Transportation Projects</td>
<td>Project results in an increase in VMT in the study area in comparison to baseline conditions</td>
</tr>
</tbody>
</table>

### VMT Mitigations

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 reduce the number of single-occupant vehicles generated by the site. This can be accomplished by changing the land uses being proposed or by implementing Transportation Demand Management (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 is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA, 2010). CAPCOA offers methodology based on preferred literature, along with methodology based on alternative literature, for each strategy. The strategies described below are a sample of the options most effective in areas like Lancaster, some of which are already being implemented in the City pursuant to the City’s TDM ordinance.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Description</th>
<th>VMT Impact</th>
<th>CAPCOA VMT Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use &amp; Location</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increase Density</td>
<td>Designing a Project with increased densities, where allowed by the General Plan and/or Zoning Ordinance reduces GHG emissions associated with traffic in several ways.</td>
<td>Minimizes number and length of vehicle trips and provides greater options for use of alternative modes.</td>
<td>0.8% - 30%</td>
</tr>
<tr>
<td>Increase Diversity of Urban and Suburban Developments (Mixed Use)</td>
<td>Includes mixed uses within Projects or in consideration of surrounding area.</td>
<td>Minimizes number and length of vehicle trips.</td>
<td>9% - 30%</td>
</tr>
<tr>
<td>Increase Destination Accessibility</td>
<td>Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones.</td>
<td>Minimizes number and length of vehicle trips.</td>
<td>6.7% - 20%</td>
</tr>
<tr>
<td>Increase Transit Accessibility</td>
<td>Locating a project with high density near transit will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT.</td>
<td>Encourages transit use to replace vehicle trips.</td>
<td>0.5% - 24.6%</td>
</tr>
<tr>
<td>Strategy</td>
<td>Description</td>
<td>VMT Impact</td>
<td>CAPCOA VMT Reduction</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td><strong>Neighborhood / Site Enhancement</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provide Pedestrian Network Improvements</td>
<td>Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. This mode shift results in people driving less and thus a reduction in VMT.</td>
<td>Encourages people to walk within and to a Project</td>
<td>0% - 2%</td>
</tr>
<tr>
<td>Implement a Neighborhood Electric Vehicle (NEV) Network</td>
<td>NEVs offer an alternative to traditional vehicle trips and can legally be used on roadways with speed limits of 35 MPH or less. They are ideal for short trips up to 30 miles in length.</td>
<td>Minimizes length of vehicle trips; electrification reduces GHG emissions.</td>
<td>0.5% - 12.7%</td>
</tr>
<tr>
<td>Provide Traffic Calming Measures</td>
<td>Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift will result in a decrease in VMT. Project design will include pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements.</td>
<td>Encourages people to walk or bicycle, especially for shorter trips.</td>
<td>0.25% - 1%</td>
</tr>
<tr>
<td>Strategy</td>
<td>Description</td>
<td>VMT Impact</td>
<td>CAPCOA VMT Reduction</td>
</tr>
<tr>
<td>----------</td>
<td>-------------</td>
<td>------------</td>
<td>----------------------</td>
</tr>
<tr>
<td><strong>Commute Trip Reduction</strong></td>
<td>Projects can implement a car-sharing program to allow people to have on-demand access to a shared fleet of vehicles on an as-needed basis. Car-sharing programs may be grouped into three general categories: residential- or citywide-based, employer-based, and transit station-based.</td>
<td>Reduces need to own a vehicle or the number of household vehicles.</td>
<td>0.4% - 0.7%</td>
</tr>
<tr>
<td>Implement Car-Sharing Program</td>
<td>Encouraging telecommuting and alternative work schedules reduces the number of commute trips and therefore VMT traveled by employees. Alternative work schedules could take the form of staggered start times, flexible schedules, or compressed work weeks.</td>
<td>Reduces the number of days employees need to work and/or shifts commute time outside of peak periods to avoid adding congestion.</td>
<td>0.07% - 5.5%</td>
</tr>
<tr>
<td>Encourage telecommuting and Alternative Work Schedules</td>
<td>Projects can implement a voluntary Commute Trip Reduction program with employers to discourage single-occupancy vehicle trips and encourage alternative modes of transportation. Alternatively, a jurisdiction can implement a Commute Trip Reduction Ordinance with the intent of reducing drive-alone travel mode share.</td>
<td>Encourages alternatives to commuting in single-occupancy vehicles.</td>
<td>1% - 6.2%</td>
</tr>
</tbody>
</table>
### Transportation Analysis Updates in Lancaster

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Description</th>
<th>VMT Impact</th>
<th>CAPCOA VMT Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Parking Policy/Pricing</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Limit Parking Supply</td>
<td>Projects can change parking requirements and types of supply within the Project site to encourage &quot;smart growth&quot; development and alternative transportation choices by project residents and employees.</td>
<td>Encourages alternatives to the use of single-occupancy vehicles.</td>
<td>5% - 12.5%</td>
</tr>
<tr>
<td>Unbundle Parking Costs from Property Cost</td>
<td>Unbundling separates parking from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost from the property cost.</td>
<td>Encourages alternatives to the use of single-occupancy vehicles.</td>
<td>2.6% - 13%</td>
</tr>
<tr>
<td>Implement Market-Price Public Parking</td>
<td>Price all central business district/employment center/retail center on-street parking to encourage &quot;park once&quot; behavior. This deters parking spillover from project-supplied parking to other public parking nearby to avoid undermining the VMT benefits of pricing project-supplied parking.</td>
<td>Encourages people to park once and walk between destinations instead of driving.</td>
<td>2.8% - 5.5%</td>
</tr>
</tbody>
</table>

Specific mitigation strategies 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 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 City.
Pilot Project Testing

Four projects in the City of Lancaster were identified as “pilot projects” to outline the anticipated VMT analysis process. The following pilot projects represent a mix of development types that could occur in the City:

- NW Corner of Avenue K & 10th Street West - 15 thousand square feet (ksf) restaurant and 6 ksf retail
- 1752 East Avenue J-4 - 264 apartment units
- SE Corner of Avenue L & 20th Street West - 3 ksf mini-mart, 3.8 ksf gas island, and 2.6 ksf commercial
- Parcel bounded by Avenue I, Lancaster Blvd, 35th Street West, and 45th Street West – 543 single family homes and 7.94 acres of park space

The following section provides a step-by-step guide of the analysis process.

Prior Transportation Analysis

For comparison purposes, we looked at what type of analysis was done for each of the projects when they were originally approved by the City. Due to their varying sizes, the four projects had different levels of transportation analysis ranging from a Categorical Exemption to a full Traffic Impact Study as part of an Environmental Impact Report (EIR). Three of the pilot studies had LOS impact analysis conducted (one of the three is currently being analyzed). Of the two published studies, the only study that reported significant transportation impacts was the residential subdivision bounded by Avenue I, Lancaster Blvd, 35th Street West, and 45th Street West.

Project Size Screening

The City recommendation screens projects from further VMT analysis if they generate fewer than 110 daily trips and have less than 50 ksf of retail uses. None of the pilot projects would generate fewer than 110 daily trips. Considering this, both the multifamily residential project and the residential subdivision would be required to conduct additional VMT analysis. However, for both of the pilot projects containing retail uses, the amount of proposed retail is less than 50 ksf. Because these projects consist solely of commercial/retail uses, they would be screened from further VMT analysis.

Low VMT Screening

The City recommendation screens residential projects from further VMT analysis if they are located in a low VMT generating TAZ, defined as VMT that is at least 15% lower than the baseline regional (AVPA) average. The restaurant & retail project (NW Corner of Avenue K & 10th Street West) and the residential...
Transportation Analysis Updates in Lancaster

subdivision project (bounded by Avenue I, Lancaster Blvd, 35th Street West, and 45th Street West) are in low VMT areas of the City and would be screened from further VMT analysis.

Transit Priority Area Screening

The City recommendation screens projects from further VMT analysis if they are located in the City’s definition of a TPA, which currently includes the ½ mile radius surrounding the Metrolink Station and may eventually include the ½ mile radius surrounding AVTA Routes 1 and 12. While none of the pilot projects are located within the existing TPA, the restaurant & retail project and the multifamily residential project are both located within the proposed TPA and meet the TPA screening criteria.

VMT Analysis

Based on the City recommended screening criteria, the gas station & commercial corner project (SE Corner of Avenue L & 20th Street West) would not need to conduct a VMT analysis. However, for the purposes of showing the results of the VMT analysis (if required), all four land use pilot projects were analyzed to determine if they had the potential to result in VMT impacts according to OPR guidance and the City’s recommended significance thresholds.

For residential projects, VMT is defined as measurement of Home-Based trips per capita, which reflects all trips that begin or end at a residential unit. The two residential projects (1752 East Avenue J-4 and the parcels bounded by Avenue I, Lancaster Blvd, 35th Street West, and 45th Street West) were analyzed for potential VMT impacts by comparing their 2020 Home-Based VMT per capita to the AVPA average. The VMT metrics for each project were estimated from the baseline (2020) VMT trends for the project TAZ from the SCAG model. When comparing the Home-Based VMT per capita to the AVPA average, the residential subdivision project is significantly below the 15% threshold and would not be considered to have VMT impacts. While the multifamily residential project is not below the 15% threshold, it is located within a potential TPA (if AVTA routes are provided) and would therefore not be considered to have VMT impacts (specific VMT metrics are provided in the pilot project summary below).

For office projects, VMT is defined as measurement of Home-Based Work VMT per employee, which reflects trips between the employee’s residential location and work location. The restaurant & retail project (NW Corner of Avenue K & 10th Street West) and the gas station & commercial corner project (SE Corner of Avenue L & 20th Street West) were analyzed for potential VMT impacts by comparing their 2020 Home-Based Work VMT per employee to the AVPA average. The VMT was estimated from the baseline VMT trends for the project TAZ from the SCAG model. When comparing the Home-Based Work VMT per employee to the regional average, the restaurant & retail project VMT is greater than the 15% threshold and would be considered to have a potential transportation impact. The gas station & commercial corner project is also greater than the 15% threshold, and therefore, would have a potential transportation impact (specific VMT metrics are provided in the pilot project summary below). However, both projects can be screened from requiring further VMT analysis based on the local serving retail criteria.
Cumulative Impacts

Lastly, the pilot projects were evaluated for potential cumulative impacts. This was done by looking at average project-level TAZ VMT (per capita or per employee) and determining whether VMT is anticipated to grow in the future. All four of the pilot projects were tested for cumulative impacts and none were expected to grow in VMT at the project-level TAZ. In addition, the types of developed proposed are consistent with the SCAG RTP/SCS.

Pilot Project Summary

Each pilot projects’ VMT analysis process is described below assuming that the recommended City screening criteria and impact thresholds are applied.

- NW Corner of Avenue K & 10th Street West - 15 ksf restaurant and 6 ksf retail
  - Not screened from further VMT analysis due to project size
  - Screened from further VMT analysis based on retail criteria
  - Not screened from further VMT analysis based on low VMT area for office projects
  - Screened from further VMT analysis due to project location within a TPA
  - Project Home-Based Work VMT per employee estimate is 8.22 and 13% less than regional Home-Based Work VMT per employee (9.43)
    - Yes, potential Home-Based Work VMT impact (if 15% below regional average is threshold)
    - No cumulative impact, future VMT is lower than baseline and consistent with SCAG RTP/SCS

- 1752 East Avenue J-4 - 264 apartment units
  - Not screened from further VMT analysis due to project size
  - Not screened from further VMT analysis based on low VMT area for residential projects
  - Screened from further VMT analysis due to project location within a TPA
  - Project residential VMT per capita estimate is 18.58 and 8% less than regional residential VMT per capita (20.19)
    - Yes, potential residential VMT impact (if 15% below regional average is threshold)
    - No cumulative impact, future VMT is lower than baseline and consistent with SCAG RTP/SCS

- SE Corner of Avenue L & 20th Street West - 3 ksf mini-mart, 3.8 ksf gas island, and 2.6 ksf
  - Not screened from further VMT analysis due to project size
  - Screened from further VMT analysis based on retail criteria
  - Not screened from further VMT analysis based on low VMT area for office projects
  - Not screened from further VMT analysis due to project location within a TPA
Project Home-Based Work VMT per capita estimate is 10.12 and 7% greater than regional Home-Based Work VMT per capita (9.43)
  - Yes, potential Home-Based Work VMT impact (if 15% below regional average is threshold)
  - No cumulative impact, future VMT is lower than baseline and consistent with SCAG RTP/SCS

Parcel bounded by Avenue I, Lancaster Blvd, 35th Street West, and 45th Street West – 543 single family homes and 7.94 acres of park space
  - Not screened from further VMT analysis due to project size
  - Screened from further VMT analysis based on low VMT area
  - Not screened from further VMT analysis due to location within a TPA
  - Project residential VMT per capita is 16.06 and 20% lower than regional residential VMT per capita (20.19)
    - No residential VMT impact (if 15% below regional average is threshold)
    - No cumulative impact, future VMT is lower than baseline and consistent with SCAG RTP/SCS
## Appendix A: VMT Metrics in Lancaster and Antelope Valley Planning Area – 2012, 2020, 2040

<table>
<thead>
<tr>
<th>VMT Metrics</th>
<th>Average VMT</th>
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<tbody>
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A. INTRODUCTION

Physical Mobility – how goods and people move about in a community – is one of the most pervasive issues a locality must address. This issue affects land use, urban design, energy consumption, air quality, and the city’s infrastructure. Addressed not only at the local level, circulation decisions must be coordinated with regional, state, and federal agencies, as well as with neighboring communities. In this section, transportation facilities are discussed, as well as alternative modes of transportation.

Future growth in the Lancaster area will impact existing streets and air transportation, and will require close attention to avoid exacerbating already existing problems.

Major sections within the Plan for Physical Mobility are:

- Streets and Highways
- Parking Facilities
- Alternative Transportation Modes
- Commodity Movement
- Air Transportation

B. ISSUES, OPPORTUNITIES, AND CONSTRAINTS

STREETS AND HIGHWAYS

◊ The City has adopted the Master Plan of Complete Streets, which encourages the development of a complete streets network throughout the community to create a more balanced transportation system for all users. The Master Plan of Complete Streets will ensure that new and updated public and private projects are planned, designed, maintained, and operated, to enable safe, comfortable, and convenient travel to the greatest extent possible for users of all ages and abilities including pedestrians, bicyclists, motorists, and transit riders.

◊ The Cities of Lancaster, Palmdale, Santa Clarita, and the County of Los Angeles constitute the North L.A. County Subregion under SCAG for identifying and addressing regional transportation issues.

◊ The North County Transportation Coalition (NCTC) was formed to coordinate regional transportation issues in the North County. This coalition works with Metro, SCAG, Caltrans, and other regional and state entities to identify and promote and secure funding for priority projects that address the transportation needs of North County. The NCTC is composed of representatives from the cities of Lancaster, Palmdale, Santa Clarita, and Los Angeles County.
To increase the effectiveness of city streets, a regional arterial system is proposed that will allow limited access and more efficient movement of vehicles around the City and to surrounding areas.

To relieve congestion on city streets, a regional arterial system is proposed that will allow limited access and more efficient movement of vehicles around the City and to surrounding areas.

The City recognizes that vehicular Level of Service (LOS) is not to be used as a measure of transportation impacts in the context of CEQA. In conformance with Senate Bill (SB) 743, the City recognizes that vehicular Level of Service (LOS) is not to be used as a measure of transportation operations. Therefore, the City will develop and implement a two-tier process for identifying and evaluating potential transportation issues associated with new land development and infrastructure projects located within the City. The first tier will consist of a CEQA-based approach using the metric of vehicle miles traveled (VMT) to identify potential transportation issues by applying CEQA designated methodologies and thresholds. The second tier will be a City-based approach that will continue to use LOS to evaluate projects for potential safety and operational issues when applied against thresholds established by the City.

In addition, therefore, the City has determined that an alternative performance measure will be applied to the City’s “infill area” as identified in Section 17.08.080 of the Lancaster Zoning Code. All other development outside of the “infill area” will be subject to evaluation of vehicular LOS; however, mitigation of strictly vehicular based LOS impacts shall be evaluated against other City goals and objectives in the Master Plan of Complete Streets.

The City recognizes that vehicular Level of Service (LOS) is not the sole measure of transportation operations. Therefore, the City has determined that an alternative performance measure will be applied to the City’s “infill area” as identified in Section 17.08.080 of the Lancaster Zoning Code. All other development outside of the

![Arterial street](image1)

![Signal at Division Street](image2)
“infill area” will be subject to evaluation of vehicular LOS; however, mitigation of strictly vehicular based LOS impacts shall be evaluated against other City goals and objectives in the Master Plan of Complete Streets.

◊ To ensure the continued efficient use of city streets, there is a need to anticipate future development and associated increased demands that will be placed on roadway capacities. To determine when streets will begin to experience increased traffic congestion and lower levels of service, there is a need to anticipate future development and associated increased demands that will be placed on roadway capacities.

◊ Although the City of Lancaster projects increases in employment opportunities within the area, many residents will continue to commute to the San Fernando Valley and Los Angeles area for jobs. Regional and subregional planning programs that promote a jobs/housing balance must be continued.

◊ In addition to providing alternate streets to increase efficiency, measures are necessary to maximize the effectiveness of existing streets to accommodate future demands. These measures include but are not limited to improving existing facilities, limiting direct access to arterials, ensuring better land use relationships, promoting Transportation System Management (TSM) techniques, developing regional systems enhancement and insuring better coordination with affected agencies.

In addition to providing alternate streets to reduce congestion, measures are necessary to maximize the capacity of existing streets to accommodate future demands. These measures include but are not limited to improving existing facilities, limiting direct access to arterials, ensuring better land use relationships, promoting Transportation System Management (TSM) techniques, developing regional systems enhancement and insuring better coordination with affected agencies.

◊ Provisions of the Plan for Physical Mobility and programs to mitigate traffic impacts of new development are subject to the provisions of the Los Angeles County Congestion Management Plan (CMP) identified regional arterial system. In simple terms, the CMP requires that new developments provide adequate
analysis and mitigation of their traffic impacts on the regional arterial and State highway system, including analysis and mitigation across jurisdictional boundaries.

◊ In addition to maintaining existing facilities and providing new facilities, there is a need to continue to identify intersections with inefficient traffic operations, high rates of collision, unsafe pedestrian or bicyclist accessibility, or other deficiencies, to analyze their characteristics, and to propose and prioritize improvements to address those deficiencies, such as signalization and additional turn lanes.

The Avenue L and H overpass improvements that take traffic over the railroad right-of-way have alleviated the impediment of east/west movement of emergency vehicles that existed in the past.

◊ As Lancaster developed and traffic volumes increased, many of the on-street bike lanes along arterial streets were removed to provide additional vehicle lanes. Over the past several years, new on-street bicycle lanes have been added. However, additional lanes are needed to provide city-wide circulation for bicycles. The Master Plan of Complete Streets identifies streets within Lancaster that can be enhanced with bicycle lanes. The Master Plan of Trails and Bikeways also addresses the bikeway system Citywide.

PARKING FACILITIES

◊ The City has an adopted Specific Plan for Downtown Lancaster, as well as a transit-oriented development overlay zone for the areas proximate to the Metrolink Station. These plans established revised off-street parking requirements, recognizing that the street and development pattern in this area provide a higher quality walking and biking environment that is typical in other areas of the City.
The City has revised the development codes in its commercial areas to allow flexibility in off-street parking requirements based on demonstrated business need rather than application of a specific uniform standard. Over time, this will create a better balance between parking demand and supply, allowing for more efficient use of property and transition of areas from lower to higher intensity use.

With the recent focus on community design, parking lot landscaping is now more of a priority in Lancaster than in the past.

ALTERNATIVE TRANSPORTATION MODES

The City will continue to increase the availability, operating capacity and efficiency of alternative modes of transportation to better align with the State’s climate and air quality goals. Alternative modes of transportation are crucial in the State’s effort to shift the focus of transportation from the driver’s experience (level of service) to the impact of driving on the environment (vehicle miles traveled). By encouraging residents to use these alternative modes, the City will take an active role in helping to reduce both greenhouse gas emissions and traffic congestion while promoting the health benefits of active living.

Lancaster residents have several alternative modes of transportation available to them, including van pooling, local and regional bus service, and Metrolink commuter rail service to the Los Angeles basin. However, the enhancement of existing modes as well as the development of additional transit services should be explored.

As the City continues to develop, it will be important to focus on providing fixed route transit services within the Urbanizing Area where the demand will be greatest and the provision of services most cost effective, while deemphasizing fixed route services in the lower density areas. The City should investigate cost effective alternatives for demand response services such as volunteer driver programs and Metrolink train at the Lancaster Station.
In 1994, Metrolink rail service was brought to Lancaster and the Antelope Valley. Since then, a new Station has been established and ridership is increasing. This system provides an important regional transportation link to employment locations in the Los Angeles metropolitan area and provides an alternative to the automobile, which will increase the overall operating efficiency of the 14 Freeway which helps reduce congestion on the 14 Freeway. As the community continues to grow, there will be a need to expand these services.

It will be important to examine the opportunities for establishing a major multi-modal hub within the City that will provide for connectivity between local and regional transportation services.

Presently, there are over 1,390 new park and ride spaces in five separate facilities in the City. As the City continues to grow, additional facilities may be needed.

In September 2013, the State Legislature adopted Senate Bill 743 which changed the State guidelines for implementing the California Environmental Quality Act (CEQA) in evaluating transportation impacts. The regulatory changes to the CEQA Guidelines that implement SB 743 were approved in December 2018. The changes resulting from this action state that level of service (LOS), when used as a measure of vehicular capacity and traffic congestion, can no longer be used as the basis for identifying transportation-related significant impacts and that vehicle miles traveled (VMT) will be now required as the critical metric when evaluating transportation-related impacts. This change in analysis methodology shifts the focus from impacts on the driver’s individual experience to impacts on the collective environment and better aligns with the State’s climate and air quality goals.

In 2008, the State Legislature adopted Assembly Bill 1358, the California Complete Streets Act. Implementation of the Act requires cities and counties to plan for a balanced, multimodal transportation network that meets the needs of all users of streets and roads, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. The Master Plan of Complete Streets identified existing and potential complete streets in Lancaster, and provides guidance on future development of complete streets that provide infrastructure for walking, bicycling, and public transit.

In 2001, the City amended the General Plan to add the Transit Village District overlay which encompasses the area surrounding the Metrolink commuter rail station and much of downtown Lancaster. This was done in order to take advantage of the unique opportunity to promote the development of transit oriented land uses within the downtown area with increased density and
intensity of uses and improve transit use. At the time of adoption, the Transit Village District was seen as a catalyst for new infill development and improved cost-effectiveness through the reuse of existing infrastructure. Since that time, the City has undertaken various revitalization efforts, including the North Downtown Transit Village Plan and the Downtown Lancaster Revitalization Specific Plan. Both of these project areas are now active with several projects completed or currently under construction or planned in the future.

COMMODITY MOVEMENT

◊ To serve new industries, the City will continue its efforts to attract rail extensions into industrial areas.

◊ Currently, there are no truck routes designated within the Lancaster study area. Projected future development of industry will increase the use of trucks, which could result in congestion and land use conflicts. The SCAG North County Truck Study Phase II addresses these issues.

◊ It will be important for the City in conjunction with other agencies to continue to support the High Desert Corridor bypass system.

AIR TRANSPORTATION

◊ Two commercial aviation facilities are located in and around the City of Lancaster: Fox Field and Palmdale Regional Airport. Both facilities have significant direct and indirect economic impacts on the region.

◊ Palmdale Regional Airport will likely expand in daily operations to the year 2030.

◊ Fox Field will likely remain a general aviation airport, with the number of based aircraft anticipated to increase by 2030.

◊ A Specific Plan for the Fox Field area was adopted in 1995 to ensure that surrounding land uses are compatible. Recent industrial growth in the Fox Field Specific Plan and changing conditions will warrant a re-examination of the Specific Plan in the near future.
C. GOALS, OBJECTIVES, POLICIES, AND ACTIONS

Goal 14:

A well-balanced transportation and circulation system which provides for the efficient and safe transport of goods and people within and through the City of Lancaster; and which balances concerns for mobility with concerns for safety and the quality of the City’s living environment.

Streets and Highways

Past development within the City of Lancaster has generally occurred within a well-defined and compact area. However, approvals for residential development in outlying areas of the City during the 1980's lead to the beginning of a more dispersed pattern of development. This type of development places a significant strain on the ability of the street network to support new residential, commercial, and industrial development and increases the cost of infrastructure and services to maintain these streets. Under a dispersed pattern of development, roads would be required to traverse many miles of undeveloped land in order to link projects in outlying areas to each other and the urban core. To prevent this, it is necessary for the City to consider a more orderly form of urban growth which promotes infill development and allows for expansion into areas which are contiguous to the existing urban core where infrastructure can easily be extended to serve new projects.

Unlike other urban areas within Southern California, the Antelope Valley is characterized by a lack of freeway facilities. The valley’s only freeway, State Route 14, is designed more to move traffic into and out of the valley than it is to facilitate traffic movement within the valley. This lack of freeway facilities results in an increasing reliance on the surface street system to provide for local and regional trips within the valley.

In September 2013, the State Legislature adopted Senate Bill 743 which changed the State guidelines for implementing the California Environmental Quality Act (CEQA) in evaluating transportation impacts. The regulatory changes to the CEQA Guidelines that implement SB 743 were approved in December 2018. The changes resulting from this action state that level of service (LOS), when used as a measure of vehicular capacity and traffic congestion, can no longer be used as the basis for identifying transportation-related significant impacts and that vehicle miles traveled (VMT) will be now required as the critical metric when evaluating transportation-related impacts. Under the guidance of the Governor’s Office of Planning and Research, the City will adopt this change in methodology to better align with the State’s climate and air quality goals.

In 2008, the State Legislature adopted Assembly Bill 1358, the California Complete Streets Act. Implementation of the Act requires cities and counties, to modify their circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with
disabilities, seniors, movers of commercial goods, and users of public transportation. The Complete Streets Act is premised on the notion that a balanced, multimodal transportation network would serve to reduce greenhouse gas emissions, make the most use of transportation infrastructure, and improve public health by encouraging physical activity by shifting short trips in the automobile to biking, walking, and the use of public transit.

The following outlines Lancaster’s program to address current challenges and ensure the adequacy of its road and highway system to accommodate projected growth, while providing a multimodal transportation network that meets the needs of all users.
OBJECTIVE 14.1

Maintain a classification system of streets throughout the City which balances the need for free traffic flow with the development of a well-connected and an integrated multimodal transportation system that offers choices among modes including pedestrian ways, public transportation, streets, and bikeways (reference the Master Plan of Complete Streets for details).

Policy 14.1.1:

Manage traffic on streets to improve safety and reduce operation and maintenance costs. Auto speed and convenience may be diminished in some locations to achieve a more walkable, bike-friendly, and livable community. Street design and operation in these areas should emphasize community character, access to adjacent land uses, and the accommodation of multiple travel modes, rather than vehicle speed.

Specific Actions:

14.1.1(a)

Utilize the Transportation Master Plan of Complete Streets to identify and prioritize capital improvements including road widening, paving, and intersection improvements. Develop an overall policy to prioritize funding and timing for implementing transportation improvements. Consider prioritizing multimodal projects that provide the most benefit to all users especially relatively low cost improvements that return high value safety and economic benefits.

Status: Existing Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Department Budget
Adopt variable standards for traffic speed and travel delay that recognize the character of adjacent land uses, the functions of different streets, the different modes of transportation on a street or corridor, and other community development goals. The City recognizes that vehicle based Level-of-Service (LOS) shall not be the sole measure of overall transportation operations. The following standards shall apply:

The City recognizes that vehicular Level of Service (LOS) is not to be used as a measure of transportation impacts in the context of CEQA. Therefore, the City has determined that a dual-analysis process will be applied for identifying and evaluating potential transportation impacts and necessary roadway improvements associated with new land development and infrastructure projects located within the City. The first analysis will consist of an approach using the metric of vehicle miles traveled (VMT) to identify potential transportation issues by applying CEQA designated methodologies and thresholds. The second analysis will be a localized approach conducted primarily to identify potential safety and operational impact issues when applied against threshold criteria established by the City. This approach will continue to use LOS to evaluate land development and infrastructure projects.

As part of the localized second analysis, the following conditions will apply:
For locations within the City’s “infill area,” as identified in Section 17.08.080 of the Lancaster Zoning Code, peak hour LOS lower then LOS D may be acceptable. Other indicators will also be used to evaluate transportation performance, including, but not limited to: user safety; short- and long-term costs of improvements and maintenance; provision of bicycle, pedestrian, and public transportation facilities; and connectivity of the overall street network. In these locations, the efficiency and convenience of vehicular operations must be balanced with the goal of increasing transit use, bicycling, and walking and other City goals and objectives contained in the adopted Master Plan of Complete Streets. Mitigation of strictly vehicular-based impacts shall not be required solely on the basis of the LOS metric.

For locations outside of the City’s “infill area,” peak hour levels of services should generally be maintained at LOS D. However, mitigation of strictly vehicular-based LOS impacts shall be evaluated against other City goals and objectives contained in the adopted Master Plan of Complete Streets.

As part of the development review process, evaluate the potential impacts of traffic generated by projects using the dual analysis process and determine the effects on adjacent land uses and surrounding neighborhoods, while utilizing a more flexible metric threshold LOS criteria that encourages transit ridership, bicycling, and walking. In the event a development project significantly degrades the effective use or safety of City streets; mitigation improvements may still be required. Mitigation measures should consider transit, bicycle, and pedestrian improvements as well as road improvements.

Status: Existing Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Development Review Fees
14.1.1(c)

As part of the development and environmental review process, ensure that new development meets the provisions of the Los Angeles County Congestion Management Program (CMP) identified regional arteria system by requiring preparation of Traffic Impact Analyses and provision of mitigation as outlined in the CMP.

Status: Existing Program
Responsibility: Public Works and Planning Departments
Time Frame: Ongoing
Funding Source: Department Budgets

14.1.1(cd)

Establish an ongoing traffic monitoring program for the City’s street network.

Status: New Program
Responsibility: Public Works Department
Time Frame: Priority 2
Funding Source: Department Budget

Policy 14.1.2:

Maintain and improve the operation of the street network, while providing the flexibility to allow consideration of innovative design solutions.

Specific Actions:

14.1.2(a)

Review and revise the Zoning and Subdivision Ordinance of the Municipal Code, as necessary, to support a connected multimodal transportation system.

Status: New Program
Responsibility: Public Works and Planning Departments
Time Frame: Priority 1
Funding Source: Department Budgets
14.1.2(b)  
As a condition of approval for new development, require, at a minimum, that all internal streets be in general compliance with the Master Plan of Complete Streets.

Status: Existing Program  
Responsibility: Public Works and Planning Departments  
Time Frame: Ongoing  
Funding Source: Development Review Fees

14.1.2(c)  
Maintain street standards which protect the rural character of areas designated for long-term non-urban use (≥ 2.0 du/ac).

Status: Existing Program  
Responsibility: Public Works Department  
Time Frame: Ongoing  
Funding Source: Department Budget

14.1.2(d)  
Review and revise as necessary alternative standards for all arterial streets in rural areas.

Status: New Program  
Responsibility: Public Works Department  
Time Frame: Priority 1  
Funding Source: Department Budget
Policy 14.1.3:
Require that the fair and equitable cost of constructing arterials which connect outlying urban development to the City core be borne by developments which create the need for them.

Specific Actions:

14.1.3(a)
Establish a procedure to determine road construction needs generated by a proposed development, to assign costs and to arrange for reimbursement by future developments.

Status: New Program
Responsibility: Public Works and Finance Departments
Time Frame: Priority 2
Funding Source: Department Budgets

Policy 14.1.4:
Encourage the design of roads and traffic controls to optimize safe traffic flow by minimizing turning movements, curb parking, uncontrolled access, and frequent stops.

Specific Actions:

14.1.4(a)
Coordinate signal timing along the major corridors of the City’s arterial system.

Status: Implemented
Responsibility: Public Works Department

Policy 14.1.5:
Provide adequate levels of maintenance for all components of the circulation system, such as streets, sidewalks, bicycle facilities, roadway drainage systems, pedestrian, recreational trails, and similar facilities (see also related policies and specific actions in the Pedestrian, Equestrian and Bicycle Trails’ subsection of the Plan for Active Living).
Specific Actions:

14.1.5(a)
As part of the Capital Improvement Program, prioritize and implement street maintenance, repair, and replacement projects and programs as required to retain a state of good repair on City rights-of-way. Where consistent with the Master Plan of Complete Streets and other City design policies, incorporate multimodal facilities into such projects and programs to achieve cost-effective implementation whenever feasible.

Status: Existing Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Department Budget, Capital Improvements Fund

Policy 14.1.6:
Work with regional partners to ensure that the regional circulation system provides adequate connections across the Antelope Valley for convenient circulation and rapid emergency access.

Specific Actions:

14.1.6(a)
Work with Caltrans, City of Palmdale, and County of Los Angeles to coordinate circulation plans including the Master Plan of Complete Streets, between jurisdictions to maintain consistency and continuity where feasible, while not comprising the key design principles and functional objectives of the City’s street designs.

Status: New Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Department Budget

14.1.6(b)
Continue to participate in regular meetings of the North County Transportation Coalition (NCTC) to identify, promote, and secure funding for priority projects that address transportation needs of the City and North County while not compromising the key design principles and functional objectives of the City’s street designs.
In cooperation with members of the North County Transportation Coalition (NCTC), promote the implementation of projects contained within the North County Combined Highway Corridor Study. (See also Policy 14.2.4 and Specific Action 14.2.4(a) and 14.2.4(b)).

Coordinate street system improvements and signalization, and operations with regional and jurisdictional transportation plans.

OBJECTIVE 14.2

Promote a street system which balances the needs of automobiles with the needs of pedestrians, bicyclists, and transit users while protecting environmental and quality of life issues. Over time, Lancaster’s streets should evolve to respond to the needs of transportation users and the surrounding neighborhood.

Policy 14.2.1:

Support and improve a street network that is sensitive to environmental issues such as, biological, land, and water resources, as well as air quality, while permitting continued development within the study area.
Specific Actions:

14.2.1(a)

Continue implementation of state environmental requirements mandated by the California Environmental Quality Act (CEQA) to mitigate, to the extent feasible, significant environmental impacts associated with traffic and circulation improvements.

Status: Existing Program
Responsibility: Planning Department
Time Frame: Ongoing
Funding Source: Development Review Fees

Policy 14.2.2:

Manage the City’s roadway network so that it is aesthetically pleasing through the development and maintenance of streetscapes. Maintain design standards or guidelines for streetlights, landscaping, street furniture, and other streetscape features that enhance Lancaster neighborhoods, with due consideration given to maintenance needs and operational costs.

Specific Actions:

14.2.2(a)

Through the implementation of the Master Plan of Complete Streets and the Community Design subsection of the Plan for Physical Development, establish typical street landscaping sections for each street type and require through the development review process, the installation of parkway and median landscaping, street furniture, and other streetscape enhancements.

Status: New Program
Responsibility: Public Works and Planning Departments
Time Frame: Priority 2
Funding Source: Department Budgets and Development Review Fees

For related policies and specific actions, refer to the Air Resources section of the Plan for the Natural Environment.
14.2.2(b)

Through the development review process, require the installation of street trees in new developments.

Status: Existing Program  
Responsibility: Public Works and Planning Departments  
Time Frame: Ongoing  
Funding Source: Development Review Fees

For related policies and specific actions, refer to the Scenic Resources section of the Plan for the Natural Environment.

Policy 14.2.3:

Support flexible street design and operation that takes into consideration community character, access to adjacent land uses, and the accommodation of multiple travel modes.

Specific Actions:

14.2.3(a)

When considering the design of subdivisions, circulation patterns, and street layouts, traffic flow requirements shall be balanced against their effect on pedestrian, bicycle, and transit access and the livability of both existing and proposed neighborhoods. Where conflicts arise between motorist convenience and the livability and wellbeing of neighborhoods, the latter concerns shall have priority.

Status: Existing Program  
Responsibility: Public Works and Planning Departments  
Time Frame: Ongoing  
Funding Source: Development Review Fees

For related policies and specific actions, refer to the Noise section of the Plan for Public Health and Safety.
14.2.3(b)
Design new streets and street networks to minimize excessive traffic speed through the use of curb extensions, reduced travel lane width, roundabouts, and, where feasible, reduced paved widths.

Status: New Program
Responsibility: Public Works and Planning Departments
Time Frame: Ongoing
Funding Source: Development Review Fees

14.2.3(c)
New subdivision and development street networks should be designed with an emphasis on connectivity and accessibility. Where new street networks are proposed that do not meet such objectives and do not provide connectivity benefits to the public at large (limited number of intersections, limited connections to the surrounding street system, or significant use of cul-de-sacs), consider requiring such streets to be privately owned and maintained.

Status: New Program
Responsibility: Public Works and Planning Departments
Time Frame: Ongoing
Funding Source: Development Review Fees

14.2.3(d)
Continue to evaluate and implement, consistent with City policy, traffic calming, and active transportation (pedestrian and bicycling) improvements on existing public streets as resources are available.

Status: New Program
Responsibility: Public Works and Planning Departments
Time Frame: Ongoing
Funding Source: Development Review Fees

Policy 14.2.4
Promote the creation of a high desert transportation corridor which will provide a direct connection between Interstate 5 and Interstate 15 to the City of Lancaster.
Specific Actions:

14.2.4(a)

Continue to participate in efforts between Lancaster, Palmdale, Los Angeles and San Bernardino Counties, and affected Caltrans districts to promote the construction and financing of a high desert transportation corridor.

Status: Existing Program
Responsibility: Public Works and Planning Departments
Time Frame: Ongoing
Funding Source: Department Budgets and SCAG

14.2.4(b)

Require/encourage all affected land use proposals to consider potential conflicts between future uses of property and transportation activities within the High Desert Corridor.

Status: New Program
Responsibility: Planning Department, and City Council, and Other Land Use Entitlement Agencies
Time Frame: Priority 3
Funding Source: Department Budgets

Parking Facilities

The role of parking facilities in the overall scheme of traffic improvements has been changing over the past several years. Traditionally, cities attempted to maximize the amount of off-street parking provided within residential, commercial, and industrial developments. Through this action, the capacity of street systems could be maximized by using “parking” lanes as travel lanes. In recent years, recognition has grown that large suburban parking facilities encourage the use of single occupant vehicle travel and discourage carpooling and the use of public transit. In addition, large open parking facilities reflect summer heat onto buildings, requiring greater amounts of energy for building cooling. Finally, the existence of very large parking facilities designed to meet Christmas peak demands have also been found to have negative economic consequences for the businesses they serve. Shoppers tend to gravitate toward centers which appear to be successful. Large, vacant parking lots tend to create an unsuccessful image, thereby discouraging some shoppers. The City will continue to examine new innovative approaches to address the issues of parking demand and to explore alternatives to the use of the private automobile.
Objective 14.3

Achieve a balance between the supply of parking and demand for parking, recognizing the desirability and availability of alternatives to the use of the private automobile.

Policy 14.3.1:

Maintain an adequate supply of parking that will support the present level of automobiles and allow for the expected increase in alternative modes of transportation.

Specific Actions:

14.3.1(a)

Periodically evaluate parking demand and supply in the City to assist in identifying potential issues associated with future needs.

Status: Existing Program
Responsibility: Planning Department
Time Frame: Ongoing
Funding Source: Department Budget

14.3.1(b)

Revise, as necessary, City development codes to achieve a balance between actual market demand for and supply of parking to allow for more efficient use of property, achieve greater economic return, and create better accessibility for all travel modes.

Status: Existing Program
Responsibility: Development Services Departments
Time Frame: Ongoing
Funding Source: Department Budget

Policy 14.3.2:

Provide safe and convenient parking that has minimal impacts on the natural environment, the community image, and quality of life.
Specific Actions:

14.3.2(a) Review individual development projects to ensure that parking areas are designed to minimize visual disruption of the overall project or streetscape building edge, and are screened from streets through building placement, landscaping, and other design techniques consistent with CPTED principles.

- Status: Existing Program
- Responsibility: Planning Department
- Time Frame: Ongoing
- Funding Source: Development Review Fees

14.3.2(b) Through the development review process, encourage parking area designs that minimize auto noise, glare, and the “heat island effect” through the use of sound walls, screening with fences, and/or landscaping.

- Status: Existing Program
- Responsibility: Planning Department
- Time Frame: Ongoing
- Funding Source: Development Review Fees

14.3.2(c) Discourage the creation of excessive off-street parking areas in new development, and encourage the transition of existing underutilized parking areas to productive economic use, consistent with the provisions of Specific Actions 14.3.1(a) and 14.3.1(b).

- Status: New Program
- Responsibility: Planning Department
- Time Frame: Priority 2
- Funding Source: Department Budget
14.3.2(d)  
Through the design review process, ensure that the placement and design of off-street parking areas are consistent with the overall design objectives for the project and the area in which it is located, and provides for safe and effective access by motorists as well as pedestrians, bicyclists, and transit users.

Status: Existing Program  
Responsibility: Planning and Public Works Departments  
Time Frame: Ongoing  
Funding Source: Development Review Fees

14.3.2(e)  
Encourage the development of centralized parking lots and structures, where feasible, to promote walking rather than driving between individual businesses. Consider the provision of on-street parking where such parking provides economic, safety, or accessibility benefits, and is consistent with the intended function of the street and the overall character of the area.

Status: Existing Program  
Responsibility: Planning Department  
Time Frame: Ongoing  
Funding Source: Department Budget

14.3.2(f)  
As part of the update of the zoning ordinance, review the current City requirements to ensure that adequately sized and functioning loading areas are properly placed and appropriately screened.

Status: New Program  
Responsibility: Planning and Public Works Departments  
Time Frame: Priority 2  
Funding Source: Department Budgets
Alternative Transportation Modes

Despite the funds committed to street and highway construction, Southern California still suffers from significant traffic congestion. Although the City of Lancaster does not experience the degree of traffic congestion of other communities, it is not immune from these problems. If Lancaster continues to rely primarily on the private automobile, congestion problems will mount and opportunities to provide adequate infrastructure for other modes of transportation will be challenging. After conducting significant research on street needs, the Southern California Association of Governments (SCAG) and Caltrans have concluded that Southern California cannot build its way out of severe traffic congestion. While the construction of new streets is critical, street construction must be balanced with the expansion of alternatives to the use of the private automobile, including carpooling, public transit, bicycles, and walking for the purpose of reducing vehicle miles traveled (VMT). The success of alternative transportation modes rests not only with the design of the transportation facility or street, but the overall development pattern and relationship of buildings to the street also have a major influence on the use and effectiveness of these alternative transportation modes. The following presents Lancaster’s program to facilitate such alternatives.

**OBJECTIVE 14.4**

Reduce reliance of the use of automobiles and increase the average vehicle occupancy by promoting alternatives to single-occupancy auto use, including ridesharing, non-motorized transportation (bicycle, pedestrian), and the use of public transit.

**Policy 14.4.1:**

Support and encourage the various public transit companies, ridesharing programs and other incentive programs, that allow residents to utilize modes of transportation other than the private automobile, and accommodate those households within the Urbanizing Area of the City that rely on public transit.

**Specific Actions:**

<table>
<thead>
<tr>
<th>14.4.1(a)</th>
<th>Promote programs to increase Metrolink ridership, for the purpose of reducing vehicle miles traveled (VMT) to lessen traffic congestion on SR14 and to improve local air quality.</th>
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<td>Status:</td>
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<td>Responsibility:</td>
<td>Public Works Department</td>
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<td>Time Frame:</td>
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Funding Source: Department Budget
14.4.1(b) Work with the California High-Speed Rail Authority and other agencies to support the development of a high speed rail system through the Antelope Valley.

Status: Existing Program
Responsibility: Administration, Planning and Public Works Departments
Time Frame: Ongoing
Funding Source: State and Private Resources

14.4.1(c) Support and encourage the development of an effective transportation system for the entire community, emphasizing the particular needs of the transit dependent individuals in the City, such as senior citizens, the handicapped, and students through such actions as:

• Assisting the local transit providers in the coordination, location, and scheduling of public transit services and facilities.

• Working with Palmdale, Los Angeles County, and other agencies to maintain and enhance local transit service routes and schedules into a linked, valley-wide system.

• Urging the timely extension of public transit between urban residential areas and industrial employment centers.

• Examining alternatives to fixed route transit services within rural areas, such as demand response services, volunteer driver programs, and taxi voucher programs.

Status: Existing Program
Responsibility: Lancaster Public Works Department, Los Angeles Metro City of Palmdale, AVTA and Other Agencies
Time Frame: Ongoing
Funding Source: Department Budgets
14.4.1(d)  
Utilize various media resources as addressed in the City’s Communications Master Plan to highlight transportation alternatives.

Status: Existing Program  
Responsibility: Administration (Communications Manager), Public Works Department  
Time Frame: Ongoing  
Funding Source: General Fund

14.4.1(e)  
Implement the recommendations of the Master Plan of Complete Streets to the Transit System.

Status: New Program  
Responsibility: Public Works  
Time Frame: Priority 3  
Funding Source: Department Budget

Policy 14.4.2:
Promote the use of alternative modes of transportation through the development of convenient and attractive facilities that support and accommodate the services.

Specific Actions:

14.4.2(a)  
Through the development review process, ensure that new developments make adequate provision for bus stop and turnout areas as necessary for both public transit and school bus service, as well as park-and-ride facilities identified as necessary.

Status: Existing Program  
Responsibility: Planning and Public Works Departments  
Time Frame: Ongoing  
Funding Source: Development Review Fees
14.4.2(b)  
Investigate the potential for development of a transportation hub within the City, providing for connectivity between local and regional transportation services and destinations.

Status: New Program  
Responsibility: Public Works and Other Agencies  
Time Frame: Ongoing  
Funding Source: Department Budgets

14.4.2(c)  
Through the Capital Improvement program, implement maintenance and improvement programs to improve bus stop facilities.

Status: New Program  
Responsibility: Public Works Department and AVTA  
Time Frame: Priority 3  
Funding Source: Department Budget and Capital Improvement Fund

Policy 14.4.3:  
Encourage bicycling as an alternative to automobile travel for the purpose of reducing vehicle miles traveled (VMT), fuel consumption, traffic congestion, and air pollution by providing appropriate facilities for the bicycle riders (see also Policy 10.2.4 and subordinate specific actions of the Plan for Active Living).

Specific Actions:  
14.4.3(a)  
Revise the zoning ordinance to require commercial and industrial developments to provide reasonable and secure bicycle storage space for both patrons and employees.

Status: New Program  
Responsibility: Planning Department  
Time Frame: Priority 2  
Funding Source: Department Budget
14.4.3(b) Provide bicycle racks at public facilities and at convenient locations along major public streets as resources allow.

- **Status:** Existing Program
- **Responsibility:** Public Works and Parks, Recreation, and Arts Departments
- **Time Frame:** Ongoing
- **Funding Source:** Department Budgets

14.4.3(c) Consistent with the adopted Master Plan of Trails and Bikeways, require bikeways to link residential neighborhood areas with parks, scenic areas, and other points of interest. These bikeways also should be designed to encourage intra-city travel to employment areas, civic and commercial areas, and schools.

- **Status:** New Program
- **Responsibility:** Planning and Public Works Departments
- **Time Frame:** Priority 2
- **Funding Source:** Development Review Fees

Policy 14.4.4:

Encourage commuters and employers to reduce vehicular trips by implementing Transportation Demand Management strategies.

Specific Actions:

14.4.4(a) As part of the development and environmental review process, require implementation of transportation demand management programs for new commercial and industrial development based on local government responsibilities in the Los Angeles County Congestion Management Plan as applicable.

- **Status:** Existing Program
- **Responsibility:** Public Works Department
- **Time Frame:** Ongoing
- **Funding Source:** Department Budget, Development Review Fees
14.4.4(ab)
Work with local and regional transportation agencies to identify and promote a variety of trip reduction programs.

Status: Existing Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Department Budget, Capital Improvements Fund

Policy 14.4.5:
Design transportation facilities to encourage walking, provide connectivity, ADA accessibility, and safety by reducing potential auto/pedestrian conflicts.

Specific Actions:

14.4.5(a)
Require ramps and other design features which comply with Federal and State regulations regarding transportation accessibility for the disabled in new developments, and, where practical, construct these facilities in existing urban areas.

Status: Existing Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Development Review Fees

14.4.5(b)
Through the development review process, require developers to include pedestrian access ways to buildings to encourage pedestrian activity.

Status: Existing
Responsibility: Planning Department
Time Frame: Ongoing
Funding Source: Department Budget, Development Review Fees
14.4.5(c) Encourage transit supportive uses in close proximity to the Metrolink station (see also related policies and Specific Actions under Objective 16.4).

Status: New Program
Responsibility: Redevelopment Agency and Planning Department
Time Frame: Priority 2
Funding Source: General Fund, Planning, and Redevelopment Agency Budgets

Commodity Movement

In addition to the movement of people within a community, a major function of a city’s transportation system is to facilitate the movement of commodities. If the City of Lancaster is to successfully expand its industrial base, the establishment and maintenance of truck routes and rail access to industrial areas will be critical. In addition, it is essential that utility companies have the necessary infrastructure and capacity to transport sufficient energy to serve the needs of the community. It is also important for Lancaster to promote the construction of new alternative energy systems and infrastructure that can produce energy for local demand as well as transport energy for regional use. The following outlines the General Plan’s program to facilitate the movement of commodities within the City.

OBJECTIVE 14.5

Ensure the ability to safely move commodities within and through the City of Lancaster, including availability of truck routes, pipelines, and other utility corridors, in such a manner as to minimize impacts on adjacent land uses and enhance Lancaster residents’ quality of life.

Policy 14.5.1:

Provide adequate streets and a support system to accommodate both automobile and truck traffic.
Specific Actions:

14.5.1(a)
Conduct a study examining the interface between truck routes, the complete street network, and adjacent land uses including the potential impacts on the circulation system from truck traffic generated by the location of an inland port within the Antelope Valley (see also Specific Action 16.2.1(e)).

Status: New Program
Responsibility: Planning and Public Works Departments
Time Frame: Priority 3
Funding Source: Department Budgets

14.5.1(b)
Review the zoning ordinance to evaluate the appropriateness of current standards for off-street truck parking facilities.

Status: New Program
Responsibility: Planning Department
Time Frame: Priority 2
Funding Source: Department Budget

Policy 14.5.2:
Encourage the continued development of pipeline and utility corridors and rail freight lines, while minimizing the impacts on adjacent land uses and the street network.

Specific Actions:

14.5.2(a)
Through the development review process ensure that new development respects easements for existing pipes and utility lines.

Status: Existing Program
Responsibility: Planning and Public Works Departments
Time Frame: Ongoing
Funding Source: Development Review Fees
14.5.2(b)

Through the development review process encourage undergrounding of utilities within street rights-of-way and transportation corridors.

Status: Existing Program
Responsibility: Planning and Public Works Departments
Time Frame: Ongoing
Funding Source: Development Review Fees

Policy 14.5.3:

Ensure that appropriate rail access is provided to accommodate the needs of industrial development.

Specific Actions:

14.5.3(a)

Conduct a study analyzing the feasibility of creating additional spur access to appropriate industrial developments.

Status: New Program
Responsibility: Planning and Public Works Departments, and Redevelopment Agency
Time Frame: Priority 3
Funding Source: Department Budgets

Air Transportation

Convenient, commercial air transportation is a prerequisite to urban development. However, the conflict between commercial and residential uses and the noise and safety hazards associated with air traffic can be significant. The provision of modern air transportation facilities must be balanced by measures to safeguard the general welfare of the people and land uses located in the vicinity of those facilities.

OBJECTIVE 14.6

Promote the expansion of air transportation services for passengers and cargo.
Policy 14.6.1:

Support and encourage the addition of and accessibility to regional air transportation services at air installations in the vicinity, while acknowledging necessity for land use coordination between the City and the air installations regarding land surrounding these facilities (see also policies and programs in the Air Installation and Land Use Compatibility subsection of the Plan for Public Health and Safety and the Interagency Land Use Coordination subsection of the Plan for Physical Development).

Specific Actions:

14.6.1(a)

Work with the City of Palmdale and Los Angeles World Airports on ways to encourage additional regional air flights.

Status: New Program
Responsibility: Administration
Time Frame: Priority 3
Funding Source: Department Budget

For related policies and specific actions, refer to the Air Installation and Land Use Compatibility section of the Plan for Public Health and Safety, and the Interagency Land Use Coordination section of the Plan for Physical Development.
A. INTRODUCTION

Physical Mobility – how goods and people move about in a community – is one of the most pervasive issues a locality must address. This issue affects land use, urban design, energy consumption, air quality, and the city’s infrastructure. Addressed not only at the local level, circulation decisions must be coordinated with regional, state, and federal agencies, as well as with neighboring communities. In this section, transportation facilities are discussed, as well as alternative modes of transportation.

Future growth in the Lancaster area will impact existing streets and air transportation, and will require close attention to avoid exacerbating already existing problems.

Major sections within the Plan for Physical Mobility are:

- Streets and Highways
- Parking Facilities
- Alternative Transportation Modes
- Commodity Movement
- Air Transportation

B. ISSUES, OPPORTUNITIES, AND CONSTRAINTS

STREETS AND HIGHWAYS

◊ The City has adopted the Master Plan of Complete Streets, which encourages the development of a complete streets network throughout the community to create a more balanced transportation system for all users. The Master Plan of Complete Streets will ensure that new and updated public and private projects are planned, designed, maintained, and operated, to enable safe, comfortable, and convenient travel to the greatest extent possible for users of all ages and abilities including pedestrians, bicyclists, motorists, and transit riders.

◊ The Cities of Lancaster, Palmdale, Santa Clarita, and the County of Los Angeles constitute the North L.A. County Subregion under SCAG for identifying and addressing regional transportation issues.

◊ The North County Transportation Coalition (NCTC) was formed to coordinate regional transportation issues in the North County. This coalition works with Metro, SCAG, Caltrans, and other regional and state entities to identify and promote and secure funding for priority projects that address the transportation needs of North County. The NCTC is composed of
To increase the effectiveness of city streets, a regional arterial system is proposed that will allow limited access and more efficient movement of vehicles around the City and to surrounding areas.

The City recognizes that vehicular Level of Service (LOS) is not to be used as a measure of transportation impacts in the context of CEQA. Therefore, the City will develop and implement a two-tier process for identifying and evaluating potential transportation [impacts] associated with new land development and infrastructure projects located within the City. The first tier will consist of a CEQA-based approach using the metric of vehicle miles traveled (VMT) to identify potential transportation issues by applying CEQA designated methodologies and thresholds. The second tier will be a City-based approach that will continue to use LOS to evaluate projects for potential safety and operational issues when applied against thresholds established by the City.

In addition, the City has determined that an alternative performance measure will be applied to the City’s “infill area” as identified in Section 17.08.080 of the Lancaster Zoning Code. All other development outside of the “infill area” will be subject to evaluation of vehicular LOS; however, mitigation of strictly vehicular based LOS impacts shall be evaluated against other City goals and objectives in the Master Plan of Complete Streets.

To ensure the continued efficient use of city streets, there is a need to anticipate future development and associated increased demands that will be placed on roadway capacities.

Although the City of Lancaster projects increases in employment opportunities within the area, many
residents will continue to commute to the San Fernando Valley and Los Angeles area for jobs. Regional and subregional planning programs that promote a jobs/housing balance must be continued.

In addition to providing alternate streets to increase efficiency, measures are necessary to maximize the effectiveness of existing streets to accommodate future demands. These measures include but are not limited to improving existing facilities, limiting direct access to arterials, ensuring better land use relationships, promoting Transportation System Management (TSM) techniques, developing regional systems enhancement and insuring better coordination with affected agencies.

In addition to maintaining existing facilities and providing new facilities, there is a need to continue to identify intersections with inefficient traffic operations, high rates of collision, unsafe pedestrian or bicyclist accessibility, or other deficiencies, to analyze their characteristics, and to propose and prioritize improvements to address those deficiencies, such as signalization and additional turn lanes.

The Avenue L and H overpass improvements that take traffic over the railroad right-of-way have alleviated the impediment of east/west movement of emergency vehicles that existed in the past.

As Lancaster developed and traffic volumes increased, many of the on-street bike lanes along arterial streets were removed to provide additional vehicle lanes. Over the past several years, new on-street bicycle lanes have been added. However, additional lanes are needed to provide city-wide circulation for bicycles. The Master Plan of Complete Streets identifies streets within Lancaster that can be enhanced with bicycle lanes. The Master Plan of Trails and Bikeways also addresses the bikeway system Citywide.

PARKING FACILITIES

The City has an adopted Specific Plan for Downtown Lancaster, as well as a transit-oriented development overlay zone for the areas proximate to the Metrolink Station. These plans established revised off-street parking requirements, recognizing that the street and development pattern in this area
provide a higher quality walking and biking environment that is typical in other areas of the City.

◊ The City has revised the development codes in its commercial areas to allow flexibility in off-street parking requirements based on demonstrated business need rather than application of a specific uniform standard. Over time, this will create a better balance between parking demand and supply, allowing for more efficient use of property and transition of areas from lower to higher intensity use.

◊ With the recent focus on community design, parking lot landscaping is now more of a priority in Lancaster than in the past.

ALTERNATIVE TRANSPORTATION MODES

◊ The City will continue to increase the availability, operating capacity and efficiency of alternative modes of transportation to better align with the State’s climate and air quality goals. Alternative modes of transportation are crucial in the State’s effort to shift the focus of transportation from the driver’s experience (level of service) to the impact of driving on the environment (vehicle miles traveled). By encouraging residents to use these alternative modes, the City will take an active role in helping to reduce both greenhouse gas emissions and traffic congestion while promoting the health benefits of active living.

◊ Lancaster residents have several alternative modes of transportation available to them, including van pooling, local and regional bus service, and Metrolink commuter rail service to the Los Angeles basin. However, the enhancement of existing modes as well as the development of additional transit services should be explored.

◊ As the City continues to develop, it will be important to focus on providing fixed route transit services within the Urbanizing Area where the demand will be greatest and the provision of services most cost effective, while deemphasizing fixed route services in the lower density areas. The City should investigate cost effective alternatives for demand response services such as volunteer driver programs and Metrolink train at the Lancaster Station
taxi voucher systems and other similar programs.

◊ In 1994, Metrolink rail service was brought to Lancaster and the Antelope Valley. Since then, a new Station has been established and ridership is increasing. This system provides an important regional transportation link to employment locations in the Los Angeles metropolitan area and provides an alternative to the automobile, which will increase the overall operating efficiency of the 14 Freeway. As the community continues to grow, there will be a need to expand these services.

◊ It will be important to examine the opportunities for establishing a major multi-modal hub within the City that will provide for connectivity between local and regional transportation services.

◊ Presently, there are over 1,390 new park and ride spaces in five separate facilities in the City. As the City continues to grow, additional facilities may be needed.

◊ In September 2013, the State Legislature adopted Senate Bill 743 which changed the State guidelines for implementing the California Environmental Quality Act (CEQA) in evaluating transportation impacts. The regulatory changes to the CEQA Guidelines that implement SB 743 were approved in December 2018. The changes resulting from this action state that level of service (LOS), when used as a measure of vehicular capacity and traffic congestion, can no longer be used as the basis for identifying transportation-related significant impacts and that vehicle miles traveled (VMT) will be now required as the critical metric when evaluating transportation-related impacts. This change in analysis methodology shifts the focus from impacts on the driver’s individual experience to impacts on the collective environment and better aligns with the State’s climate and air quality goals.

◊ In 2008, the State Legislature adopted Assembly Bill 1358, the California Complete Streets Act. Implementation of the Act requires cities and counties to plan for a balanced, multimodal transportation network that meets the needs of all users of streets and roads, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. The Master Plan of Complete Streets identified existing and potential complete streets in Lancaster, and provides guidance on future development of complete streets that provide infrastructure for walking, bicycling, and public transit.

◊ In 2001, the City amended the General Plan to add the Transit Village District overlay which encompasses the area surrounding the Metrolink commuter rail station and much of downtown Lancaster. This was done in order to take advantage of the unique opportunity to promote the development of transit...
oriented land uses within the downtown area with increased density and intensity of uses and improve transit use. At the time of adoption, the Transit Village District was seen as a catalyst for new infill development and improved cost-effectiveness through the reuse of existing infrastructure. Since that time, the City has undertaken various revitalization efforts, including the North Downtown Transit Village Plan and the Downtown Lancaster Revitalization Specific Plan. Both of these project areas are now active with several projects completed or currently under construction or planned in the future.

**COMMODITY MOVEMENT**

◊ To serve new industries, the City will continue its efforts to attract rail extensions into industrial areas.

◊ Currently, there are no truck routes designated within the Lancaster study area. Projected future development of industry will increase the use of trucks, which could result in congestion and land use conflicts. The SCAG North County Truck Study Phase II addresses these issues.

◊ It will be important for the City in conjunction with other agencies to continue to support the High Desert Corridor bypass system.

**AIR TRANSPORTATION**

◊ Two commercial aviation facilities are located in and around the City of Lancaster: Fox Field and Palmdale Regional Airport. Both facilities have significant direct and indirect economic impacts on the region.

◊ Palmdale Regional Airport will likely expand in daily operations to the year 2030.

◊ Fox Field will likely remain a general aviation airport, with the number of based aircraft anticipated to increase by 2030.

◊ A Specific Plan for the Fox Field area was adopted in 1995 to ensure that surrounding land uses are compatible. Recent industrial growth in the Fox Field Specific Plan and changing conditions will warrant a re-examination of the Specific Plan in the near future.
C. GOALS, OBJECTIVES, POLICIES, AND ACTIONS

Goal 14:

A well-balanced transportation and circulation system which provides for the efficient and safe transport of goods and people within and through the City of Lancaster; and which balances concerns for mobility with concerns for safety and the quality of the City’s living environment.

Streets and Highways

Past development within the City of Lancaster has generally occurred within a well-defined and compact area. However, approvals for residential development in outlying areas of the City during the 1980’s lead to the beginning of a more dispersed pattern of development. This type of development places a significant strain on the ability of the street network to support new residential, commercial, and industrial development and increases the cost of infrastructure and services to maintain these streets. Under a dispersed pattern of development, roads would be required to traverse many miles of undeveloped land in order to link projects in outlying areas to each other and the urban core. To prevent this, it is necessary for the City to consider a more orderly form of urban growth which promotes infill development and allows for expansion into areas which are contiguous to the existing urban core where infrastructure can easily be extended to serve new projects.

Unlike other urban areas within Southern California, the Antelope Valley is characterized by a lack of freeway facilities. The valley’s only freeway, State Route 14, is designed more to move traffic into and out of the valley than it is to facilitate traffic movement within the valley. This lack of freeway facilities results in an increasing reliance on the surface street system to provide for local and regional trips within the valley.

In September 2013, the State Legislature adopted Senate Bill 743 which changed the State guidelines for implementing the California Environmental Quality Act (CEQA) in evaluating transportation impacts. The regulatory changes to the CEQA Guidelines that implement SB 743 were approved in December 2018. The changes resulting from this action state that level of service (LOS), when used as a measure of vehicular capacity and traffic congestion, can no longer be used as the basis for identifying transportation-related significant impacts and that vehicle miles traveled (VMT) will be now required as the critical metric when evaluating transportation-related impacts. Under the guidance of the Governor’s Office of Planning and Research, the City will adopt this change in methodology to better align with the State’s climate and air quality goals.

In 2008, the State Legislature adopted Assembly Bill 1358, the California Complete Streets Act. Implementation of the Act requires cities and counties, to modify their circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with
disabilities, seniors, movers of commercial goods, and users of public transportation. The Complete Streets Act is premised on the notion that a balanced, multimodal transportation network would serve to reduce greenhouse gas emissions, make the most use of transportation infrastructure, and improve public health by encouraging physical activity by shifting short trips in the automobile to biking, walking, and the use of public transit.

The following outlines Lancaster’s program to address current challenges and ensure the adequacy of its road and highway system to accommodate projected growth, while providing a multimodal transportation network that meets the needs of all users.
OBJECTIVE 14.1

Maintain a classification system of streets throughout the City which balances the need for free traffic flow with the development of a well-connected and an integrated multimodal transportation system that offers choices among modes including pedestrian ways, public transportation, streets, and bikeways (reference the Master Plan of Complete Streets for details).

Policy 14.1.1:

Manage traffic on streets to improve safety and reduce operation and maintenance costs. Auto speed and convenience may be diminished in some locations to achieve a more walkable, bike-friendly, and livable community. Street design and operation in these areas should emphasize community character, access to adjacent land uses, and the accommodation of multiple travel modes, rather than vehicle speed.

Specific Actions:

14.1.1(a)

Utilize the Master Plan of Complete Streets to identify and prioritize capital improvements including road widening, paving, and intersection improvements. Develop an overall policy to prioritize funding and timing for implementing transportation improvements. Consider prioritizing multimodal projects that provide the most benefit to all users especially relatively low cost improvements that return high value safety and economic benefits.

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14.1.1(b)

Adopt variable standards for traffic speed and travel delay that recognize the character of adjacent land uses, the functions of different streets, the different modes of transportation on a street or corridor, and other community development goals. The City recognizes that vehicle based Level-of-Service (LOS) shall not be the sole measure of overall transportation operations. The following standards shall apply:

The City recognizes that vehicular Level of Service (LOS) is not to be used as a measure of transportation impacts in the context of CEQA. Therefore, the City has determined that a dual-analysis process will be applied for identifying and evaluating potential transportation impacts and necessary roadway improvements associated with new land development and infrastructure projects located within the City. The first analysis will consist of an approach using the metric of vehicle miles traveled (VMT) to identify potential transportation impacts by applying CEQA designated methodologies and thresholds. The second analysis will be a localized approach conducted primarily to identify potential safety and operational issues when applied against criteria established by the City. This approach will continue to use LOS to evaluate land development and infrastructure projects.

As part of the localized second analysis, the following conditions will apply:
• For locations within the City’s “infill area,” as identified in Section 17.08.080 of the Lancaster Zoning Code, peak hour LOS lower then LOS D may be acceptable. Other indicators will also be used to evaluate transportation performance, including, but not limited to: user safety; short- and long-term costs of improvements and maintenance; provision of bicycle, pedestrian, and public transportation facilities; and connectivity of the overall street network. In these locations, the efficiency and convenience of vehicular operations must be balanced with the goal of increasing transit use, bicycling, and walking and other City goals and objectives contained in the adopted Master Plan of Complete Streets. Mitigation of strictly vehicular-based impacts shall not be required solely on the basis of the LOS metric.

• For locations outside of the City’s “infill area,” peak hour levels of services should generally be maintained at LOS D. However, mitigation of strictly vehicular-based LOS criteria shall be evaluated against other City goals and objectives contained in the adopted Master Plan of Complete Streets.

As part of the development review process, evaluate the potential impacts of traffic generated by projects using the dual analysis process and determine the effects on adjacent land uses and surrounding neighborhoods, while utilizing a more flexible LOS criteria that encourages transit ridership, bicycling, and walking. In the event a development project significantly degrades the effective use or safety of City streets; improvements may still be required. Required improvements should consider transit, bicycle, and pedestrian improvements as well as road improvements.

Status: Existing Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Development Review Fees

14.1.1(c)

Establish an ongoing traffic monitoring program for the City’s street network.
Policy 14.1.2:

Maintain and improve the operation of the street network, while providing the flexibility to allow consideration of innovative design solutions.

Specific Actions:

14.1.2(a)

Review and revise the Zoning and Subdivision Ordinance of the Municipal Code, as necessary, to support a connected multimodal transportation system.

Status: New Program  
Responsibility: Public Works and Planning Departments  
Time Frame: Priority 1  
Funding Source: Department Budgets

14.1.2(b)

As a condition of approval for new development, require, at a minimum, that all internal streets be in general compliance with the Master Plan of Complete Streets.

Status: Existing Program  
Responsibility: Public Works and Planning Departments  
Time Frame: Ongoing  
Funding Source: Development Review Fees

14.1.2(c)

Maintain street standards which protect the rural character of areas designated for long-term non-urban use (≥ 2.0 du/ac).

Status: Existing Program
14.1.2 (d) [Plan for Physical Mobility]

Review and revise as necessary alternative standards for all arterial streets in rural areas.

Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Department Budget

Status: New Program
Responsibility: Public Works Department
Time Frame: Priority 1
Funding Source: Department Budget
Policy 14.1.3: Require that the fair and equitable cost of constructing arterials which connect outlying urban development to the City core be borne by developments which create the need for them.

Specific Actions:

14.1.3(a) Establish a procedure to determine road construction needs generated by a proposed development, to assign costs and to arrange for reimbursement by future developments.

Status: New Program
Responsibility: Public Works and Finance Departments
Time Frame: Priority 2
Funding Source: Department Budgets

Policy 14.1.4: Encourage the design of roads and traffic controls to optimize safe traffic flow by minimizing turning movements, curb parking, uncontrolled access, and frequent stops.

Specific Actions:

14.1.4(a) Coordinate signal timing along the major corridors of the City’s arterial system.

Status: Implemented
Responsibility: Public Works Department

Policy 14.1.5: Provide adequate levels of maintenance for all components of the circulation system, such as streets, sidewalks, bicycle facilities, roadway drainage systems, pedestrian, recreational trails, and similar facilities (see also related policies and specific actions in the Pedestrian, Equestrian and Bicycle Trails’ subsection of the Plan for Active Living).
Specific Actions:

14.1.5(a)

As part of the Capital Improvement Program, prioritize and implement street maintenance, repair, and replacement projects and programs as required to retain a state of good repair on City rights-of-way. Where consistent with the Master Plan of Complete Streets and other City design policies, incorporate multimodal facilities into such projects and programs to achieve cost-effective implementation whenever feasible.

Status: Existing Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Department Budget, Capital Improvements Fund

Policy 14.1.6:

Work with regional partners to ensure that the regional circulation system provides adequate connections across the Antelope Valley for convenient circulation and rapid emergency access.

Specific Actions:

14.1.6(a)

Work with Caltrans, City of Palmdale, and County of Los Angeles to coordinate circulation plans including the Master Plan of Complete Streets, between jurisdictions to maintain consistency and continuity where feasible, while not comprising the key design principles and functional objectives of the City’s street designs.

Status: New Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Department Budget

14.1.6(b)

Continue to participate in regular meetings of the North County Transportation Coalition (NCTC) to identify, promote, and secure funding for priority projects that address transportation needs of the City and North County while not compromising the key design principles and functional objectives of the City’s street designs.
14.1.6(c)

In cooperation with members of the North County Transportation Coalition (NCTC), promote the implementation of projects contained within the North County Combined Highway Corridor Study. (See also Policy 14.2.4 and Specific Action 14.2.4(a) and 14.2.4(b)).

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14.1.6(d)

Coordinate street system improvements and signalization, and operations with regional and jurisdictional transportation plans.

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**OBJECTIVE 14.2**

Promote a street system which balances the needs of automobiles with the needs of pedestrians, bicyclists, and transit users while protecting environmental and quality of life issues. Over time, Lancaster’s streets should evolve to respond to the needs of transportation users and the surrounding neighborhood.

**Policy 14.2.1:**

Support and improve a street network that is sensitive to environmental issues such as, biological, land, and water resources, as well as air quality, while permitting continued development within the study area.
Specific Actions:

14.2.1(a)

Continue implementation of state environmental requirements mandated by the California Environmental Quality Act (CEQA) to mitigate, to the extent feasible, significant environmental impacts associated with traffic and circulation improvements.

Status: Existing Program
Responsibility: Planning Department
Time Frame: Ongoing
Funding Source: Development Review Fees

For related policies and specific actions, refer to the Air Resources section of the Plan for the Natural Environment.

Policy 14.2.2:

Manage the City’s roadway network so that it is aesthetically pleasing through the development and maintenance of streetscapes. Maintain design standards or guidelines for streetlights, landscaping, street furniture, and other streetscape features that enhance Lancaster neighborhoods, with due consideration given to maintenance needs and operational costs.

Specific Actions:

14.2.2(a)

Through the implementation of the Master Plan of Complete Streets and the Community Design subsection of the Plan for Physical Development, establish typical street landscaping sections for each street type and require through the development review process, the installation of parkway and median landscaping, street furniture, and other streetscape enhancements.

Status: New Program
Responsibility: Public Works and Planning Departments
Time Frame: Priority 2
Funding Source: Department Budgets and Development Review Fees
14.2.2(b)

Through the development review process, require the installation of street trees in new developments.

Status: Existing Program  
Responsibility: Public Works and Planning Departments  
Time Frame: Ongoing  
Funding Source: Development Review Fees

Policy 14.2.3:

Support flexible street design and operation that takes into consideration community character, access to adjacent land uses, and the accommodation of multiple travel modes.

Specific Actions:

14.2.3(a)

When considering the design of subdivisions, circulation patterns, and street layouts, traffic flow requirements shall be balanced against their effect on pedestrian, bicycle, and transit access and the livability of both existing and proposed neighborhoods. Where conflicts arise between motorist convenience and the livability and wellbeing of neighborhoods, the latter concerns shall have priority.

Status: Existing Program  
Responsibility: Public Works and Planning Departments  
Time Frame: Ongoing  
Funding Source: Development Review Fees

For related policies and specific actions, refer to the Noise section of the Plan for Public Health and Safety.
14.2.3(b)

Design new streets and street networks to minimize excessive traffic speed through the use of curb extensions, reduced travel lane width, roundabouts, and, where feasible, reduced paved widths.

Status: New Program
Responsibility: Public Works and Planning Departments
Time Frame: Ongoing
Funding Source: Development Review Fees

14.2.3(c)

New subdivision and development street networks should be designed with an emphasis on connectivity and accessibility. Where new street networks are proposed that do not meet such objectives and do not provide connectivity benefits to the public at large (limited number of intersections, limited connections to the surrounding street system, or significant use of cul-de-sacs), consider requiring such streets to be privately owned and maintained.

Status: New Program
Responsibility: Public Works and Planning Departments
Time Frame: Ongoing
Funding Source: Development Review Fees

14.2.3(d)

Continue to evaluate and implement, consistent with City policy, traffic calming, and active transportation (pedestrian and bicycling) improvements on existing public streets as resources are available.

Status: New Program
Responsibility: Public Works and Planning Departments
Time Frame: Ongoing
Funding Source: Development Review Fees

Policy 14.2.4

Promote the creation of a high desert transportation corridor which will provide a direct connection between Interstate 5 and Interstate 15 to the City of Lancaster.
Specific Actions:

14.2.4(a)

Continue to participate in efforts between Lancaster, Palmdale, Los Angeles and San Bernardino Counties, and affected Caltrans districts to promote the construction and financing of a high desert transportation corridor.

Status: Existing Program
Responsibility: Public Works and Planning Departments
Time Frame: Ongoing
Funding Source: Department Budgets and SCAG

14.2.4(b)

Require/encourage all affected land use proposals to consider potential conflicts between future uses of property and transportation activities within the High Desert Corridor.

Status: New Program
Responsibility: Planning Department, and City Council, and Other Land Use Entitlement Agencies
Time Frame: Priority 3
Funding Source: Department Budgets

Parking Facilities

The role of parking facilities in the overall scheme of traffic improvements has been changing over the past several years. Traditionally, cities attempted to maximize the amount of off-street parking provided within residential, commercial, and industrial developments. Through this action, the capacity of street systems could be maximized by using "parking" lanes as travel lanes. In recent years, recognition has grown that large suburban parking facilities encourage the use of single occupant vehicle travel and discourage carpooling and the use of public transit. In addition, large open parking facilities reflect summer heat onto buildings, requiring greater amounts of energy for building cooling. Finally, the existence of very large parking facilities designed to meet Christmas peak demands have also been found to have negative economic consequences for the businesses they serve. Shoppers tend to gravitate toward centers which appear to be successful. Large, vacant parking lots tend to create an unsuccessful image, thereby discouraging some shoppers. The City will continue to examine new innovative approaches to address the issues of parking demand and to explore alternatives to the use of the private automobile.
Objective 14.3

Achieve a balance between the supply of parking and demand for parking, recognizing the desirability and availability of alternatives to the use of the private automobile.

Policy 14.3.1:

Maintain an adequate supply of parking that will support the present level of automobiles and allow for the expected increase in alternative modes of transportation.

Specific Actions:

14.3.1(a)

Periodically evaluate parking demand and supply in the City to assist in identifying potential issues associated with future needs.

Status: Existing Program
Responsibility: Planning Department
Time Frame: Ongoing
Funding Source: Department Budget

14.3.1(b)

Revise, as necessary, City development codes to achieve a balance between actual market demand for and supply of parking to allow for more efficient use of property, achieve greater economic return, and create better accessibility for all travel modes.

Status: Existing Program
Responsibility: Development Services Departments
Time Frame: Ongoing
Funding Source: Department Budget

Policy 14.3.2:

Provide safe and convenient parking that has minimal impacts on the natural environment, the community image, and quality of life.
Specific Actions:

14.3.2(a)

Review individual development projects to ensure that parking areas are designed to minimize visual disruption of the overall project or streetscape building edge, and are screened from streets through building placement, landscaping, and other design techniques consistent with CPTED principles.

Status: Existing Program
Responsibility: Planning Department
Time Frame: Ongoing
Funding Source: Development Review Fees

14.3.2(b)

Through the development review process, encourage parking area designs that minimize auto noise, glare, and the “heat island effect” through the use of sound walls, screening with fences, and/or landscaping.

Status: Existing Program
Responsibility: Planning Department
Time Frame: Ongoing
Funding Source: Development Review Fees

14.3.2(c)

Discourage the creation of excessive off-street parking areas in new development, and encourage the transition of existing underutilized parking areas to productive economic use, consistent with the provisions of Specific Actions 14.3.1(a) and 14.3.1(b).

Status: New Program
Responsibility: Planning Department
Time Frame: Priority 2
Funding Source: Department Budget
14.3.2(d)
Through the design review process, ensure that the placement and design of off-street parking areas are consistent with the overall design objectives for the project and the area in which it is located, and provides for safe and effective access by motorists as well as pedestrians, bicyclists, and transit users.

Status: Existing Program
Responsibility: Planning and Public Works Departments
Time Frame: Ongoing
Funding Source: Development Review Fees

14.3.2(e)
Encourage the development of centralized parking lots and structures, where feasible, to promote walking rather than driving between individual businesses. Consider the provision of on-street parking where such parking provides economic, safety, or accessibility benefits, and is consistent with the intended function of the street and the overall character of the area.

Status: Existing Program
Responsibility: Planning Department
Time Frame: Ongoing
Funding Source: Department Budget

14.3.2(f)
As part of the update of the zoning ordinance, review the current City requirements to ensure that adequately sized and functioning loading areas are properly placed and appropriately screened.

Status: New Program
Responsibility: Planning and Public Works Departments
Time Frame: Priority 2
Funding Source: Department Budgets
Alternative Transportation Modes

Despite the funds committed to street and highway construction, Southern California still suffers from significant traffic congestion. Although the City of Lancaster does not experience the degree of traffic congestion of other communities, it is not immune from these problems. If Lancaster continues to rely primarily on the private automobile, congestion problems will mount and opportunities to provide adequate infrastructure for other modes of transportation will be challenging. After conducting significant research on street needs, the Southern California Association of Governments (SCAG) and Caltrans have concluded that Southern California cannot build its way out of severe traffic congestion. While the construction of new streets is critical, street construction must be balanced with the expansion of alternatives to the use of the private automobile, including carpooling, public transit, bicycles, and walking for the purpose of reducing vehicle miles traveled (VMT). The success of alternative transportation modes rests not only with the design of the transportation facility or street, but the overall development pattern and relationship of buildings to the street also have a major influence on the use and effectiveness of these alternative transportation modes. The following presents Lancaster’s program to facilitate such alternatives.

OBJECTIVE 14.4

Reduce reliance of the use of automobiles and increase the average vehicle occupancy by promoting alternatives to single-occupancy auto use, including ridesharing, non-motorized transportation (bicycle, pedestrian), and the use of public transit.

Policy 14.4.1:

Support and encourage the various public transit companies, ridesharing programs and other incentive programs, that allow residents to utilize modes of transportation other than the private automobile, and accommodate those households within the Urbanizing Area of the City that rely on public transit.

Specific Actions:

14.4.1(a) Promote programs to increase Metrolink ridership, for the purpose of reducing vehicle miles traveled (VMT) on SR14 and to improve local air quality.

Status: Existing Program
Responsibility: Public Works Department
Time Frame: Ongoing

“Community members expressed the need to provide for a city-wide interconnecting system of paths and trails that will allow residents to commute by walking or bicycling to residential, commercial, employment, and open space areas.”
– Community Vision Report
14.4.1(b)

Work with the California High-Speed Rail Authority and other agencies to support the development of a high speed rail system through the Antelope Valley.

Status: Existing Program
Responsibility: Administration, Planning and Public Works Departments
Time Frame: Ongoing
Funding Source: State and Private Resources

14.4.1(c)

Support and encourage the development of an effective transportation system for the entire community, emphasizing the particular needs of the transit dependent individuals in the City, such as senior citizens, the handicapped, and students through such actions as:

- Assisting the local transit providers in the coordination, location, and scheduling of public transit services and facilities.

- Working with Palmdale, Los Angeles County, and other agencies to maintain and enhance local transit service routes and schedules into a linked, valley-wide system.

- Urging the timely extension of public transit between urban residential areas and industrial employment centers.

- Examining alternatives to fixed route transit services within rural areas, such as demand response services, volunteer driver programs, and taxi voucher programs.

Status: Existing Program
Responsibility: Lancaster Public Works Department, Los Angeles Metro City of Palmdale, AVTA and Other Agencies
Time Frame: Ongoing
Funding Source: Department Budgets
14.4.1(d)
Utilize various media resources as addressed in the City’s Communications Master Plan to highlight transportation alternatives.

Status: Existing Program
Responsibility: Administration (Communications Manager), Public Works Department
Time Frame: Ongoing
Funding Source: General Fund

14.4.1(e)
Implement the recommendations of the Master Plan of Complete Streets to the Transit System.

Status: New Program
Responsibility: Public Works
Time Frame: Priority 3
Funding Source: Department Budget

Policy 14.4.2:
Promote the use of alternative modes of transportation through the development of convenient and attractive facilities that support and accommodate the services.

Specific Actions:

14.4.2(a)
Through the development review process, ensure that new developments make adequate provision for bus stop and turnout areas as necessary for both public transit and school bus service, as well as park-and-ride facilities identified as necessary.

Status: Existing Program
Responsibility: Planning and Public Works Departments
Time Frame: Ongoing
Funding Source: Development Review Fees
14.4.2(b)

Investigate the potential for development of a transportation hub within the City, providing for connectivity between local and regional transportation services and destinations.

Status: New Program
Responsibility: Public Works and Other Agencies
Time Frame: Ongoing
Funding Source: Department Budgets

14.4.2(c)

Through the Capital Improvement program, implement maintenance and improvement programs to improve bus stop facilities.

Status: New Program
Responsibility: Public Works Department and AVTA
Time Frame: Priority 3
Funding Source: Department Budget and Capital Improvement Fund

Policy 14.4.3:

Encourage bicycling as an alternative to automobile travel for the purpose of reducing vehicle miles traveled (VMT), fuel consumption, traffic congestion, and air pollution by providing appropriate facilities for the bicycle riders (see also Policy 10.2.4 and subordinate specific actions of the Plan for Active Living).

Specific Actions:

14.4.3(a)

Revise the zoning ordinance to require commercial and industrial developments to provide reasonable and secure bicycle storage space for both patrons and employees.

Status: New Program
Responsibility: Planning Department
Time Frame: Priority 2
Funding Source: Department Budget
14.4.3(b)

Provide bicycle racks at public facilities and at convenient locations along major public streets as resources allow.

Status: Existing Program
Responsibility: Public Works and Parks, Recreation, and Arts Departments
Time Frame: Ongoing
Funding Source: Department Budgets

14.4.3(c)

Consistent with the adopted Master Plan of Trails and Bikeways, require bikeways to link residential neighborhood areas with parks, scenic areas, and other points of interest. These bikeways also should be designed to encourage intra-city travel to employment areas, civic and commercial areas, and schools.

Status: New Program
Responsibility: Planning and Public Works Departments
Time Frame: Priority 2
Funding Source: Development Review Fees

Policy 14.4.4:

Encourage commuters and employers to reduce vehicular trips by implementing Transportation Demand Management strategies.

Specific Actions:

14.4.4(a)
14.4.4(a)  
Work with local and regional transportation agencies to identify and promote a variety of trip reduction programs.

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Policy 14.4.5:
Design transportation facilities to encourage walking, provide connectivity, ADA accessibility, and safety by reducing potential auto/pedestrian conflicts.

Specific Actions:

14.4.5(a)  
Require ramps and other design features which comply with Federal and State regulations regarding transportation accessibility for the disabled in new developments, and, where practical, construct these facilities in existing urban areas.

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14.4.5(b)  
Through the development review process, require developers to include pedestrian access ways to buildings to encourage pedestrian activity.

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14.4.5(c)

Encourage transit supportive uses in close proximity to the Metrolink station (see also related policies and Specific Actions under Objective 16.4).

Status: New Program
Responsibility: Redevelopment Agency and Planning Department
Time Frame: Priority 2
Funding Source: General Fund, Planning, and Redevelopment Agency Budgets

Commodity Movement

In addition to the movement of people within a community, a major function of a city’s transportation system is to facilitate the movement of commodities. If the City of Lancaster is to successfully expand its industrial base, the establishment and maintenance of truck routes and rail access to industrial areas will be critical. In addition, it is essential that utility companies have the necessary infrastructure and capacity to transport sufficient energy to serve the needs of the community. It is also important for Lancaster to promote the construction of new alternative energy systems and infrastructure that can produce energy for local demand as well as transport energy for regional use. The following outlines the General Plan’s program to facilitate the movement of commodities within the City.

OBJECTIVE 14.5

Ensure the ability to safely move commodities within and through the City of Lancaster, including availability of truck routes, pipelines, and other utility corridors, in such a manner as to minimize impacts on adjacent land uses and enhance Lancaster residents’ quality of life.

Policy 14.5.1:

Provide adequate streets and a support system to accommodate both automobile and truck traffic.
Specific Actions:

14.5.1(a)
Conduct a study examining the interface between truck routes, the complete street network, and adjacent land uses including the potential impacts on the circulation system from truck traffic generated by the location of an inland port within the Antelope Valley (see also Specific Action 16.2.1(e)).

Status: New Program
Responsibility: Planning and Public Works Departments
Time Frame: Priority 3
Funding Source: Department Budgets

14.5.1(b)
Review the zoning ordinance to evaluate the appropriateness of current standards for off-street truck parking facilities.

Status: New Program
Responsibility: Planning Department
Time Frame: Priority 2
Funding Source: Department Budget

Policy 14.5.2:
Encourage the continued development of pipeline and utility corridors and rail freight lines, while minimizing the impacts on adjacent land uses and the street network.

Specific Actions:

14.5.2(a)
Through the development review process ensure that new development respects easements for existing pipes and utility lines.

Status: Existing Program
Responsibility: Planning and Public Works Departments
Time Frame: Ongoing
Funding Source: Development Review Fees
14.5.2(b)

Through the development review process encourage undergrounding of utilities within street rights-of-way and transportation corridors.

Status: Existing Program
Responsibility: Planning and Public Works Departments
Time Frame: Ongoing
Funding Source: Development Review Fees

Policy 14.5.3:

Ensure that appropriate rail access is provided to accommodate the needs of industrial development.

Specific Actions:

14.5.3(a)

Conduct a study analyzing the feasibility of creating additional spur access to appropriate industrial developments.

Status: New Program
Responsibility: Planning and Public Works Departments, and Redevelopment Agency
Time Frame: Priority 3
Funding Source: Department Budgets

Air Transportation

Convenient, commercial air transportation is a prerequisite to urban development. However, the conflict between commercial and residential uses and the noise and safety hazards associated with air traffic can be significant. The provision of modern air transportation facilities must be balanced by measures to safeguard the general welfare of the people and land uses located in the vicinity of those facilities.

OBJECTIVE 14.6

Promote the expansion of air transportation services for passengers and cargo.
Policy 14.6.1:
Support and encourage the addition of and accessibility to regional air transportation services at air installations in the vicinity, while acknowledging necessity for land use coordination between the City and the air installations regarding land surrounding these facilities (see also policies and programs in the Air Installation and Land Use Compatibility subsection of the Plan for Public Health and Safety and the Interagency Land Use Coordination subsection of the Plan for Physical Development).

Specific Actions:

14.6.1(a)
Work with the City of Palmdale and Los Angeles World Airports on ways to encourage additional regional air flights.

Status: New Program
Responsibility: Administration
Time Frame: Priority 3
Funding Source: Department Budget

For related policies and specific actions, refer to the Air Installation and Land Use Compatibility section of the Plan for Public Health and Safety, and the Interagency Land Use Coordination section of the Plan for Physical Development.
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STAFF REPORT

AMENDMENT TO THE PLAN FOR PHYSICAL MOBILITY OF THE CITY OF LANCASTER GENERAL PLAN 2030 RELATED TO ADOPTION OF VMT BASELINES AND THRESHOLDS AS REQUIRED BY SB 743

DATE: June 15, 2020

TO: Lancaster Planning Commission

FROM: Matt Simons, Senior Engineer/City Traffic Engineer
Traffic Engineering Division, Development Services Department

APPLICANT: City of Lancaster

LOCATION: Citywide

REQUEST: Adoption of the VMT baselines and thresholds as required by SB 743, as outlined in Fehr & Peers report dated April 2020, and an Amendment to the Plan for Physical Mobility of the City of Lancaster General Plan 2030 relating to identification of transportation impacts as part of CEQA compliance and modification to the methodology used to identify transportation-related significant issues associated with land development and infrastructure projects.

RECOMMENDATION: Adopt Resolution No. 20-09 recommending to City Council approval of General Plan Amendment No. 20-09 for an amendment to the Physical Mobility Chapter for the adoption of VMT baselines and thresholds as required by Senate Bill (SB) 743.

BACKGROUND

The City currently uses level-of-service (LOS) in identifying transportation-related significant impacts associated with California Environmental Quality Act (CEQA) compliance. The current metric focuses on how the general public’s driving experience at the City’s intersections and on its roadways is impacted as the result of development. Senate Bill 743 (SB 743) was signed into law by Governor Jerry Brown on September 27, 2013, and was created as an update to CEQA guidelines outlining how significant transportation-related impacts are identified and changes the metric used in that calculation. Vehicle miles traveled (VMT) was selected by the Governor’s Office of Planning Research and represents the total amount of travel for all vehicles in a geographic region over a given period of time. This is the new transportation metric directly aligns with the City’s goals of encouraging infill development and improving public health through active transportation.
Vehicle miles traveled (VMT) is a metric that not only counts the number of vehicle trips generated by a specific use or project, but it also accounts for the length or distance of each individual trip. VMT is determined using a regional travel demand forecasting model which uses socioeconomic data such as population and employment to identify local transportation characteristics and patterns. These patterns are then used to calculate the total number of miles traveled by vehicles entering into and leaving from Lancaster over a certain period of time. If the time period being analyzed in these analyses is extended over a large period of time, specific travel patterns or baseline travel characteristics can be identified. These baselines can then be used to determine the effects the construction of a specific land development or infrastructure project would have on local travel behavior. Once the baseline travel characteristics have been identified, thresholds can be created to determine if a proposed land development or infrastructure project would have a significant impact on the surrounding environment in the same manner as was previously done with level of service.

**DISCUSSION/ ANALYSIS:**

Pursuant to the Governor’s Office of Planning and Research directive, Senate Bill 743 requires an update to the CEQA guidelines to include new criteria for determining the significance of transportation impacts. The result of this effort is an Amendment to the City of Lancaster General Plan 2030, Plan for Physical Mobility that would change the focus of transportation impact analysis in CEQA from measuring impacts to drivers (LOS) to measuring the impact of driving (VMT).

The proposed Amendment will help the City better align its climate and air quality goals with those of the State.

**ENVIRONMENTAL DETERMINATION**

Pursuant to Sections 15162 and 15168(c)(2) of the State CEQA Guidelines, the proposed amendment to the Plan for Physical Mobility of the City’s General Plan is within the scope of the Program Environmental Impact Report (SCH #2007111003) for the existing Lancaster General Plan, and no further environmental review is required.

**FINDINGS**

Section 17.24.140 “Amendments – Commission Findings and Decision” of the Lancaster Municipal Code contains the following finding:

1. The Commission may recommend approval where the information presented at public hearing shows that such amendment is necessary to implement the general plan and/or that the public convenience, the general welfare or good zoning practice justifies such action.

The proposed amendment is consistent with the goals, objectives, policies, and specific actions of the General Plan, as the General Plan designation and zoning designations within the City will not change and the amendment will aid in the implementation of the goals, objectives, policies, and specific actions of the General Plan. The amendment provides clarity regarding the identification of transportation impacts as part of CEQA
compliance and modification to the methodology used to identify transportation-related significant impacts associated with land development and infrastructure projects.

**LEGAL NOTICE**

A Notice of Public Hearing was published in the Antelope Valley Press on Friday, June 5, 2020, as required by law.

**RECOMMENDATION**

Adopt Resolution No. 20-09 recommending approval to City Council the VMT baselines and thresholds and an Amendment to the Plan for Physical Mobility of the City of Lancaster General Plan 2030 relating to identification of transportation impacts as part of CEQA compliance and modification to the methodology used to identify transportation-related significant issues associated with development projects.

**Attachments:**
A. Transportation Analysis Updates in Lancaster, Fehr & Peers, May 2020
B. Resolution No. 20-09
RESOLUTION NO. 20-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LANCASTER, CALIFORNIA, RECOMMENDING TO CITY COUNCIL APPROVAL OF GENERAL PLAN AMENDMENT NO. 20-09 FOR AN AMENDMENT TO THE PHYSICAL MOBILITY CHAPTER FOR THE ADOPTION OF VMT BASELINES AND THRESHOLDS AS REQUIRED BY SENATE BILL (SB) 743

WHEREAS, the City of Lancaster has endeavored to safely expand and improve transportation options for residents and visitors, including access to pedestrian, bicyclist, vehicular, and transit facilities; and

WHEREAS, the City has adopted the Master Plan of Trails and Bikeways, the city-wide Safe Routes to School Master Plan, the Master Plan of Complete Streets, and Safer Streets Action Plan in pursuit of this effort; and

WHEREAS, the State of California Government Code, Section 65302(b)(2)(A), requires the General Plan to “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan”; and

WHEREAS, Senate Bill (SB) 743 directed the State of California Governor’s Office of Planning and Research to update California Environmental Quality Act (CEQA) Guidelines to eliminate level of service (LOS) as a measure of vehicle capacity and traffic congestion as a basis for determining significant transportation-related impacts and replace it with the new metric of vehicle miles traveled (VMT); and

WHEREAS, Governor Jerry Brown signed SB 743 into law on September 27, 2013, requiring the Governor’s Office of Planning and Research to update the CEQA Guidelines which were certified and adopted by the Natural Resources Agency in December 2018, and lead agencies were granted a grace period until July 1, 2020, to implement VMT analysis as part of their environmental review process; and

WHEREAS, notice of intention to consider the amendment to the Plan of Physical Mobility of the City of Lancaster General Plan, the adoption of VMT baselines and thresholds as required by SB 743, has been given in accordance with Section 65090 of the Government Code of the State of California; and

WHEREAS, staff have had a written report prepared recommending approval of General Plan Amendment, specifically, the adoption of VMT baselines and thresholds as required by SB 743, that has also been reviewed and considered by the Planning Commission; and
WHEREAS, the Planning Commission that the proposed actions are within the scope of the Program Environment Impact Report (SCH #2007111003) prepared for the Lancaster General Plan, and as such no further environmental review is required pursuant to Section 15162 and 15166 of the State CEQA Guidelines; and

WHEREAS, the Planning Commission, based upon evidence in the record hereby makes the following findings in support of General Plan Amendment:

1. The Commission may recommend approval where the information presented at public hearing shows that such amendment is necessary to implement the general plan and/or that the public convenience, the general welfare or good zoning practice justifies such action.

The proposed amendment is consistent with the goals, objectives, policies, and specific actions of the General Plan, as the General Plan designation and zoning designations within the City will not change and the amendment will aid in the implementation of the goals, objectives, policies, and specific actions of the General Plan. The amendment provides clarity regarding the identification of transportation impacts as part of CEQA compliance and modification to the methodology used to identify transportation-related significant impacts associated with land development and infrastructure projects.
PC Resolution No. 20-09
General Plan Amendment – SB 743
June 15, 2020
Page 3

PASSED, APPROVED and ADOPTED this 15th day of June 2020, by the following vote:

AYES: Cook, Harvey, Moore, Parris, Smith, Tufts, and Vose.

NOES: None.

ABSTAIN: None.

RECUSED: None.

ABSENT: None.

JAMES D. VOSE, Chairman
Lancaster Planning Commission

ATTEST:

DANIELLE WINTER, Recording Secretary – Community Development
City of Lancaster

Attachments:
A. Transportation Analysis Updates in Lancaster, Fehr & Peers, May 2020
B. The Plan for Physical Mobility of the City of Lancaster General Plan 2030
Transportation Analysis Updates in Lancaster

Prepared for:
City of Lancaster

May 27, 2020

Project Number: LA20-3174

FEHR & PEERS
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Appendix A: VMT Metrics in Lancaster and Antelope Valley Planning Area – 2012, 2020, 2040 33
Chapter 1 – Introduction

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and started a process intended to fundamentally change transportation impact analysis as part of CEQA compliance. In summary, SB 743 eliminates level of service (LOS) as a basis for determining significant transportation impacts under CEQA and provides a new performance metric – vehicle miles of travel (VMT). With this change, the State is shifting the focus from measuring a project’s impact to drivers (LOS) to measuring the impact of driving (VMT) to achieve their goals of reducing greenhouse gas (GHG) emissions, encouraging infill development, and improving public health through active transportation.

In response to SB 743, the City of Lancaster is adopting new transportation impact thresholds to adhere to CEQA requirements and provided guidance on conducting transportation studies in the City. The following chapters of this report are organized as follows:

- **Chapter 2: Transportation Analysis Implications for SB 743** – This chapter provides an overview of SB 743 and what it means for transportation impact analysis in the City of Lancaster.

- **Chapter 3: Baseline VMT** – This chapter describes the process for determining the City’s Baseline VMT and describes the analysis methodology and VMT metrics.

- **Chapter 4: CEQA Methodology, Thresholds, and Mitigation** – This chapter outlines the methodology for calculating VMT for projects and plans in the City of Lancaster, provides the threshold of significance, and discusses mitigation options for projects that are found to have a VMT impact.
Chapter 2 – Transportation Analysis Implications for SB 743

What is SB 743?

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. The primary purpose of SB 743 was eliminating 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\(^1\). 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, thresholds, and mitigation. These decisions should be consistent with the City’s goals as expressed in their general plan.

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
- Improving public health through active transportation

\(^{1}\) Technical Advisory on Evaluating Transportation Impacts in CEQA, OPR, December 2018 http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf
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.

How does SB 743 align with the City of Lancaster General Plan?

The City of Lancaster has identified the following goals and policies in its General Plan, which align with the anticipated outcomes of SB 743:

- Plan for Physical Mobility Goal 14 - A well-balanced transportation and circulation system which provides for the efficient and safe transport of goods and people within and through the City of Lancaster; and which balances concerns for mobility with concerns for safety and the quality of the City’s living environment.
  - Objective 14.2 – Promote a street system which balances the needs of automobiles with the needs of pedestrians, bicyclists, and transit users while protecting environmental and quality of life issues. Over time, Lancaster’s streets should evolve to respond to the needs of transportation users and the surrounding neighborhood.
    - Policy 14.2.1 – Support and improve a street network that is sensitive to environmental issues such as biological, land, and water resources, as well as air quality, while permitting continued development within the study area.
  - Objective 14.4 – Reduce reliance of the use of automobiles and increase the average vehicle occupancy by promoting alternatives to single-occupancy auto use, including ridesharing, non-motorized transportation (bicycle, pedestrian), and the use of public transit.
    - Policy 14.4.1 – Support and encourage the various public transit companies, ridesharing programs and other incentive programs, that allow residents to utilize modes of transportation other than the private automobile, and accommodate those households within the Urbanizing Area of the City that rely on public transit.
    - Policy 14.4.2 – Promote the use of alternative modes of transportation through the development of convenient and attractive facilities that support and accommodate the services.
    - Policy 14.4.3 – Encourage bicycling as an alternative to automobile travel for the purpose of reducing vehicle miles traveled (VMT), fuel consumption, traffic
congestion, and air pollution by providing appropriate facilities for the bicycle riders.

- Policy 14.4.4 – Encourage commuters and employers to reduce vehicular trips by implementing Transportation Demand Management strategies.
- Policy 14.4.5 – Design transportation facilities to encourage walking, provide connectivity, ADA accessibility, and safety by reducing potential auto/pedestrian conflicts.

How does LOS compare to VMT?

Conventional approaches to transportation impact analysis tend to focus on vehicle LOS related to driver delay and roadway congestion. SB 743 changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers (LOS), to measuring the impact of driving (VMT).

While LOS measures the drivers experience traveling through a specific point on the roadway system (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 retail development intended to serve nearby residents can result in an LOS impact because it adds vehicle trips to an already congested intersection. In comparison, a proposed office building in an industrial area may not result in any LOS impacts because it is surrounded by multi-lane roadways with plenty of vehicle capacity, but it may attract trips from many miles away and result in a larger burden on the transportation network.

Which 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.
- **Transportation Infrastructure** – Prior to SB 743, transportation projects that had the potential to worsen vehicle delay, such as narrowing a roadway to provide bicycle lanes, may result in an

**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 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 as VMT per capita for a typical weekday.
environmental impact under CEQA. With SB 743 in place, transportation projects that promote travel by non-auto modes are no longer considered to result in an environmental impact. Roadway widening projects need to consider potential impacts from increasing VMT.

**Can Lancaster still consider LOS?**

SB 743 does not prevent a city from continuing to analyze LOS as part of development review, area plans, or on-going network monitoring, but LOS will no longer constitute the basis for CEQA impacts. Cities can still use vehicle LOS outside of the CEQA process if they determine it is an important part of their transportation analysis process.

The City recognizes that vehicular LOS is not to be used as a measure of transportation impacts in the context of CEQA. Therefore, the City has determined that a dual analysis process will be applied for identifying and evaluating potential transportation impacts and necessary roadway improvements associated with new land development and infrastructure projects located within the City. The first analysis will consist of an approach using the metric of vehicle miles traveled (VMT) to identify potential transportation impacts by applying CEQA designated methodologies and thresholds. The second analysis will be a localized approach conducted primarily to identify potential safety and operational issues when applied against criteria established by the City. This approach will continue to use LOS to evaluate land development and infrastructure projects.

As part of the localized second analysis, the following conditions will apply:

- For locations within the City’s “infill area,” as identified in Section 17.08.080 of the Lancaster Zoning Code, peak hour LOS lower than LOS D may be acceptable. Other indicators will also be used to evaluate transportation performance, including, but not limited to: user safety; short- and long-term costs of improvements and maintenance; provision of bicycle, pedestrian, and public transportation facilities; and connectivity of the overall street network. In these locations, the efficiency and convenience of vehicular operations must be balanced with the goal of increasing transit use, bicycling, and walking and other City goals and objectives contained in the adopted Master Plan of Complete Streets. Improvements identified strictly by vehicular-based criteria shall not be required solely on the basis of the LOS metric.

- For locations outside of the City’s “infill area,” peak hour LOS should generally be maintained at LOS D. However, improvements identified strictly by vehicular-based LOS criteria shall be evaluated against other City goals and objectives contained in the adopted Master Plan of Complete Streets.

As part of the development review process, the City will evaluate the potential impacts of traffic generated by projects using the dual analysis process and determine the effects on adjacent land uses and surrounding neighborhoods, while utilizing more flexible LOS criteria that encourages transit ridership, bicycling, and walking. In the event a development project significantly degrades the effective use or
safety of City streets, improvements may still be required. Required improvements should consider transit, bicycle, and pedestrian improvements as well as road improvements.

**SB 743 Implementation in Lancaster**

The City began the process of implementing SB 743 in early 2020. The process began by collecting baseline VMT data for the City based on the regional Travel Demand Forecasting Model developed by the Southern California Association of Governments (SCAG). The City then used the VMT data to test pilot projects and considered options for the preferred VMT methodology, VMT impact thresholds, and potential mitigation strategies to reduce VMT.
Chapter 3 – Baseline VMT

This chapter summarizes local transportation characteristics and the Baseline VMT methodology and associated data in the City of Lancaster. The purpose of this chapter is to provide context for understanding the City’s VMT trends and describe the process for establishing the City’s Baseline VMT. The baseline VMT data is used to inform the City’s VMT thresholds and screening options as part of the SB 743 implementation process.

Local Transportation Characteristics

As shown in Figure 1, approximately 75% of Lancaster residents work outside the City, and approximately two-thirds of people who work in Lancaster live outside the City according to data provided by the U.S. Census Bureau. Nearly 15,000 Lancaster residents are employed within the City, accounting for a quarter of Lancaster commuters.

![Figure 1. Daily Commute Inflow and Outflow (Source: U.S. Census Bureau, 2017)](image-url)
These commute characteristics have implications for the City’s VMT metrics because they affect the distance that commuters need to travel to reach their jobs. As shown in the tables below, people who live in Lancaster typically have a longer commute than people who work in Lancaster, which suggests that many people who work in Lancaster but do not live there reside close by, while many people who live in Lancaster travel great distances for work. Table 1 summarizes commute distance for people who live in Lancaster, whether they work in the City or elsewhere, and Table 2 summarizes commute distance for people who work in Lancaster, whether they live in the City or elsewhere. Nearly 60% of people who live in Lancaster commute 25 miles or more for work, compared to 37% of people who work in Lancaster.

Table 1. Commute Distance for People Who Live in Lancaster

<table>
<thead>
<tr>
<th>Commute Distance</th>
<th>Count</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total All Jobs</td>
<td>57,958</td>
<td>100%</td>
</tr>
<tr>
<td>Less than 10 miles</td>
<td>21,490</td>
<td>37.1%</td>
</tr>
<tr>
<td>10 to 24 miles</td>
<td>2,097</td>
<td>3.6%</td>
</tr>
<tr>
<td>25 to 50 miles</td>
<td>18,315</td>
<td>31.6%</td>
</tr>
<tr>
<td>Greater than 50 miles</td>
<td>16,056</td>
<td>27.7%</td>
</tr>
</tbody>
</table>


Table 2. Commute Distance for People Who Work in Lancaster

<table>
<thead>
<tr>
<th>Commute Distance</th>
<th>Count</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total All Jobs</td>
<td>43,539</td>
<td>100%</td>
</tr>
<tr>
<td>Less than 10 miles</td>
<td>22,560</td>
<td>51.8%</td>
</tr>
<tr>
<td>10 to 24 miles</td>
<td>4,902</td>
<td>11.3%</td>
</tr>
<tr>
<td>25 to 50 miles</td>
<td>6,616</td>
<td>15.2%</td>
</tr>
<tr>
<td>Greater than 50 miles</td>
<td>9,461</td>
<td>21.7%</td>
</tr>
</tbody>
</table>


According to the U.S. Census Bureau, nearly 84% of workers in Lancaster typically drive alone to work, while approximately 9% carpool, 4% work at home, and 3% commute using another mode. Additionally, Lancaster residents commute an average of 30.8 minutes, which is longer than the average U.S. worker’s commute of 25.1 minutes. Approximately 8.5% of Lancaster residents have a ‘super commute,’ which is a commute longer than 90 minutes. Car ownership in Lancaster is equal to the national average of 2 cars per household. While transit services are available through providers including the Antelope Valley Transit Authority (AVTA) and Metrolink, few workers in Lancaster utilize these services for their commutes (less than 3%).

SCAG Travel Model Overview

The regional Southern California Association of Governments (SCAG) model is currently the best available tool to estimate VMT in the City of Lancaster and the surrounding region. The most recent version of the
SCAG Model has a base year of 2012 and future year of 2040 and was developed for the 2016 Regional Transportation Plan / Sustainable Communities Strategy.

VMT Methodology for Land Use Projects and Plans

An origin-destination (OD) VMT methodology was determined to be the appropriate methodology for estimating the VMT of land use projects and plans as guided by SB 743 legislation. The OD VMT method estimates the VMT generated by land uses in a specific geographic area, such as the City or a larger geographic area such as Los Angeles County. All vehicles traveling to/from the defined geographic area are tracked within the SCAG model and the number of trips and length of trips are used to calculate the OD VMT.

For the City of Lancaster, the VMT methodology includes all trips within the SCAG model for each of the following variable formats:

- **Total VMT per Service Population (all vehicles and all trip purposes):** The total VMT to and from all zones in the geographic area are divided by the total service population (employees and residents) to get the efficiency metric of VMT per service population.

- **Home-based VMT per capita (automobile only):** All home-based auto vehicle trips are traced back to the residence of the trip-maker (non-home-based trips are excluded) and then divided by the population within the geographic area to get the efficiency metric of home-based VMT per capita. The diagram below illustrates the home-based trips that are included in this VMT metric.

- **Home-based work VMT per employee (automobile only):** All auto vehicle trips between home and work are counted, and then divided by the number of employees within the geographic area to get the efficiency metric of home-based work VMT per employee. The diagram below illustrates the home-based work trip that is included in this VMT metric.
VMT Methodology for Transportation Projects and Plans

The VMT methodology for transportation projects is based on the net change in total VMT. The SCAG model is used to estimate the baseline VMT within the City and then forecast the change in VMT with the project in operation. The VMT will be calculated based on the boundary method which considers all travel on roadways in the study area, including vehicles that are traveling on the roadways but don’t have an origin or destination in the area (i.e., pass-through or external trips). The VMT for transportation projects is calculated as defined below.

- **Total Roadway VMT (all vehicles):** The total daily VMT can be measured using the SCAG model by multiplying the daily volume on every roadway segment by the length of every roadway segment.

In addition to VMT changes forecasted by the SCAG model, induced travel demand resulting from increasing the number of lane-miles should be considered.
Baseline VMT

To understand the VMT trends in the City of Lancaster and broader area, the SCAG model was used to estimate the baseline VMT metrics. The baseline VMT metrics were developed for the Antelope Valley Planning Area (in which the City of Lancaster is located), the City of Lancaster, and three subareas of the City. Figure 2 shows the Antelope Valley Planning Area in relation to the rest of Los Angeles County. For the purpose of understanding VMT trends in the City, the three subareas were defined as follows:

- **Urban Core**: This subarea comprises all TAZs within the area bounded by 30th Street West to 20th Street East and Avenue L to Avenue I
- **East**: This subarea comprises all TAZs east of SR-14 and outside the Urban core
- **West**: This subarea comprises all TAZ west of SR-14 and outside the Urban core

The VMT data was based on the Transportation Analysis Zones (TAZs)\(^2\) in each of these areas for the SCAG model’s Base Year 2012 and Future Year 2040 conditions and interpolated to estimate 2020 conditions. Table 3 presents VMT estimates for the Year 2020 for these geographies. As shown, Home-Based VMT per Capita and Home-Based Work VMT per Employee are lower in the Urban Core subarea compared to the East and West subareas, which is due to the higher density and mixed land uses in the Urban Core, shortening the distance between destinations. Of the three types of VMT shown in the table, Home-Based Work VMT per Employee is the lowest, which is likely driven by the fact that many people who work in Lancaster live nearby, resulting in a relatively short commute distance. Appendix A provides additional VMT data for Base Year 2012 and Future Year 2040.

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\(^2\) TAZs are geographic polygons similar to Census block groups used to represent areas of homogenous travel behavior in the SCAG Model.
### Table 3: VMT Metrics in Lancaster and Antelope Valley Planning Area - 2020

<table>
<thead>
<tr>
<th>VMT Metrics</th>
<th>2020 Average VMT Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total VMT Per Service Population</strong></td>
<td></td>
</tr>
<tr>
<td>Urban Core</td>
<td>36.2</td>
</tr>
<tr>
<td>East</td>
<td>36.2</td>
</tr>
<tr>
<td>West</td>
<td>37.1</td>
</tr>
<tr>
<td>AVPA</td>
<td>41.8</td>
</tr>
<tr>
<td><strong>Lancaster</strong></td>
<td><strong>36.4</strong></td>
</tr>
<tr>
<td><strong>Home-Based VMT Per Capita</strong></td>
<td></td>
</tr>
<tr>
<td>Urban Core</td>
<td>11.1</td>
</tr>
<tr>
<td>East</td>
<td>17.1</td>
</tr>
<tr>
<td>West</td>
<td>16.6</td>
</tr>
<tr>
<td>AVPA</td>
<td>20.2</td>
</tr>
<tr>
<td><strong>Lancaster</strong></td>
<td><strong>14.1</strong></td>
</tr>
<tr>
<td><strong>Home-Based Work VMT Per Employee</strong></td>
<td></td>
</tr>
<tr>
<td>Urban Core</td>
<td>7.8</td>
</tr>
<tr>
<td>East</td>
<td>8.4</td>
</tr>
<tr>
<td>West</td>
<td>11.2</td>
</tr>
<tr>
<td>AVPA</td>
<td>9.4</td>
</tr>
<tr>
<td><strong>Lancaster</strong></td>
<td><strong>8.4</strong></td>
</tr>
</tbody>
</table>

Given that the City of Lancaster produces less VMT (on a per capita or per employee basis) than the broader AVPA, this means that development in the City is less impactful on VMT in North Los Angeles County than if it occurs in a more remote area. Therefore, to better capture regional travel characteristics and the benefits of development in the more urban areas of North Los Angeles County, the City is defining the Baseline VMT as the AVPA. This means that new development projects in the City will be compared to the Baseline VMT in the AVPA to determine if they exceed the City’s VMT impact threshold.
Chapter 4 – VMT Screening, Thresholds, and Mitigation

This chapter provides an overview of the VMT screening criteria to determine if a detailed VMT analysis is required for land use and transportation projects, presents the threshold of significance, and discusses mitigation options for projects that are found to have a VMT impact.

Overview

The implementation of new CEQA guidance in the City of Lancaster includes the following:

1. **VMT Screening**: 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 SCAG regional travel demand model to estimate a project’s VMT as described in Chapter 3. 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 or VMT per service population can be reported for area plans, large-scale retail projects, or other project types, such as special event venues.

3. **VMT Impact Thresholds**: The City has discretion to develop and adopt their own impact thresholds, 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 reduce the number of single-occupant vehicles generated by the site. This can be accomplished by changing the land uses being proposed or by implementing transportation demand management measures.

Each of these topics are discussed in further detail below.
VMT Screening Criteria

VMT is heavily dependent on land use and location. For example, a development site located in an urban area will have lower VMT because people have more options to walk, bike and take transit or drive short distances to nearby destinations in comparison to a suburban development where most people drive longer distances for their everyday work and household needs. Therefore, OPR has provided guidance related to several opportunities for screening projects from requiring a detailed VMT analysis. Screening opportunities in the City of Lancaster are described below. A project only needs to satisfy one of the screening criteria to be exempt from requiring further VMT analysis.

Project Type Screening

Projects that generate less than 110 daily trips may be screened from conducting a VMT analysis. Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant VMT impact absent substantial evidence to the contrary. This is because local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.

<table>
<thead>
<tr>
<th>OPR Recommendation</th>
<th>What this means for Lancaster</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screen the following project types from VMT analysis:</td>
<td></td>
</tr>
<tr>
<td>- Projects that generate less than 110 daily trips</td>
<td></td>
</tr>
<tr>
<td>- Local serving retail uses (&lt;50 ksf)</td>
<td></td>
</tr>
<tr>
<td>The City is following OPR guidance which means that projects that generate less than 110 daily trips and projects that include local serving retail uses less than 50 ksf would not need to complete a VMT analysis.</td>
<td></td>
</tr>
</tbody>
</table>

Low VMT Area Screening

Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

Low VMT areas for residential projects are defined as TAZs that generate VMT on a per capita basis that is at least 15% lower than the Baseline VMT. The VMT metrics for the City of Lancaster in comparison to the AVPA are presented in Table 4A. As shown, the average Home-Based VMT per capita in the City is approximately 30% below the regional average.
Table 4A: SCAG Model Outputs for Antelope Valley Planning Area and City of Lancaster (Home-Based VMT)

<table>
<thead>
<tr>
<th>VMT Metrics</th>
<th>AVPA Region/Lancaster Average VMT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2012 Base Year Model</td>
</tr>
<tr>
<td>AVPA Regional Home-Based VMT per Capita</td>
<td>21.0</td>
</tr>
<tr>
<td>City Home-Based VMT per Capita</td>
<td>14.7</td>
</tr>
<tr>
<td>% Difference</td>
<td>-30%</td>
</tr>
</tbody>
</table>

**Figure 3** illustrates the Home-Based VMT per capita in the City of Lancaster by TAZ in comparison to the regional (AVPA) average. As expected, based on the Citywide VMT information in the above table, the majority of the TAZs have Home-Based VMT per capita at least 15% lower than the Baseline VMT.

The VMT metrics illustrated in Figure 3 can be used to screen residential projects in low VMT areas. Specifically, if a residential project is proposed in a TAZ that has VMT at least 15% lower than the regional average, the project would also be expected to generate VMT at least 15% lower than the regional average.
Low VMT Area Screening: Residential

- Lancaster
  - >15% below AVPA Average
  - 0 - 15% below AVPA Average
  - Higher than AVPA Average
  - No Population

Figure 3
Low VMT areas for office projects are defined as TAZs that generate VMT on a per employee basis that is at least 15% lower than the regional average. The VMT metrics for the City of Lancaster in comparison to the AVPA regional average are presented in Table 4B. As shown, the average Home-Based Work VMT per employee is approximately 11% below the regional average.

<table>
<thead>
<tr>
<th>VMT Metrics</th>
<th>AVPA Region/ Lancaster Average VMT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2012 Base Year Model</td>
</tr>
<tr>
<td>Regional Home-Based Work VMT per Employee</td>
<td>11.0</td>
</tr>
<tr>
<td>City Home-Based Work VMT per Employee</td>
<td>9.4</td>
</tr>
<tr>
<td>% Difference</td>
<td>-15%</td>
</tr>
</tbody>
</table>

Figure 4 shows Home-Based Work VMT per employee for TAZs in the City of Lancaster in comparison to the regional average. Based on the Citywide VMT information presented above, many TAZs have Home-Based Work VMT per employee lower than the regional average. Additionally, several TAZs do not have any employees, and thus do not have a Home-Based Work VMT per Employee metric.

OPR’s guidance for residential and office project screening and the implications of this guidance for the City of Lancaster are presented below.

<table>
<thead>
<tr>
<th>OPR Recommendation</th>
<th>What this means for Lancaster</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screen the following project type from VMT analysis: Residential and Office projects located in low VMT generating TAZs, defined as VMT per capita or VMT per employee that is at least 15% lower than the baseline regional average.</td>
<td>The City is following OPR guidance which means that residential and office projects located in low VMT areas, defined as 15% below the Baseline VMT for the AVPA, would not need to complete a VMT analysis.</td>
</tr>
</tbody>
</table>
Figure 4

Low VMT Area Screening: Office

- Lancaster
  - >15% below AVPA Average
  - 0 -15% below AVPA Average
  - Higher than AVPA Average
  - No Employee
**Transit Priority Area (TPA) Screening**

Projects located within Transit Priority Areas (TPAs) may also be exempt from VMT analysis. TPAs are defined in the OPR Technical Advisory as a ½ mile radius around an existing or planned major transit stop, or an existing stop along a high-quality transit corridor (HQTC). HQTCs are defined in the technical advisory as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Figure 5 shows potential TPAs within the City of Lancaster, many of which are based on proposed changes to Antelope Valley Transit Authority (AVTA) Routes 1 and 12. Currently, these two routes operate with service intervals that are longer than 15 minutes during peak commute hours, disqualifying them from consideration in the demarcation of TPAs. However, if the changes proposed in AVTA’s *Strategic Mobility Plan for the Antelope Valley* (November 2019) are implemented, Routes 1 and 12 will operate at higher frequency, resulting in the potential TPAs shown in Figure 5. If the proposed changes are not implemented, the City of Lancaster’s only TPA will be the half-mile radius surrounding the Metrolink station. Based on OPR guidance, projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary.

In addition to transit proximity, OPR also recommends that other project characteristics be considered to determine if TPA screening criteria are satisfied. To be considered for TPA screening, a project should have the following characteristics:

- A Floor Area Ratio (FAR) of 0.75 or greater;
- Is consistent with the applicable SCAG SCS (as determined by the City);
- Does not provide more parking than required by the City; and
- Does not replace affordable housing units with a smaller number of moderate- or high-income residential units.

Given this guidance in the context of the City of Lancaster, TPA screening would be acceptable for the following uses:

- Multifamily residential projects, which provide higher density housing in the City. A project that is replacing affordable residential units with market-rate units would not qualify.
- Commercial projects in areas that are currently zoned for commercial use. It should be noted that the City does not require a minimum number of parking spaces for commercial uses.

The potential TPA shown in Figure 5 comprises approximately half of the land area of the City’s Urban Core (extending from 30th Street West to 20th Street East and from Avenue L to Avenue I). If AVTA’s proposed changes to Routes 1 and 12 are funded and implemented, many multifamily residential and commercial projects within the Urban Core could be screened from VMT analysis by virtue of being located within a TPA. If the proposed changes are not implemented, the City of Lancaster’s only TPA will
be the half-mile radius surrounding the Metrolink station. OPR’s guidance for TPA project screening and the implications of this guidance for the City of Lancaster are presented below.

<table>
<thead>
<tr>
<th>OPR Recommendation</th>
<th>What this means for Lancaster</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screen the following project types from VMT analysis:</td>
<td>The City is following OPR guidance which means that projects located within a ½ mile from the Metrolink station would not need to complete a VMT analysis. If AVTA's proposed changes to Routes 1 and 12 are implemented, projects located within a ½ mile of these routes would also not need to complete a VMT analysis. TPA Screening is only applicable for multifamily residential projects and projects in existing commercial areas as these are the kinds of high-density land uses that benefit from improved access to transit and are consistent with the RTP/SCS.</td>
</tr>
<tr>
<td>- Project is located in a TPA and has the following characteristics:</td>
<td></td>
</tr>
<tr>
<td>o Floor Area Ratio (FAR) greater than or equal to 0.75</td>
<td></td>
</tr>
<tr>
<td>o Is consistent with the applicable SCAG SCS (as determined by the City)</td>
<td></td>
</tr>
<tr>
<td>o Does not provide more parking than required by the City</td>
<td></td>
</tr>
<tr>
<td>o Does not replace affordable housing units with a smaller number of moderate- or high-income residential units</td>
<td></td>
</tr>
</tbody>
</table>

**Affordable Housing Screening**

Affordable housing is known to generate lower VMT than market-rate housing. In addition, affordable housing in infill areas can shorten commutes by providing housing closer to where people work, thereby reducing VMT. Affordable housing units can be presumed to have a less than significant impact on VMT, absent substantial evidence to the contrary, and can be screened from requiring further VMT analysis. The screening can be applied to projects containing all affordable housing units or to only those units within a larger development that meet affordable housing requirements.

**Transportation Facilities Screening**

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 improve traffic operations at current bottlenecks, such as intersection traffic control (e.g., traffic signals or roundabouts), or widening at intersections to provide new turn lanes are not expected to increase VMT. The following transportation projects can be screened from further VMT analysis.

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation facilities and do not add additional motor vehicle capacity
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, or two-way left turn lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Reduction in number of travel lanes
- Installation, removal, or reconfiguration of traffic control devices
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices

VMT Screening Summary

Table 5 provides a summary of VMT screening criteria for projects in the City of Lancaster based on the screening options described above. A project only needs to satisfy one of the screening criteria to be exempt from requiring further VMT analysis.

<table>
<thead>
<tr>
<th>Screening Categories</th>
<th>Project Requirements to Meet Screening Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Size</td>
<td>A project that generates 110 or fewer daily trips.</td>
</tr>
<tr>
<td>Locally Serving Retail</td>
<td>A project that has locally serving retail uses that are 50,000 square feet or less, including specialty retail, shopping center, grocery store, pharmacy, financial services/banks, fitness center or health club, restaurant, and café. If the project contains other land uses, those uses need to be considered under other applicable screening criteria.</td>
</tr>
<tr>
<td>Project Located in a Low VMT Area</td>
<td>A residential or office project that is located in an area that is already 15% below the AVPA Baseline VMT.</td>
</tr>
<tr>
<td>Transit Proximity</td>
<td>A project that is located within a ½ mile of the Metrolink station or within a ½ mile of a bus stop with service frequency of 15 minutes or less during commute periods. In addition, the project should have the following characteristics:</td>
</tr>
<tr>
<td></td>
<td>- A floor Area Ratio (FAR) of 0.75 or greater</td>
</tr>
<tr>
<td></td>
<td>- Is consistent with the applicable SCAG SCS (as determined by the City)</td>
</tr>
<tr>
<td></td>
<td>- Does not provide more parking than required by the City</td>
</tr>
<tr>
<td></td>
<td>- Does not replace affordable housing units</td>
</tr>
<tr>
<td>Affordable Housing</td>
<td>A residential project that provides affordable housing units; if part of a larger development, only those units that meet the definition of affordable housing satisfy the screening criteria.</td>
</tr>
<tr>
<td>Transportation Facilities</td>
<td>Transportation projects that promote non-auto travel, improve safety, or improve traffic operations at current bottlenecks, such as transit, bicycle and pedestrian facilities, intersection traffic control (e.g., traffic signals or roundabouts), or widening at intersections to provide new turn lanes.</td>
</tr>
</tbody>
</table>
Figure 5
Transit Priority Areas - Existing and Potential Transit Services

- Metrolink Station (Existing)
- AVTA Route 1 (Potential)
- AVTA Route 12 (Potential)
- Transit Priority Area (Potential)
- City of Lancaster
VMT Analysis Methodology

For projects that do not meet any of the screening criteria above, a VMT analysis would be required. 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 Plan or General Plan) and projects consisting of residential, office, and retail land uses, the VMT analysis can be conducted using the SCAG model. For other project types, such as performing arts centers or special event venues, the VMT analysis should be customized to determine the unique trip generation and trip length characteristics of the proposed uses.

As required under current practice, the VMT analysis should consider the potential impacts of the project under both existing and future/cumulative conditions as follows:

- **Existing/Baseline Conditions:** Project-generated VMT should be estimated for the proposed land uses under existing/baseline conditions. VMT can be estimated using the SCAG regional travel demand model and should be reported as VMT per capita (residential projects), VMT per employee (office or employment-generating projects), or VMT per service population (all other land uses). For land use plans, VMT per service population or Total VMT can be used to determine potential impacts.

- **Cumulative Conditions:** A less than significant impact under Existing/Baseline conditions would also result in a less than significant cumulative impact as long as the project is consistent with the SCAG RTP/SCS.

In some cases, the Project-effect on VMT should be estimated under cumulative conditions to determine if VMT in the study area would be higher/lower in the future with the project in place. This analysis would be applicable to large planning efforts that may result in changes to regional travel patterns. To evaluate the project’s effect on VMT, the future year travel demand model should be updated to reflect the project and determine if the Citywide VMT increases or not with the project. The user may elect to complete a redistribution of land use to ensure that the “no project” assessment and the “with project” assessment contain the same land use control totals for the City, especially if the project is large enough that it would affect land use absorption elsewhere.

VMT Impact Thresholds

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 City can adopt threshold of significance for VMT by ordinance, resolution, rule or regulation through a public review process supported by substantial evidence. OPR’s Technical Advisory has identified 15% below the regional average as the threshold for identifying a significant VMT impact for land use projects and plans. This is based on research conducted to determine the VMT reduction needed in order to help the State achieve its climate goals. The California Air Resources Board has quantified the need for VMT reduction in order to
meet the State’s long-term climate goals and OPR sees reducing VMT to 15% below existing conditions as a reasonable threshold for new development projects.

OPR guidance is also provided for transportation projects. For roadway widening projects, a significant impact would occur if the project increased the baseline VMT in the study area.

The VMT thresholds for projects and plans in the City of Lancaster are summarized below in Table 6.

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Threshold for Determination of Significant VMT Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Project</td>
<td>Project exceeds 15% below AVPA Baseline VMT for home-based VMT per capita</td>
</tr>
<tr>
<td>Employment (Commercial or Industrial)</td>
<td>Project exceeds 15% below AVPA Baseline VMT for home-based work VMT per employee</td>
</tr>
<tr>
<td>Regional Retail Project</td>
<td>Project results in a net increase in total VMT per service population in comparison to the AVPA Baseline VMT</td>
</tr>
<tr>
<td>Mixed-Use Projects</td>
<td>Evaluate each project land use component separately using the criteria above</td>
</tr>
<tr>
<td>Land Use Plans</td>
<td>Plan exceeds 15% below AVPA Baseline VMT for Total VMT per service population</td>
</tr>
<tr>
<td></td>
<td>Project exceeds 15% below AVPA Baseline VMT. For land use types not listed above, the City can determine the appropriate VMT metric depending on the project characteristics. For projects that are generally producing job-related travel, the employment generating VMT (home-based work VMT per employee) can be compared to the baseline. For other projects, the total VMT per service population can be compared to the AVPA baseline, or the net change in Total VMT can be estimated.</td>
</tr>
<tr>
<td>Transportation Projects</td>
<td>Project results in an increase in VMT in the study area in comparison to baseline conditions</td>
</tr>
</tbody>
</table>

**VMT Mitigations**

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 reduce the number of single-occupant vehicles generated by the site. This can be accomplished by changing the land uses being proposed or by implementing Transportation Demand Management (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 is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA, 2010). CAPCOA offers methodology based on preferred literature, along with methodology based on alternative literature, for each strategy. The strategies described below are a sample of the options most effective in areas like Lancaster, some of which are already being implemented in the City pursuant to the City's TDM ordinance.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Description</th>
<th>VMT Impact</th>
<th>CAPCOA VMT Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use &amp; Location</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increase Density</td>
<td>Designing a Project with increased densities, where allowed by the General Plan and/or Zoning Ordinance reduces GHG emissions associated with traffic in several ways.</td>
<td>Minimizes number and length of vehicle trips and provides greater options for use of alternative modes.</td>
<td>0.8% - 30%</td>
</tr>
<tr>
<td>Increase Diversity of Urban and Suburban Developments (Mixed Use)</td>
<td>Includes mixed uses within Projects or in consideration of surrounding area.</td>
<td>Minimizes number and length of vehicle trips.</td>
<td>9% - 30%</td>
</tr>
<tr>
<td>Increase Destination Accessibility</td>
<td>Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones.</td>
<td>Minimizes number and length of vehicle trips.</td>
<td>6.7% - 20%</td>
</tr>
<tr>
<td>Increase Transit Accessibility</td>
<td>Locating a project with high density near transit will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT.</td>
<td>Encourages transit use to replace vehicle trips.</td>
<td>0.5% - 24.6%</td>
</tr>
<tr>
<td><strong>Strategy</strong></td>
<td><strong>Description</strong></td>
<td><strong>VMT Impact</strong></td>
<td><strong>CAPCOA VMT Reduction</strong></td>
</tr>
<tr>
<td>--------------</td>
<td>-----------------</td>
<td>----------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td><strong>Neighborhood / Site Enhancement</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provide Pedestrian Network Improvements</td>
<td>Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. This mode shift results in people driving less and thus a reduction in VMT.</td>
<td>Encourages people to walk within and to a Project</td>
<td>0% - 2%</td>
</tr>
<tr>
<td>Implement a Neighborhood Electric Vehicle (NEV) Network</td>
<td>NEVs offer an alternative to traditional vehicle trips and can legally be used on roadways with speed limits of 35 MPH or less. They are ideal for short trips up to 30 miles in length.</td>
<td>Minimizes length of vehicle trips; electrification reduces GHG emissions.</td>
<td>0.5% - 12.7%</td>
</tr>
<tr>
<td>Provide Traffic Calming Measures</td>
<td>Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift will result in a decrease in VMT. Project design will include pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements.</td>
<td>Encourages people to walk or bicycle, especially for shorter trips.</td>
<td>0.25% - 1%</td>
</tr>
<tr>
<td>Strategy</td>
<td>Description</td>
<td>VMT Impact</td>
<td>CAPCOA VMT Reduction</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td><strong>Commute Trip Reduction</strong></td>
<td></td>
<td>Reduce need to own a vehicle or the number of household vehicles.</td>
<td>0.4% - 0.7%</td>
</tr>
<tr>
<td>Implement Car-Sharing Program</td>
<td>Projects can implement a car-sharing program to allow people to have on-demand access to a shared fleet of vehicles on an as-needed basis. Car-sharing programs may be grouped into three general categories: residential- or citywide-based, employer-based, and transit station-based.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Encourage telecommuting and Alternative Work Schedules</td>
<td>Encouraging telecommuting and alternative work schedules reduces the number of commute trips and therefore VMT traveled by employees. Alternative work schedules could take the form of staggered start times, flexible schedules, or compressed work weeks.</td>
<td>Reduce the number of days employees need to work and/or shifts commute time outside of peak periods to avoid adding congestion.</td>
<td>0.07% - 5.5%</td>
</tr>
<tr>
<td>Commute Trip Reduction Programs</td>
<td>Projects can implement a voluntary Commute Trip Reduction program with employers to discourage single-occupancy vehicle trips and encourage alternative modes of transportation. Alternatively, a jurisdiction can implement a Commute Trip Reduction Ordinance with the intent of reducing drive-alone travel mode share.</td>
<td>Encourages alternatives to commuting in single-occupancy vehicles.</td>
<td>1% - 6.2%</td>
</tr>
</tbody>
</table>
### Transportation Analysis Updates in Lancaster

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Description</th>
<th>VMT Impact</th>
<th>CAPCOA VMT Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Parking Policy/Pricing</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Limit Parking Supply</td>
<td>Projects can change parking requirements and types of supply within the Project site to encourage “smart growth” development and alternative transportation choices by project residents and employees.</td>
<td>Encourages alternatives to the use of single-occupancy vehicles.</td>
<td>5% - 12.5%</td>
</tr>
<tr>
<td>Unbundle Parking Costs from Property Cost</td>
<td>Unbundling separates parking from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost from the property cost.</td>
<td>Encourages alternatives to the use of single-occupancy vehicles.</td>
<td>2.6% - 13%</td>
</tr>
<tr>
<td>Implement Market-Price Public Parking</td>
<td>Price all central business district/employment center/retail center on-street parking to encourage “park once” behavior. This deters parking spillover from project-supplied parking to other public parking nearby to avoid undermining the VMT benefits of pricing project-supplied parking.</td>
<td>Encourages people to park once and walk between destinations instead of driving.</td>
<td>2.8% - 5.5%</td>
</tr>
</tbody>
</table>

Specific mitigation strategies 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 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 City.
Pilot Project Testing

Four projects in the City of Lancaster were identified as “pilot projects” to outline the anticipated VMT analysis process. The following pilot projects represent a mix of development types that could occur in the City:

- NW Corner of Avenue K & 10th Street West - 15 thousand square feet (ksf) restaurant and 6 ksf retail
- 1752 East Avenue J-4 - 264 apartment units
- SE Corner of Avenue L & 20th Street West - 3 ksf mini-mart, 3.8 ksf gas island, and 2.6 ksf commercial
- Parcel bounded by Avenue I, Lancaster Blvd, 35th Street West, and 45th Street West – 543 single family homes and 7.94 acres of park space

The following section provides a step-by-step guide of the analysis process.

Prior Transportation Analysis

For comparison purposes, we looked at what type of analysis was done for each of the projects when they were originally approved by the City. Due to their varying sizes, the four projects had different levels of transportation analysis ranging from a Categorical Exemption to a full Traffic Impact Study as part of an Environmental Impact Report (EIR). Three of the pilot studies had LOS impact analysis conducted (one of the three is currently being analyzed). Of the two published studies, the only study that reported significant transportation impacts was the residential subdivision bounded by Avenue I, Lancaster Blvd, 35th Street West, and 45th Street West.

Project Size Screening

The City recommendation screens projects from further VMT analysis if they generate fewer than 110 daily trips and have less than 50 ksf of retail uses. None of the pilot projects would generate fewer than 110 daily trips. Considering this, both the multifamily residential project and the residential subdivision would be required to conduct additional VMT analysis. However, for both of the pilot projects containing retail uses, the amount of proposed retail is less than 50 ksf. Because these projects consist solely of commercial/retail uses, they would be screened from further VMT analysis.

Low VMT Screening

The City recommendation screens residential projects from further VMT analysis if they are located in a low VMT generating TAZ, defined as VMT that is at least 15% lower than the baseline regional (AVPA) average. The restaurant & retail project (NW Corner of Avenue K & 10th Street West) and the residential
subdivision project (bounded by Avenue I, Lancaster Blvd, 35th Street West, and 45th Street West) are in low VMT areas of the City and would be screened from further VMT analysis.

Transit Priority Area Screening

The City recommendation screens projects from further VMT analysis if they are located in the City’s definition of a TPA, which currently includes the ½ mile radius surrounding the Metrolink Station and may eventually include the ½ mile radius surrounding AVTA Routes 1 and 12. While none of the pilot projects are located with the existing TPA, the restaurant & retail project and the multifamily residential project are both located within the proposed TPA and meet the TPA screening criteria.

VMT Analysis

Based on the City recommended screening criteria, the gas station & commercial corner project (SE Corner of Avenue L & 20th Street West) would not need to conduct a VMT analysis. However, for the purposes of showing the results of the VMT analysis (if required), all four land use pilot projects were analyzed to determine if they had the potential to result in VMT impacts according to OPR guidance and the City’s recommended significance thresholds.

For residential projects, VMT is defined as measurement of Home-Based trips per capita, which reflects all trips that begin or end at a residential unit. The two residential projects (1752 East Avenue J-4 and the parcels bounded by Avenue I, Lancaster Blvd, 35th Street West, and 45th Street West) were analyzed for potential VMT impacts by comparing their 2020 Home-Based VMT per capita to the AVPA average. The VMT metrics for each project were estimated from the baseline (2020) VMT trends for the project TAZ from the SCAG model. When comparing the Home-Based VMT per capita to the AVPA average, the residential subdivision project is significantly below the 15% threshold and would not be considered to have VMT impacts. While the multifamily residential project is not below the 15% threshold, it is located within a potential TPA (if AVTA routes are provided) and would therefore not be considered to have VMT impacts (specific VMT metrics are provided in the pilot project summary below).

For office projects, VMT is defined as measurement of Home-Based Work VMT per employee, which reflects trips between the employee’s residential location and work location. The restaurant & retail project (NW Corner of Avenue K & 10th Street West) and the gas station & commercial corner project (SE Corner of Avenue L & 20th Street West) were analyzed for potential VMT impacts by comparing their 2020 Home-Based Work VMT per employee to the AVPA average. The VMT was estimated from the baseline VMT trends for the project TAZ from the SCAG model. When comparing the Home-Based Work VMT per employee to the regional average, the restaurant & retail project VMT is greater than the 15% threshold and would be considered to have a potential transportation impact. The gas station & commercial corner project is also greater than the 15% threshold, and therefore, would have a potential transportation impact (specific VMT metrics are provided in the pilot project summary below). However, both projects can be screened from requiring further VMT analysis based on the local serving retail criteria.
Cumulative Impacts

Lastly, the pilot projects were evaluated for potential cumulative impacts. This was done by looking at average project-level TAZ VMT (per capita or per employee) and determining whether VMT is anticipated to grow in the future. All four of the pilot projects were tested for cumulative impacts and none were expected to grow in VMT at the project-level TAZ. In addition, the types of developed proposed are consistent with the SCAG RTP/SCS.

Pilot Project Summary

Each pilot projects' VMT analysis process is described below assuming that the recommended City screening criteria and impact thresholds are applied.

- NW Corner of Avenue K & 10th Street West - 15 ksf restaurant and 6 ksf retail
  - Not screened from further VMT analysis due to project size
  - Screened from further VMT analysis based on retail criteria
  - Not screened from further VMT analysis based on low VMT area for office projects
  - Screened from further VMT analysis due to project location within a TPA
  - Project Home-Based Work VMT per employee estimate is 8.22 and 13% less than regional Home-Based Work VMT per employee (9.43)
    - Yes, potential Home-Based Work VMT impact (if 15% below regional average is threshold)
    - No cumulative impact, future VMT is lower than baseline and consistent with SCAG RTP/SCS
- 1752 East Avenue J-4 - 264 apartment units
  - Not screened from further VMT analysis due to project size
  - Not screened from further VMT analysis based on low VMT area for residential projects
  - Screened from further VMT analysis due to project location within a TPA
  - Project residential VMT per capita estimate is 18.58 and 8% less than regional residential VMT per capita (20.19)
    - Yes, potential residential VMT impact (if 15% below regional average is threshold)
    - No cumulative impact, future VMT is lower than baseline and consistent with SCAG RTP/SCS
- SE Corner of Avenue L & 20th Street West - 3 ksf mini-mart, 3.8 ksf gas island, and 2.6 ksf
  - Not screened from further VMT analysis due to project size
  - Screened from further VMT analysis based on retail criteria
  - Not screened from further VMT analysis based on low VMT area for office projects
  - Not screened from further VMT analysis due to project location within a TPA
Transportation Analysis Updates in Lancaster

- Project Home-Based Work VMT per capita estimate is 10.12 and 7% greater than regional Home-Based Work VMT per capita (9.43)
  - Yes, potential Home-Based Work VMT impact (if 15% below regional average is threshold)
  - No cumulative impact, future VMT is lower than baseline and consistent with SCAG RTP/SCS

- Parcel bounded by Avenue I, Lancaster Blvd, 35th Street West, and 45th Street West – 543 single family homes and 7.94 acres of park space
  - Not screened from further VMT analysis due to project size
  - Screened from further VMT analysis based on low VMT area
  - Not screened from further VMT analysis due to location within a TPA
  - Project residential VMT per capita is 16.06 and 20% lower than regional residential VMT per capita (20.19)
    - No residential VMT impact (if 15% below regional average is threshold)
    - No cumulative impact, future VMT is lower than baseline and consistent with SCAG RTP/SCS
## Appendix A: VMT Metrics in Lancaster and Antelope Valley Planning Area – 2012, 2020, 2040

<table>
<thead>
<tr>
<th>VMT Metrics</th>
<th>2012 Base Year Model</th>
<th>2020 Estimate</th>
<th>2040 Future Year Model</th>
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<tr>
<td><strong>Total VMT Per Service Population</strong></td>
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<tr>
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<tr>
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<tr>
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<td><strong>38.2</strong></td>
<td><strong>36.4</strong></td>
<td><strong>33.2</strong></td>
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<tr>
<td><strong>Home-Based VMT Per Capita</strong></td>
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<td><strong>Home-Based Work VMT Per Employee</strong></td>
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A. INTRODUCTION

Physical Mobility – how goods and people move about in a community – is one of the most pervasive issues a locality must address. This issue affects land use, urban design, energy consumption, air quality, and the city’s infrastructure. Addressed not only at the local level, circulation decisions must be coordinated with regional, state, and federal agencies, as well as with neighboring communities. In this section, transportation facilities are discussed, as well as alternative modes of transportation.

Future growth in the Lancaster area will impact existing streets and air transportation, and will require close attention to avoid exacerbating already existing problems.

Major sections within the Plan for Physical Mobility are:

- Streets and Highways
- Parking Facilities
- Alternative Transportation Modes
- Commodity Movement
- Air Transportation

B. ISSUES, OPPORTUNITIES, AND CONSTRAINTS

STREETS AND HIGHWAYS

◊ The City has adopted the Master Plan of Complete Streets, which encourages the development of a complete streets network throughout the community to create a more balanced transportation system for all users. The Master Plan of Complete Streets will ensure that new and updated public and private projects are planned, designed, maintained, and operated, to enable safe, comfortable, and convenient travel to the greatest extent possible for users of all ages and abilities including pedestrians, bicyclists, motorists, and transit riders.

◊ The Cities of Lancaster, Palmdale, Santa Clarita, and the County of Los Angeles constitute the North L.A. County Subregion under SCAG for identifying and addressing regional transportation issues.

◊ The North County Transportation Coalition (NCTC) was formed to coordinate regional transportation issues in the North County. This coalition works with Metro, SCAG, Caltrans, and other regional and state entities to identify and promote and secure funding for priority projects that address the transportation needs of North County. The NCTC is composed of representatives from the cities of Lancaster, Palmdale, Santa Clarita, and Los Angeles County.
To increase the effectiveness of city streets, a regional arterial system is proposed that will allow limited access and more efficient movement of vehicles around the City and to surrounding areas.

The City recognizes that vehicular Level of Service (LOS) is not to be used as a measure of transportation impacts in the context of CEQA. Therefore, the City will develop and implement a two-tier process for identifying and evaluating potential transportation issues by applying CEQA designated methodologies and thresholds. The first tier will consist of a CEQA-based approach using the metric of vehicle miles traveled (VMT) to identify potential transportation issues. The second tier will be a City-based approach that will continue to use LOS to evaluate projects for potential safety and operational issues when applied against thresholds established by the City.

In addition, the City has determined that an alternative performance measure will be applied to the City’s “infill area” as identified in Section 17.08.080 of the Lancaster Zoning Code. All other development outside of the “infill area” will be subject to evaluation of vehicular LOS; however, mitigation of strictly vehicular based LOS impacts shall be evaluated against other City goals and objectives in the Master Plan of Complete Streets.

To ensure the continued efficient use of city streets, there is a need to anticipate future development and associated increased demands that will be placed on roadway capacities.

Although the City of Lancaster projects increases in employment opportunities within the area, many residents will continue to commute to the San Fernando
PLAN FOR PHYSICAL MOBILITY

Valley and Los Angeles area for jobs. Regional and subregional planning programs that promote a jobs/housing balance must be continued.

◊ In addition to providing alternate streets to increase efficiency, measures are necessary to maximize the effectiveness of existing streets to accommodate future demands. These measures include but are not limited to improving existing facilities, limiting direct access to arterials, ensuring better land use relationships, promoting Transportation System Management (TSM) techniques, developing regional systems enhancement and insuring better coordination with affected agencies.

◊ In addition to maintaining existing facilities and providing new facilities, there is a need to continue to identify intersections with inefficient traffic operations, high rates of collision, unsafe pedestrian or bicyclist accessibility, or other deficiencies, to analyze their characteristics, and to propose and prioritize improvements to address those deficiencies, such as signalization and additional turn lanes.

◊ The Avenue L and H overpass improvements that take traffic over the railroad right-of-way have alleviated the impediment of east/west movement of emergency vehicles that existed in the past.

◊ As Lancaster developed and traffic volumes increased, many of the on-street bike lanes along arterial streets were removed to provide additional vehicle lanes. Over the past several years, new on-street bicycle lanes have been added. However, additional lanes are needed to provide city-wide circulation for bicycles. The Master Plan of Complete Streets identifies streets within Lancaster that can be enhanced with bicycle lanes. The Master Plan of Trails and Bikeways also addresses the bikeway system Citywide.

PARKING FACILITIES

◊ The City has an adopted Specific Plan for Downtown Lancaster, as well as a transit-oriented development overlay zone for the areas proximate to the Metrolink Station. These plans established revised off-street parking requirements, recognizing that the street and development pattern in this area

Dedicated lanes can encourage more bicycling
provide a higher quality walking and biking environment that is typical in other areas of the City.

◊ The City has revised the development codes in its commercial areas to allow flexibility in off-street parking requirements based on demonstrated business need rather than application of a specific uniform standard. Over time, this will create a better balance between parking demand and supply, allowing for more efficient use of property and transition of areas from lower to higher intensity use.

◊ With the recent focus on community design, parking lot landscaping is now more of a priority in Lancaster than in the past.

**ALTERNATIVE TRANSPORTATION MODES**

◊ The City will continue to increase the availability, operating capacity and efficiency of alternative modes of transportation to better align with the State’s climate and air quality goals. Alternative modes of transportation are crucial in the State’s effort to shift the focus of transportation from the driver’s experience (level of service) to the impact of driving on the environment (vehicle miles traveled). By encouraging residents to use these alternative modes, the City will take an active role in helping to reduce both greenhouse gas emissions and traffic congestion while promoting the health benefits of active living.

◊ Lancaster residents have several alternative modes of transportation available to them, including van pooling, local and regional bus service, and Metrolink commuter rail service to the Los Angeles basin. However, the enhancement of existing modes as well as the development of additional transit services should be explored.

◊ As the City continues to develop, it will be important to focus on providing fixed route transit services within the Urbanizing Area where the demand will be greatest and the provision of services most cost effective, while deemphasizing fixed route services in the lower density areas. The City should investigate cost effective alternatives for demand response services such as volunteer driver programs and Metrolink train at the Lancaster Station
taxi voucher systems and other similar programs.

◊ In 1994, Metrolink rail service was brought to Lancaster and the Antelope Valley. Since then, a new Station has been established and ridership is increasing. This system provides an important regional transportation link to employment locations in the Los Angeles metropolitan area and provides an alternative to the automobile, which will increase the overall operating efficiency of the 14 Freeway. As the community continues to grow, there will be a need to expand these services.

◊ It will be important to examine the opportunities for establishing a major multi-modal hub within the City that will provide for connectivity between local and regional transportation services.

◊ Presently, there are over 1,390 new park and ride spaces in five separate facilities in the City. As the City continues to grow, additional facilities may be needed.

◊ In September 2013, the State Legislature adopted Senate Bill 743 which changed the State guidelines for implementing the California Environmental Quality Act (CEQA) in evaluating transportation impacts. The regulatory changes to the CEQA Guidelines that implement SB 743 were approved in December 2018. The changes resulting from this action state that level of service (LOS), when used as a measure of vehicular capacity and traffic congestion, can no longer be used as the basis for identifying transportation-related significant impacts and that vehicle miles traveled (VMT) will be now required as the critical metric when evaluating transportation-related impacts. This change in analysis methodology shifts the focus from impacts on the driver’s individual experience to impacts on the collective environment and better aligns with the State’s climate and air quality goals.

◊ In 2008, the State Legislature adopted Assembly Bill 1358, the California Complete Streets Act. Implementation of the Act requires cities and counties to plan for a balanced, multimodal transportation network that meets the needs of all users of streets and roads, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. The Master Plan of Complete Streets identified existing and potential complete streets in Lancaster, and provides guidance on future development of complete streets that provide infrastructure for walking, bicycling, and public transit.

◊ In 2001, the City amended the General Plan to add the Transit Village District overlay which encompasses the area surrounding the Metrolink commuter rail station and much of downtown Lancaster. This was done in order to take advantage of the unique opportunity to promote the development of transit
oriented land uses within the downtown area with increased density and intensity of uses and improve transit use. At the time of adoption, the Transit Village District was seen as a catalyst for new infill development and improved cost-effectiveness through the reuse of existing infrastructure. Since that time, the City has undertaken various revitalization efforts, including the North Downtown Transit Village Plan and the Downtown Lancaster Revitalization Specific Plan. Both of these project areas are now active with several projects completed or currently under construction or planned in the future.

**COMMODITY MOVEMENT**

◊ To serve new industries, the City will continue its efforts to attract rail extensions into industrial areas.

◊ Currently, there are no truck routes designated within the Lancaster study area. Projected future development of industry will increase the use of trucks, which could result in congestion and land use conflicts. The SCAG North County Truck Study Phase II addresses these issues.

◊ It will be important for the City in conjunction with other agencies to continue to support the High Desert Corridor bypass system.

**AIR TRANSPORTATION**

◊ Two commercial aviation facilities are located in and around the City of Lancaster: Fox Field and Palmdale Regional Airport. Both facilities have significant direct and indirect economic impacts on the region.

◊ Palmdale Regional Airport will likely expand in daily operations to the year 2030.

◊ Fox Field will likely remain a general aviation airport, with the number of based aircraft anticipated to increase by 2030.

◊ A Specific Plan for the Fox Field area was adopted in 1995 to ensure that surrounding land uses are compatible. Recent industrial growth in the Fox Field Specific Plan and changing conditions will warrant a re-examination of the Specific Plan in the near future.
C. GOALS, OBJECTIVES, POLICIES, AND ACTIONS

Goal 14:

A well-balanced transportation and circulation system which provides for the efficient and safe transport of goods and people within and through the City of Lancaster; and which balances concerns for mobility with concerns for safety and the quality of the City’s living environment.

Streets and Highways

Past development within the City of Lancaster has generally occurred within a well-defined and compact area. However, approvals for residential development in outlying areas of the City during the 1980’s lead to the beginning of a more dispersed pattern of development. This type of development places a significant strain on the ability of the street network to support new residential, commercial, and industrial development and increases the cost of infrastructure and services to maintain these streets. Under a dispersed pattern of development, roads would be required to traverse many miles of undeveloped land in order to link projects in outlying areas to each other and the urban core. To prevent this, it is necessary for the City to consider a more orderly form of urban growth which promotes infill development and allows for expansion into areas which are contiguous to the existing urban core where infrastructure can easily be extended to serve new projects.

Unlike other urban areas within Southern California, the Antelope Valley is characterized by a lack of freeway facilities. The valley’s only freeway, State Route 14, is designed more to move traffic into and out of the valley than it is to facilitate traffic movement within the valley. This lack of freeway facilities results in an increasing reliance on the surface street system to provide for local and regional trips within the valley.

In September 2013, the State Legislature adopted Senate Bill 743 which changed the State guidelines for implementing the California Environmental Quality Act (CEQA) in evaluating transportation impacts. The regulatory changes to the CEQA Guidelines that implement SB 743 were approved in December 2018. The changes resulting from this action state that level of service (LOS), when used as a measure of vehicular capacity and traffic congestion, can no longer be used as the basis for identifying transportation-related significant impacts and that vehicle miles traveled (VMT) will be now required as the critical metric when evaluating transportation-related impacts. Under the guidance of the Governor’s Office of Planning and Research, the City will adopt this change in methodology to better align with the State’s climate and air quality goals.

In 2008, the State Legislature adopted Assembly Bill 1358, the California Complete Streets Act. Implementation of the Act requires cities and counties, to modify their circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, and others.
disabilities, seniors, movers of commercial goods, and users of public transportation. The Complete Streets Act is premised on the notion that a balanced, multimodal transportation network would serve to reduce greenhouse gas emissions, make the most use of transportation infrastructure, and improve public health by encouraging physical activity by shifting short trips in the automobile to biking, walking, and the use of public transit.

The following outlines Lancaster’s program to address current challenges and ensure the adequacy of its road and highway system to accommodate projected growth, while providing a multimodal transportation network that meets the needs of all users.
OBJECTIVE 14.1

Maintain a classification system of streets throughout the City which balances the need for free traffic flow with the development of a well-connected and an integrated multimodal transportation system that offers choices among modes including pedestrian ways, public transportation, streets, and bikeways (reference the Master Plan of Complete Streets for details).

Policy 14.1.1:

Manage traffic on streets to improve safety and reduce operation and maintenance costs. Auto speed and convenience may be diminished in some locations to achieve a more walkable, bike-friendly, and livable community. Street design and operation in these areas should emphasize community character, access to adjacent land uses, and the accommodation of multiple travel modes, rather than vehicle speed.

Specific Actions:

14.1.1(a)

Utilize the Master Plan of Complete Streets to identify and prioritize capital improvements including road widening, paving, and intersection improvements. Develop an overall policy to prioritize funding and timing for implementing transportation improvements. Consider prioritizing multimodal projects that provide the most benefit to all users especially relatively low cost improvements that return high value safety and economic benefits.

Status: Existing Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Department Budget
14.1.1(b)

Adopt variable standards for traffic speed and travel delay that recognize the character of adjacent land uses, the functions of different streets, the different modes of transportation on a street or corridor, and other community development goals. The City recognizes that vehicle based Level-of-Service (LOS) shall not be the sole measure of overall transportation operations. The following standards shall apply:

The City recognizes that vehicular Level of Service (LOS) is not to be used as a measure of transportation impacts in the context of CEQA. Therefore, the City has determined that a dual-analysis process will be applied for identifying and evaluating potential transportation impacts and necessary roadway improvements associated with new land development and infrastructure projects located within the City. The first analysis will consist of an approach using the metric of vehicle miles traveled (VMT) to identify potential transportation impacts by applying CEQA designated methodologies and thresholds. The second analysis will be a localized approach conducted primarily to identify potential safety and operational issues when applied against criteria established by the City. This approach will continue to use LOS to evaluate land development and infrastructure projects.

As part of the localized second analysis, the following conditions will apply:
• For locations within the City’s “infill area,” as identified in Section 17.08.080 of the Lancaster Zoning Code, peak hour LOS lower than LOS D may be acceptable. Other indicators will also be used to evaluate transportation performance, including, but not limited to: user safety; short- and long-term costs of improvements and maintenance; provision of bicycle, pedestrian, and public transportation facilities; and connectivity of the overall street network. In these locations, the efficiency and convenience of vehicular operations must be balanced with the goal of increasing transit use, bicycling, and walking and other City goals and objectives contained in the adopted Master Plan of Complete Streets. Mitigation of strictly vehicular-based impacts shall not be required solely on the basis of the LOS metric.

• For locations outside of the City’s “infill area,” peak hour levels of services should generally be maintained at LOS D. However, mitigation of strictly vehicular-based LOS criteria shall be evaluated against other City goals and objectives contained in the adopted Master Plan of Complete Streets.

As part of the development review process, evaluate the potential impacts of traffic generated by projects using the dual analysis process and determine the effects on adjacent land uses and surrounding neighborhoods, while utilizing a more flexible LOS criteria that encourages transit ridership, bicycling, and walking. In the event a development project significantly degrades the effective use or safety of City streets; improvements may still be required. Required improvements should consider transit, bicycle, and pedestrian improvements as well as road improvements.

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<tr>
<td>Funding Source:</td>
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14.1.1(c)

Establish an ongoing traffic monitoring program for the City’s street network.
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<td>Funding Source</td>
<td>Department Budget</td>
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**Policy 14.1.2:**

Maintain and improve the operation of the street network, while providing the flexibility to allow consideration of innovative design solutions.

**Specific Actions:**

**14.1.2(a)**

Review and revise the Zoning and Subdivision Ordinance of the Municipal Code, as necessary, to support a connected multimodal transportation system.

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<td>Department Budgets</td>
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**14.1.2(b)**

As a condition of approval for new development, require, at a minimum, that all internal streets be in general compliance with the Master Plan of Complete Streets.

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<tr>
<td>Funding Source</td>
<td>Development Review Fees</td>
</tr>
</tbody>
</table>

**14.1.2(c)**

Maintain street standards which protect the rural character of areas designated for long-term non-urban use (≥ 2.0 du/ac).

| Status                | Existing Program                      |
### PLAN FOR PHYSICAL MOBILITY

Responsibility: Public Works Department  
Time Frame: Ongoing  
Funding Source: Department Budget

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**14.1.2 (d)**

Review and revise as necessary alternative standards for all arterial streets in rural areas.

Status: New Program  
Responsibility: Public Works Department  
Time Frame: Priority 1  
Funding Source: Department Budget
**Policy 14.1.3:**

Require that the fair and equitable cost of constructing arterials which connect outlying urban development to the City core be borne by developments which create the need for them.

**Specific Actions:**

**14.1.3(a)**

Establish a procedure to determine road construction needs generated by a proposed development, to assign costs and to arrange for reimbursement by future developments.

Status: New Program  
Responsibility: Public Works and Finance Departments  
Time Frame: Priority 2  
Funding Source: Department Budgets

**Policy 14.1.4:**

Encourage the design of roads and traffic controls to optimize safe traffic flow by minimizing turning movements, curb parking, uncontrolled access, and frequent stops.

**Specific Actions:**

**14.1.4(a)**

Coordinate signal timing along the major corridors of the City’s arterial system.

Status: Implemented  
Responsibility: Public Works Department

**Policy 14.1.5:**

Provide adequate levels of maintenance for all components of the circulation system, such as streets, sidewalks, bicycle facilities, roadway drainage systems, pedestrian, recreational trails, and similar facilities (see also related policies and specific actions in the Pedestrian, Equestrian and Bicycle Trails’ subsection of the Plan for Active Living).
Specific Actions:

14.1.5(a)

As part of the Capital Improvement Program, prioritize and implement street maintenance, repair, and replacement projects and programs as required to retain a state of good repair on City rights-of-way. Where consistent with the Master Plan of Complete Streets and other City design policies, incorporate multimodal facilities into such projects and programs to achieve cost-effective implementation whenever feasible.

Status: Existing Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Department Budget, Capital Improvements Fund

Policy 14.1.6:

Work with regional partners to ensure that the regional circulation system provides adequate connections across the Antelope Valley for convenient circulation and rapid emergency access.

Specific Actions:

14.1.6(a)

Work with Caltrans, City of Palmdale, and County of Los Angeles to coordinate circulation plans including the Master Plan of Complete Streets, between jurisdictions to maintain consistency and continuity where feasible, while not comprising the key design principles and functional objectives of the City’s street designs.

Status: New Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Department Budget

14.1.6(b)

Continue to participate in regular meetings of the North County Transportation Coalition (NCTC) to identify, promote, and secure funding for priority projects that address transportation needs of the City and North County while not compromising the key design principles and functional objectives of the City’s street designs.
14.1.6(c)

In cooperation with members of the North County Transportation Coalition (NCTC), promote the implementation of projects contained within the North County Combined Highway Corridor Study. (See also Policy 14.2.4 and Specific Action 14.2.4(a) and 14.2.4(b)).

Status: Existing Program
Responsibility: Public Works and Planning Departments
Time Frame: Ongoing
Funding Source: Department Budgets

14.1.6(d)

Coordinate street system improvements and signalization, and operations with regional and jurisdictional transportation plans.

Status: Existing Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Department Budget

OBJECTIVE 14.2

Promote a street system which balances the needs of automobiles with the needs of pedestrians, bicyclists, and transit users while protecting environmental and quality of life issues. Over time, Lancaster’s streets should evolve to respond to the needs of transportation users and the surrounding neighborhood.

Policy 14.2.1:

Support and improve a street network that is sensitive to environmental issues such as, biological, land, and water resources, as well as air quality, while permitting continued development within the study area.
Specific Actions:

14.2.1(a)

Continue implementation of state environmental requirements mandated by the California Environmental Quality Act (CEQA) to mitigate, to the extent feasible, significant environmental impacts associated with traffic and circulation improvements.

Status: Existing Program  
Responsibility: Planning Department  
Time Frame: Ongoing  
Funding Source: Development Review Fees

For related policies and specific actions, refer to the Air Resources section of the Plan for the Natural Environment.

Policy 14.2.2:

Manage the City’s roadway network so that it is aesthetically pleasing through the development and maintenance of streetscapes. Maintain design standards or guidelines for streetlights, landscaping, street furniture, and other streetscape features that enhance Lancaster neighborhoods, with due consideration given to maintenance needs and operational costs.

Specific Actions:

14.2.2(a)

Through the implementation of the Master Plan of Complete Streets and the Community Design subsection of the Plan for Physical Development, establish typical street landscaping sections for each street type and require through the development review process, the installation of parkway and median landscaping, street furniture, and other streetscape enhancements.

Status: New Program  
Responsibility: Public Works and Planning Departments  
Time Frame: Priority 2  
Funding Source: Department Budgets and Development Review Fees
14.2.2(b)  
Through the development review process, require the installation of street trees in new developments.

Status: Existing Program  
Responsibility: Public Works and Planning Departments  
Time Frame: Ongoing  
Funding Source: Development Review Fees  

For related policies and specific actions, refer to the Scenic Resources section of the Plan for the Natural Environment.

Policy 14.2.3:
Support flexible street design and operation that takes into consideration community character, access to adjacent land uses, and the accommodation of multiple travel modes.

Specific Actions:

14.2.3(a)  
When considering the design of subdivisions, circulation patterns, and street layouts, traffic flow requirements shall be balanced against their effect on pedestrian, bicycle, and transit access and the livability of both existing and proposed neighborhoods. Where conflicts arise between motorist convenience and the livability and wellbeing of neighborhoods, the latter concerns shall have priority.

Status: Existing Program  
Responsibility: Public Works and Planning Departments  
Time Frame: Ongoing  
Funding Source: Development Review Fees  

For related policies and specific actions, refer to the Noise section of the Plan for Public Health and Safety.
14.2.3(b) Design new streets and street networks to minimize excessive traffic speed through the use of curb extensions, reduced travel lane width, roundabouts, and, where feasible, reduced paved widths.

Status: New Program
Responsibility: Public Works and Planning Departments
Time Frame: Ongoing
Funding Source: Development Review Fees

14.2.3(c) New subdivision and development street networks should be designed with an emphasis on connectivity and accessibility. Where new street networks are proposed that do not meet such objectives and do not provide connectivity benefits to the public at large (limited number of intersections, limited connections to the surrounding street system, or significant use of cul-de-sacs), consider requiring such streets to be privately owned and maintained.

Status: New Program
Responsibility: Public Works and Planning Departments
Time Frame: Ongoing
Funding Source: Development Review Fees

14.2.3(d) Continue to evaluate and implement, consistent with City policy, traffic calming, and active transportation (pedestrian and bicycling) improvements on existing public streets as resources are available.

Status: New Program
Responsibility: Public Works and Planning Departments
Time Frame: Ongoing
Funding Source: Development Review Fees

Policy 14.2.4 Promote the creation of a high desert transportation corridor which will provide a direct connection between Interstate 5 and Interstate 15 to the City of Lancaster.
Specific Actions:

14.2.4(a)

Continue to participate in efforts between Lancaster, Palmdale, Los Angeles and San Bernardino Counties, and affected Caltrans districts to promote the construction and financing of a high desert transportation corridor.

Status: Existing Program
Responsibility: Public Works and Planning Departments
Time Frame: Ongoing
Funding Source: Department Budgets and SCAG

14.2.4(b)

Require/encourage all affected land use proposals to consider potential conflicts between future uses of property and transportation activities within the High Desert Corridor.

Status: New Program
Responsibility: Planning Department, and City Council, and Other Land Use Entitlement Agencies
Time Frame: Priority 3
Funding Source: Department Budgets

Parking Facilities

The role of parking facilities in the overall scheme of traffic improvements has been changing over the past several years. Traditionally, cities attempted to maximize the amount of off-street parking provided within residential, commercial, and industrial developments. Through this action, the capacity of street systems could be maximized by using "parking" lanes as travel lanes. In recent years, recognition has grown that large suburban parking facilities encourage the use of single occupant vehicle travel and discourage carpooling and the use of public transit. In addition, large open parking facilities reflect summer heat onto buildings, requiring greater amounts of energy for building cooling. Finally, the existence of very large parking facilities designed to meet Christmas peak demands have also been found to have negative economic consequences for the businesses they serve. Shoppers tend to gravitate toward centers which appear to be successful. Large, vacant parking lots tend to create an unsuccessful image, thereby discouraging some shoppers. The City will continue to examine new innovative approaches to address the issues of parking demand and to explore alternatives to the use of the private automobile.
Objective 14.3

Achieve a balance between the supply of parking and demand for parking, recognizing the desirability and availability of alternatives to the use of the private automobile.

Policy 14.3.1:

Maintain an adequate supply of parking that will support the present level of automobiles and allow for the expected increase in alternative modes of transportation.

Specific Actions:

14.3.1(a)

Periodically evaluate parking demand and supply in the City to assist in identifying potential issues associated with future needs.

Status: Existing Program
Responsibility: Planning Department
Time Frame: Ongoing
Funding Source: Department Budget

14.3.1(b)

Revise, as necessary, City development codes to achieve a balance between actual market demand for and supply of parking to allow for more efficient use of property, achieve greater economic return, and create better accessibility for all travel modes.

Status: Existing Program
Responsibility: Development Services Departments
Time Frame: Ongoing
Funding Source: Department Budget

Policy 14.3.2:

Provide safe and convenient parking that has minimal impacts on the natural environment, the community image, and quality of life.
Specific Actions:

14.3.2(a)

Review individual development projects to ensure that parking areas are designed to minimize visual disruption of the overall project or streetscape building edge, and are screened from streets through building placement, landscaping, and other design techniques consistent with CPTED principles.

Status: Existing Program
Responsibility: Planning Department
Time Frame: Ongoing
Funding Source: Development Review Fees

14.3.2(b)

Through the development review process, encourage parking area designs that minimize auto noise, glare, and the “heat island effect” through the use of sound walls, screening with fences, and/or landscaping.

Status: Existing Program
Responsibility: Planning Department
Time Frame: Ongoing
Funding Source: Development Review Fees

14.3.2(c)

Discourage the creation of excessive off-street parking areas in new development, and encourage the transition of existing underutilized parking areas to productive economic use, consistent with the provisions of Specific Actions 14.3.1(a) and 14.3.1(b).

Status: New Program
Responsibility: Planning Department
Time Frame: Priority 2
Funding Source: Department Budget
14.3.2(d)  
Through the design review process, ensure that the placement and design of off-street parking areas are consistent with the overall design objectives for the project and the area in which it is located, and provides for safe and effective access by motorists as well as pedestrians, bicyclists, and transit users.

Status: Existing Program  
Responsibility: Planning and Public Works Departments  
Time Frame: Ongoing  
Funding Source: Development Review Fees

14.3.2(e)  
Encourage the development of centralized parking lots and structures, where feasible, to promote walking rather than driving between individual businesses. Consider the provision of on-street parking where such parking provides economic, safety, or accessibility benefits, and is consistent with the intended function of the street and the overall character of the area.

Status: Existing Program  
Responsibility: Planning Department  
Time Frame: Ongoing  
Funding Source: Department Budget

14.3.2(f)  
As part of the update of the zoning ordinance, review the current City requirements to ensure that adequately sized and functioning loading areas are properly placed and appropriately screened.

Status: New Program  
Responsibility: Planning and Public Works Departments  
Time Frame: Priority 2  
Funding Source: Department Budgets
Despite the funds committed to street and highway construction, Southern California still suffers from significant traffic congestion. Although the City of Lancaster does not experience the degree of traffic congestion of other communities, it is not immune from these problems. If Lancaster continues to rely primarily on the private automobile, congestion problems will mount and opportunities to provide adequate infrastructure for other modes of transportation will be challenging. After conducting significant research on street needs, the Southern California Association of Governments (SCAG) and Caltrans have concluded that Southern California cannot build its way out of severe traffic congestion. While the construction of new streets is critical, street construction must be balanced with the expansion of alternatives to the use of the private automobile, including carpooling, public transit, bicycles, and walking for the purpose of reducing vehicle miles traveled (VMT). The success of alternative transportation modes rests not only with the design of the transportation facility or street, but the overall development pattern and relationship of buildings to the street also have a major influence on the use and effectiveness of these alternative transportation modes. The following presents Lancaster’s program to facilitate such alternatives.

**OBJECTIVE 14.4**

Reduce reliance of the use of automobiles and increase the average vehicle occupancy by promoting alternatives to single-occupancy auto use, including ridesharing, non-motorized transportation (bicycle, pedestrian), and the use of public transit.

**Policy 14.4.1:**

Support and encourage the various public transit companies, ridesharing programs and other incentive programs, that allow residents to utilize modes of transportation other than the private automobile, and accommodate those households within the Urbanizing Area of the City that rely on public transit.

**Specific Actions:**

14.4.1(a) Promote programs to increase Metrolink ridership, for the purpose of reducing vehicle miles traveled (VMT) on SR14 and to improve local air quality.

Status: Existing Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Department Budget
14.4.1(b)

Work with the California High-Speed Rail Authority and other agencies to support the development of a high speed rail system through the Antelope Valley.

Status: Existing Program
Responsibility: Administration, Planning and Public Works Departments
Time Frame: Ongoing
Funding Source: State and Private Resources

14.4.1(c)

Support and encourage the development of an effective transportation system for the entire community, emphasizing the particular needs of the transit dependent individuals in the City, such as senior citizens, the handicapped, and students through such actions as:

• Assisting the local transit providers in the coordination, location, and scheduling of public transit services and facilities.

• Working with Palmdale, Los Angeles County, and other agencies to maintain and enhance local transit service routes and schedules into a linked, valley-wide system.

• Urging the timely extension of public transit between urban residential areas and industrial employment centers.

• Examining alternatives to fixed route transit services within rural areas, such as demand response services, volunteer driver programs, and taxi voucher programs.

Status: Existing Program
Responsibility: Lancaster Public Works Department, Los Angeles Metro City of Palmdale, AVTA and Other Agencies
Time Frame: Ongoing
Funding Source: Department Budgets
**Plan for Physical Mobility**

**14.4.1(d)**

Utilize various media resources as addressed in the City’s Communications Master Plan to highlight transportation alternatives.

- **Status:** Existing Program
- **Responsibility:** Administration (Communications Manager), Public Works Department
- **Time Frame:** Ongoing
- **Funding Source:** General Fund

**14.4.1(e)**

Implement the recommendations of the Master Plan of Complete Streets to the Transit System.

- **Status:** New Program
- **Responsibility:** Public Works
- **Time Frame:** Priority 3
- **Funding Source:** Department Budget

**Policy 14.4.2:**

Promote the use of alternative modes of transportation through the development of convenient and attractive facilities that support and accommodate the services.

**Specific Actions:**

**14.4.2(a)**

Through the development review process, ensure that new developments make adequate provision for bus stop and turnout areas as necessary for both public transit and school bus service, as well as park-and-ride facilities identified as necessary.

- **Status:** Existing Program
- **Responsibility:** Planning and Public Works Departments
- **Time Frame:** Ongoing
- **Funding Source:** Development Review Fees
14.4.2(b)  
Investigate the potential for development of a transportation hub within the City, providing for connectivity between local and regional transportation services and destinations.

Status: New Program  
Responsibility: Public Works and Other Agencies  
Time Frame: Ongoing  
Funding Source: Department Budgets

14.4.2(c)  
Through the Capital Improvement program, implement maintenance and improvement programs to improve bus stop facilities.

Status: New Program  
Responsibility: Public Works Department and AVTA  
Time Frame: Priority 3  
Funding Source: Department Budget and Capital Improvement Fund

Policy 14.4.3:  
Encourage bicycling as an alternative to automobile travel for the purpose of reducing vehicle miles traveled (VMT), fuel consumption, traffic congestion, and air pollution by providing appropriate facilities for the bicycle riders (see also Policy 10.2.4 and subordinate specific actions of the Plan for Active Living).

Specific Actions:

14.4.3(a)  
Revise the zoning ordinance to require commercial and industrial developments to provide reasonable and secure bicycle storage space for both patrons and employees.

Status: New Program  
Responsibility: Planning Department  
Time Frame: Priority 2  
Funding Source: Department Budget
14.4.3(b)  
Provide bicycle racks at public facilities and at convenient locations along major public streets as resources allow.

Status: Existing Program  
Responsibility: Public Works and Parks, Recreation, and Arts Departments  
Time Frame: Ongoing  
Funding Source: Department Budgets

14.4.3(c)  
Consistent with the adopted Master Plan of Trails and Bikeways, require bikeways to link residential neighborhood areas with parks, scenic areas, and other points of interest. These bikeways also should be designed to encourage intra-city travel to employment areas, civic and commercial areas, and schools.

Status: New Program  
Responsibility: Planning and Public Works Departments  
Time Frame: Priority 2  
Funding Source: Development Review Fees

Policy 14.4.4:  
Encourage commuters and employers to reduce vehicular trips by implementing Transportation Demand Management strategies.

Specific Actions:  
14.4.4(a)
14.4.4(a)

Work with local and regional transportation agencies to identify and promote a variety of trip reduction programs.

Status: Existing Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Department Budget, Capital Improvements Fund

Policy 14.4.5:

Design transportation facilities to encourage walking, provide connectivity, ADA accessibility, and safety by reducing potential auto/pedestrian conflicts.

Specific Actions:

14.4.5(a)

Require ramps and other design features which comply with Federal and State regulations regarding transportation accessibility for the disabled in new developments, and, where practical, construct these facilities in existing urban areas.

Status: Existing Program
Responsibility: Public Works Department
Time Frame: Ongoing
Funding Source: Development Review Fees

14.4.5(b)

Through the development review process, require developers to include pedestrian access ways to buildings to encourage pedestrian activity.

Status: Existing
Responsibility: Planning Department
Time Frame: Ongoing
Funding Source: Department Budget, Development Review Fees
Encourage transit supportive uses in close proximity to the Metrolink station (see also related policies and Specific Actions under Objective 16.4).

Status: New Program
Responsibility: Redevelopment Agency and Planning Department
Time Frame: Priority 2
Funding Source: General Fund, Planning, and Redevelopment Agency Budgets

**Commodity Movement**

In addition to the movement of people within a community, a major function of a city's transportation system is to facilitate the movement of commodities. If the City of Lancaster is to successfully expand its industrial base, the establishment and maintenance of truck routes and rail access to industrial areas will be critical. In addition, it is essential that utility companies have the necessary infrastructure and capacity to transport sufficient energy to serve the needs of the community. It is also important for Lancaster to promote the construction of new alternative energy systems and infrastructure that can produce energy for local demand as well as transport energy for regional use. The following outlines the General Plan’s program to facilitate the movement of commodities within the City.

**OBJECTIVE 14.5**

Ensure the ability to safely move commodities within and through the City of Lancaster, including availability of truck routes, pipelines, and other utility corridors, in such a manner as to minimize impacts on adjacent land uses and enhance Lancaster residents’ quality of life.

**Policy 14.5.1:**

Provide adequate streets and a support system to accommodate both automobile and truck traffic.
Specific Actions:

14.5.1(a)
Conduct a study examining the interface between truck routes, the complete street network, and adjacent land uses including the potential impacts on the circulation system from truck traffic generated by the location of an inland port within the Antelope Valley (see also Specific Action 16.2.1(e)).

Status: New Program
Responsibility: Planning and Public Works Departments
Time Frame: Priority 3
Funding Source: Department Budgets

14.5.1(b)
Review the zoning ordinance to evaluate the appropriateness of current standards for off-street truck parking facilities.

Status: New Program
Responsibility: Planning Department
Time Frame: Priority 2
Funding Source: Department Budget

Policy 14.5.2:
Encourage the continued development of pipeline and utility corridors and rail freight lines, while minimizing the impacts on adjacent land uses and the street network.

Specific Actions:

14.5.2(a)
Through the development review process ensure that new development respects easements for existing pipes and utility lines.

Status: Existing Program
Responsibility: Planning and Public Works Departments
Time Frame: Ongoing
Funding Source: Development Review Fees
14.5.2(b)
Through the development review process encourage undergrounding of utilities within street rights-of-way and transportation corridors.

Status: Existing Program
Responsibility: Planning and Public Works Departments
Time Frame: Ongoing
Funding Source: Development Review Fees

Policy 14.5.3:
Ensure that appropriate rail access is provided to accommodate the needs of industrial development.

Specific Actions:
14.5.3(a)
Conduct a study analyzing the feasibility of creating additional spur access to appropriate industrial developments.

Status: New Program
Responsibility: Planning and Public Works Departments, and Redevelopment Agency
Time Frame: Priority 3
Funding Source: Department Budgets

Air Transportation

Convenient, commercial air transportation is a prerequisite to urban development. However, the conflict between commercial and residential uses and the noise and safety hazards associated with air traffic can be significant. The provision of modern air transportation facilities must be balanced by measures to safeguard the general welfare of the people and land uses located in the vicinity of those facilities.

OBJECTIVE 14.6
Promote the expansion of air transportation services for passengers and cargo.
Policy 14.6.1:

Support and encourage the addition of and accessibility to regional air transportation services at air installations in the vicinity, while acknowledging necessity for land use coordination between the City and the air installations regarding land surrounding these facilities (see also policies and programs in the Air Installation and Land Use Compatibility subsection of the Plan for Public Health and Safety and the Interagency Land Use Coordination subsection of the Plan for Physical Development).

Specific Actions:

14.6.1(a)

Work with the City of Palmdale and Los Angeles World Airports on ways to encourage additional regional air flights.

Status: New Program  
Responsibility: Administration  
Time Frame: Priority 3  
Funding Source: Department Budget

*For related policies and specific actions, refer to the Air Installation and Land Use Compatibility section of the Plan for Public Health and Safety, and the Interagency Land Use Coordination section of the Plan for Physical Development.*
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RESOLUTION NO. 20-37

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LANCASTER, CALIFORNIA, CONFIRMING THE CONTINUED EXISTENCE OF A LOCAL EMERGENCY IN THE CITY OF LANCASTER, CALIFORNIA

WHEREAS, the California Emergency Services Act (Cal. Gov’t. Code §§8550-8668) requires the governing body of a city to review the need for continuing a local emergency that has previously been declared; and

WHEREAS, on March 17, 2020, the Lancaster City Council ratified a proclamation declaring the existence of a local emergency resulting from the COVID-19 pandemic; and

WHEREAS, on May 26, 2020, the Lancaster City Council adopted Resolution No. 20-17, which confirmed the continued existence of a local emergency; and

WHEREAS, the national and local public health emergency resulting from the COVID-19 pandemic remains in effect; and

WHEREAS, the virus continues to pose a threat to the health and safety of residents in the City of Lancaster.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED BY THE CITY COUNCIL OF THE CITY OF LANCASTER, STATE OF CALIFORNIA, THAT:

Section 1. The City Council of the City of Lancaster, California hereby finds and declares that the local emergency continues to exist, and shall be deemed to continue to exist until its termination is proclaimed by the City Council of the City of Lancaster, California.

PASSED, APPROVED AND ADOPTED this 14th day of July, 2020 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:  APPROVED:

______________________________ _________________________
ANDREA ALEXANDER            R. REX PARRIS
CERTIFICATION OF RESOLUTION
CITY COUNCIL

I, __________________________, __________________________, City of Lancaster, CA. do hereby certify that this is a true and correct copy of the original Resolution No. 20-37, for which the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, on this ________, day of __________________________, __________.

(seal)

______________________________