

APPENDIX B

PROJECT CONSISTENCY WITH SCAG'S 2016-2040 RTP/SCS AND 2020-2045 RTP/SCS

As demonstrated on Table B-1, the Project would be substantially consistent with the Southern California Association of Governments' (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS).

Table B-1
Consistency with SCAG's 2016-2040 RTP/SCS

Goals, Policies, and Benefits	Consistency Assessment
<p>Goal 1 Align the plan investments and policies with improving regional economic development and competitiveness.</p>	<p>Not Applicable. This goal is directed towards SCAG and the City of Los Angeles (City) and does not apply to the Project.</p>
<p>Goal 2 Maximize mobility and accessibility for all people and goods in the region.</p>	<p>Consistent. The Project Site is located just west of Downtown Los Angeles, a high-density urban center that includes sources of employment, shopping, and entertainment. In the Project Site vicinity, the Metro Red and Purple Lines have a stop at the Westlake/MacArthur Park Station, less than 0.5 miles northwest of the Project Site. The Project Site area is served by bus lines operated by Metro (lines 28, 66, and 728) and LADOT Downtown Area Shuttle (DASH). In addition to these bus lines, various light rail and subway transit lines operate in and around the Project Site area, including the Metro Purple Line that runs in the east-west direction between Union Station and Koreatown and the Metro Red Line that runs in the northwest-southeast direction between Union Station and North Hollywood. The Project Site is also located within a High Quality Transit Area (HQTA) as defined by SCAG and a Transit Priority Area (TPA) as defined by SB 743, each of which support transit opportunities and promote a walkable environment. The Project Site bound by James M Wood Boulevard/9th Street to the north, multi-family residential uses to the south, Beacon Avenue to the east, and commercial and multi-family residential uses to the west. The greater Project Site area is primarily developed with a mix of multi-family residential, commercial, and surface parking uses. The Project is an infill development that includes demolition and removal of a surface parking lot and development</p>

**Table B-1
Consistency with SCAG's 2016-2040 RTP/SCS**

Goals, Policies, and Benefits	Consistency Assessment
	of the Project Site with a seven-story, 119,508-square-foot mixed-use building, which would include 145 multi-family residential dwelling units and up to 2,000 square feet of commercial uses. Of the 145 dwelling units, 15 units would be set aside as Extremely Low Income. Additionally, the Project would include a total of 111 bicycle parking spaces (99 long-term spaces and 12 short-term spaces).
Goal 3 Ensure travel safety and reliability for all people and goods in the region.	Consistent. The Project would provide 111 bicycle parking spaces. Also, the Project would include street lighting and lighting of all pedestrian pathways adjacent to the Project Site to allow for safe travel. Furthermore, the Project would be subject to the site plan review requirements of the City and would be required to coordinate with the Department of Building and Safety and the Los Angeles Fire Department to ensure that all access points, driveways, and parking areas would not create a design hazard to local roadways.
Goal 4 Preserve and ensure a sustainable regional transportation system.	Not Applicable. This goal is directed towards SCAG transportation projects and does not apply to the Project.
Goal 5 Maximize the productivity of our transportation system.	Consistent. Given the Project Site's location close to transit, the Project would encourage the utilization of transit as a mode of transportation to and from the Project Site area. Thus, the Project would contribute to the productivity and use of the regional transportation system by providing housing and employment near transit.
Goal 6 Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent. The Project would construct housing and neighborhood-serving commercial uses near other existing housing and sources of employment and shopping. Project residents and employees would be able to walk and bike to work/home and to shop. In addition, the Project Site's location near robust transit opportunities would further reduce dependence on automobile travel, reducing vehicle miles traveled (VMT) and associated pollutant emissions. The provision of ground floor commercial spaces would further activate the pedestrian environment of the neighborhood. Finally, the Project would include approximately 99 long-term bicycle parking stalls and 12 short-term bicycle parking spaces, which

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Goals, Policies, and Benefits	Consistency Assessment
	would encourage bicycling as a form of transportation.
Goal 7 Actively encourage and create incentives for energy efficiency, where possible.	Not Applicable. This Goal is directed towards SCAG and the City to create incentives for energy efficiency.
Goal 8 Encourage land use and growth patterns that facilitate transit and active transportation.	Consistent. The Project Site is located just west of Downtown Los Angeles, a high-density urban center that includes sources of employment, shopping, and entertainment. In the Project Site vicinity, the Metro Red and Purple Lines have a stop at the Westlake/MacArthur Park Station, less than 0.5 miles northwest of the Project Site. The Project Site area is served by bus lines operated by Metro (lines 28, 66, and 728) and LADOT DASH. In addition to these bus lines, various light rail and subway transit lines operate in and around the Project Site area, including the Metro Purple Line that runs in the east-west direction between Union Station and Koreatown and the Metro Red Line that runs in the northwest-southeast direction between Union Station and North Hollywood. The Project Site is also located within a HQTAs as defined by SCAG and a TPA as defined by SB 743, each of which support transit opportunities and promote a walkable environment. The Project Site bound by James M Wood Boulevard/9 th Street to the north, multi-family residential uses to the south, Beacon Avenue to the east, and commercial and multi-family residential uses to the west. The greater Project Site area is primarily developed with a mix of multi-family residential, commercial, and surface parking uses. The Project is an infill development that includes demolition and removal of a surface parking lot and development of the Project Site with a seven-story, 119,508-square-foot mixed-use building, which would include 145 multi-family residential dwelling units and up to 2,000 square feet of commercial uses. Of the 145 dwelling units, 15 units would be set aside as Extremely Low Income. Additionally, the Project would include a total of 111 bicycle parking spaces (99 long-term spaces and 12 short-term spaces).
Goal 9 Maximize the security of the regional transportation system through improved system	Not Applicable. This Goal is directed towards SCAG to ensure the safety and security of the

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Goals, Policies, and Benefits	Consistency Assessment
monitoring, rapid recovery planning, and coordination with other security agencies.	regional transportation system. No further discussion is required.
Guiding Policy 1 Transportation investments shall be based on SCAG's adopted regional Performance Indicators.	Not Applicable. This policy is directed towards SCAG in allocating transportation investments.
Guiding Policy 2 Ensuring safety, adequate maintenance and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.	Not Applicable. This policy is directed towards SCAG in allocating transportation system funding.
Guiding Policy 3 RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.	Not Applicable. This Goal is directed towards SCAG and the City and not does apply to the Project.
Guiding Policy 4 Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.	Not Applicable. This policy is directed towards transportation investment by SCAG.
Guiding Policy 5 HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.	Not Applicable. This policy is directed towards transportation investment by SCAG to support high occupancy vehicles (HOV), transit and rideshare.
Guiding Policy 6 The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.	Not Applicable. This Guiding Policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupancy vehicles.
Guiding Policy 7 The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.	Not Applicable. This policy is directed towards SCAG transportation projects to encourage and support transportation investments.
Guiding Policy 8 Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.	Not Applicable. This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments, and does not apply to the Project.
Land Use Policy 1 Identify regional strategic areas for infill and investment.	Not Applicable. This policy is directed towards SCAG to identify regional strategic areas.
Land Use Policy 2 Structure the plan on a three-tiered system of centers development. ¹	Not Applicable. This Land Use Policy is directed towards SCAG and not does apply to the Project.
Land Use Policy 3 Develop "Complete Communities."	Consistent. SCAG describes the development of "complete communities" to provide areas that encourage households to be developed with a range of mobility options to complete short trips. The 2016-2040 RTP/SCS supports the creation

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Goals, Policies, and Benefits	Consistency Assessment
	<p>of these districts through a concentration of activities with housing, employment, and a mix of commercial and services, located in proximity to each other, where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile.</p> <p>As stated above, the Project would place residential and commercial uses in a transit-rich area. The Project Site's location near mass transit and in proximity to services, commercial stores, and employment opportunities promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Thus, the Project would be consistent with this land use policy to reduce VMT.</p>
<p>Land Use Policy 4 Develop nodes on a corridor.</p>	<p>Not Applicable. The 2016-2040 RTP/SCS describes nodes as mixed-use development centers at key locations that meet most of residents' daily needs and that support livable corridors. This policy is directed towards SCAG and City goals to identify and develop locations that promote nodes.</p>
<p>Land Use Policy 5 Plan for additional housing and jobs near transit.</p>	<p>Consistent. The Project Site is located just west Downtown Los Angeles, a high-density urban center that includes sources of employment, shopping, and entertainment. In the Project Site vicinity, the Metro Red and Purple Lines have a stop at the Westlake/MacArthur Park Station, less than 0.5 miles northwest of the Project Site. The Project Site area is served by bus lines operated by Metro (lines 28, 66, and 728) and LADOT DASH. In addition to these bus lines, various light rail and subway transit lines operate in and around the Project Site area, including the Metro Purple Line that runs in the east-west direction between Union Station and Koreatown and the Metro Red Line that runs in the northwest-southeast direction between Union Station and North Hollywood. The Project Site is also located within a HQTAs as defined by SCAG and a TPA as defined by SB 743, each of which support transit opportunities and promote a walkable environment. The Project Site is</p>

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	<p>bounded by James M Wood Boulevard/9th Street to the north, multi-family residential uses to the south, Beacon Avenue to the east, and commercial and multi-family residential uses to the west. The greater Project Site area is primarily developed with a mix of multi-family residential, commercial, and surface parking uses. The Project is an infill development that includes demolition and removal of a surface parking lot and development of the Project Site with a seven-story, 119,508-square-foot mixed-use building, which would include 145 multi-family residential dwelling units and up to 2,000 square feet of commercial uses. Of the 145 dwelling units, 15 units would be set aside as Extremely Low Income.</p>
<p>Land Use Policy 6 Plan for changing demand in types of housing.</p>	<p>Consistent. Of the 145 residential dwelling units that would be developed, 10 percent (15 units) would be restricted affordable units for Extremely Low Income Households.</p>
<p>Land Use Policy 7 Continue to protect stable, existing single-family areas.</p>	<p>Consistent. The Project Site is currently developed with a surface parking lot. The Project Site is not located on or near and would not displace, any existing single-family residential neighborhoods. The Project would provide additional housing (including 15 units restricted for Extremely Low Income Households) on an infill lot within the City.</p>
<p>Land Use Policy 8 Ensure adequate access to open space and preservation of habitat.</p>	<p>Consistent. The Project Site is located within an urbanized area of the City. Development of the Project would not remove any existing open space areas or habitat, since the Project Site is fully developed. The Project would provide open space in accordance with LAMC requirements.</p>
<p>Land Use Policy 9 Incorporate local input and feedback on future growth.</p>	<p>Not Applicable/Consistent. This Land Use Policy is directed towards SCAG and does not necessarily apply to the Project.</p>
<p>Benefit 1: The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvements, and efficient transportation infrastructure.</p>	<p>Consistent. The Project Site is located just west Downtown Los Angeles, a high-density urban center that includes sources of employment, shopping, and entertainment. In the Project Site vicinity, the Metro Red and Purple Lines have a stop at the Westlake/MacArthur Park Station, less than 0.5 miles northwest of the Project Site. The Project Site area is served by bus lines operated by Metro (lines 28, 66, and 728) and</p>

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	<p>LADOT DASH. In addition to these bus lines, various light rail and subway transit lines operate in and around the Project Site area, including the Metro Purple Line that runs in the east-west direction between Union Station and Koreatown and the Metro Red Line that runs in the northwest-southeast direction between Union Station and North Hollywood. The Project Site is also located within a HQTAs as defined by SCAG and a TPA as defined by SB 743, each of which support transit opportunities and promote a walkable environment. The Project Site bound by James M Wood Boulevard/9th Street to the north, multi-family residential uses to the south, Beacon Avenue to the east, and commercial and multi-family residential uses to the west. The greater Project Site area is primarily developed with a mix of multi-family residential, commercial, and surface parking uses. The Project is an infill development that includes demolition and removal of a surface parking lot and development of the Project Site with a seven-story, 119,508-square-foot mixed-use building, which would include 145 multi-family residential dwelling units and up to 2,000 square feet of commercial uses. Of the 145 dwelling units, 15 units would be set aside as Extremely Low Income. The mix of dwelling units would include 20 studios, 107 1-bedrooms, and 14 2-bedrooms. Additionally, the Project would include a total of 111 bicycle parking spaces (99 long-term spaces and 12 short-term spaces).</p>
<p>Benefit 2: The RTP/SCS will encourage strategic transportation investments that add appropriate capacity and improve critical road conditions in the region, increase transit capacity and expand mobility options. Meanwhile, the Plan outlines strategies for developing land in coming decades that will place destinations closer together, thereby decreasing the time and cost of traveling between them.</p>	<p>Not Applicable. Benefit 2 is directed towards SCAG and not does apply to the Project.</p>
<p>Benefit 3: The RTP/SCS is expected to result in less energy and water consumption across the region, as well as lower transportation costs for households.</p>	<p>Consistent. The Project would achieve its energy and water efficiency through the implementation of multiple measures, which are detailed in the <i>CEQA SCPE Energy and Water Efficiency Compliance for 905 Beacon</i> report</p>

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	<p>prepared by Zinner Consultants, dated July 8, 2020 (refer to Appendix F). Based on the report, the Project would be designed to be approximately 15.7 percent more energy efficient than the standards contained in Title 24 of the California Code of Regulations (2019) and would be designed to achieve approximately 63.3 percent less water usage than MWD's baseline usage.</p> <p>According to the <i>CEQA SCPE Energy and Water Efficiency Compliance for 905 Beacon</i> report, the baseline water use in the region is 317.1 gallons per day per unit. The Project would use approximately 116.5 gallons of water per household per day. Therefore, the Project would use approximately 66.1 percent less water than the average household in the region.</p> <p>The energy efficiency calculations contained in the <i>CEQA SCPE Energy and Water Efficiency Compliance for 905 Beacon</i> report were calculated using "whole building energy modeling" software approved by the California Energy Commission for Title 24 compliance. Tables 2 through 4 of the report list both the characteristics of the proposed design and that of the Title 24 Standard building, so that the characteristics and the energy consumption/efficiency could be compared against one another. The results of the modeling show that the Project has a targeted savings of approximately 15.7 percent over the Title 24 baseline.</p> <p>Thus, the Project is designed to be at least 15 percent more energy-efficient than required by Chapter 6 of Title 24 of the California Code of Regulations, and is designed to achieve approximately 63.3 percent less water usage than MWD's baseline usage.</p> <p>The Project includes the infill development of a site located in a densely-developed area of the City, with 145 multi-family residential dwelling units (of which 15 would be set aside as</p>

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	<p>Extremely Low Income units) and up to 2,000 square feet of neighborhood-serving commercial uses. The Project Site is in close proximity to sources of employment, shopping, entertainment, and transit lines, including Metro Red and Purple Lines, which have a stop at the Westlake/MacArthur Park Station less than 0.5 miles northwest of the Project Site, and Metro lines 28, 66, and 728 and LADOT DASH that would allow for users of the Project to travel via transit rather than via single-occupancy vehicles. In addition, the Project's inclusion of 111 bicycle parking spaces would encourage cycling as a mode of transportation. The Project would reduce dependence on single-occupancy vehicles that could result in lower transportation costs per Project household.</p>
<p>Benefit 4: Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and suburban areas.</p>	<p>Consistent. The Project's location and design features would encourage active transportation within the Project Site and surrounding area and would help to protect the health of residents. The Project would provide landscaping along the public rights-of-way and ground-floor uses, which promotes and supports pedestrian activity in the area. The Project would also provide 111 bicycle parking spaces, which would support bicycling as a means of transportation. In addition, the Project Site is located in close proximity to a variety of public transit options, including Metro (lines 28, 66, and 728) and LADOT DASH. In addition to these bus lines, various light rail and subway transit lines operate in and around the Project Site area, including the Metro Purple Line that runs in the east-west direction between Union Station and Koreatown and the Metro Red Line that runs in the northwest-southeast direction between Union Station and North Hollywood. Finally, the Project would provide outdoor open space in accordance with LAMC requirements.</p>
<p><i>Source: Southern California Association of Governments, 2016-2040 RTP/SCS, April 2016.</i></p>	

As demonstrated on Table B-2, the Project would be substantially consistent with the SCAG's 2020-2045 RTP/SCS.

**Table B-2
Consistency with SCAG's 2020-2045 RTP/SCS: Goals and Guiding Principles**

Goals and Guiding Principles	Consistency Assessment
<p>Goal 1 Encourage regional economic prosperity and global competitiveness.</p>	<p>Not Applicable. This goal is directed towards SCAG and the City and does not apply to the Project. However, the Project would construct housing and neighborhood-serving commercial uses near sources of employment and shopping in an existing urban area, supporting the regional economic prosperity and global competitiveness of Southern California.</p>
<p>Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods</p>	<p>Consistent. The Project Site is located in a TPA and a HQTAs just west of Downtown Los Angeles that provides opportunities for walking, biking, and public transportation, in a high-density urban center that includes sources of employment, shopping, and entertainment. In the Project Site vicinity, the Metro Red and Purple Lines have a stop at the Westlake/MacArthur Park Station, less than 0.5 miles northwest of the Project Site. The Project Site area is served by bus lines operated by Metro (lines 28, 66, and 728) and LADOT DASH. The Project includes infill development of the Project Site with a seven-story, 100,270-square-foot mixed-use building, 145 multi-family residential dwelling units (of which 15 would be set aside as Extremely Low Income units) and up to 2,000 square feet of neighborhood-serving commercial uses. Additionally, the Project includes design elements that would create bicycle and pedestrian-oriented amenities, including a total of 111 bicycle parking spaces (99 long-term spaces and 12 short-term spaces), which meets the LAMC's requirements for bicycle parking spaces. Given the fact that the Project would develop new residential units (including affordable units) and new employment within walking distance of existing transit stops and sources of employment, shopping, and entertainment, the Project would provide accessibility for residents to use public transit for work and personal trips. Thus, the Project would encourage the utilization of transit, bicycling, and walking as modes of transportation to and from the Project Site and contribute to the productivity and use of the regional transportation system by providing a mixed-use development</p>

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Consistency with SCAG's 2020-2045 RTP/SCS: Goals and Guiding Principles**

Goals and Guiding Principles	Consistency Assessment
	near transit. The Project is consistent with this goal.
Goal 3 Enhance the preservation, security, and resilience of the regional transportation system.	Not Applicable. This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
Goal 4 Increase person and good movement and travel choices within the transportation system.	Consistent. The Project would construct a mixed-use development within a walkable urban mixed-use neighborhood near existing sources of employment, shopping, and entertainment. The Project would include 99 long-term bicycle parking spaces and 12 short-term parking spaces. The Project Site is in close proximity to robust transit, including Metro Red and Purple Lines, which have a stop at the Westlake/MacArthur Park Station less than 0.5 miles northwest of the Project Site, and Metro lines 28, 66, and 728 and LADOT DASH. Thus, the Project would increase personal mobility and provide increased travel choices to residents.
Goal 5 Reduce greenhouse gas emissions and improve air quality.	Consistent. The Project includes the infill development of a site located in a densely-developed area of the City, with 145 multi-family residential dwelling units (of which 15 would be set aside as Extremely Low Income units) and up to 2,000 square feet of neighborhood-serving commercial uses. The Project Site is in close proximity to sources of employment, shopping, entertainment, and transit lines, including Metro Red and Purple Lines, which have a stop at the Westlake/MacArthur Park Station less than 0.5 miles northwest of the Project Site, and Metro lines 28, 66, and 728 and LADOT DASH that would allow for users of the Project to travel via transit rather than via vehicle. In addition, the Project's inclusion of 111 bicycle parking spaces would encourage cycling as a mode of transportation. The Project would thereby contribute to an overall reduction in VMT and associated GHG emissions.
Goal 6 Support healthy and equitable communities.	Consistent. The Project would construct a mixed-use development near existing sources of employment and shopping. Project residents and employees would be able to walk and bike to work/home and to shop. In addition, the Project Site's location near robust transit opportunities would further reduce dependence on automobile

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Goals and Guiding Principles	Consistency Assessment
	travel, reducing VMT and associated pollutant emissions. Also, the Project would include approximately 99 long-term bicycle parking stalls and 12 short-term bicycle parking spaces, which would encourage bicycling as a form of transportation. By developing new housing (including affordable housing) and facilitating alternatives to driving, the Project would support healthy and equitable communities.
Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. The Project includes construction of a mixed-use development on an infill site in an urbanized area of the City that is near several sources of transit. Also, the Project includes 111 bicycle parking spaces. This type of transit-oriented residential project helps to reduce dependence on automobile travel and to reduce mobile-source GHG emissions.
Goal 8 Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Not Applicable. This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
Goal 9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent. The Project includes construction of a mixed-use development, including 145 multi-family residential dwelling units (of which 15 would be set aside as Extremely Low Income units) and up to 2,000 square feet of neighborhood-serving commercial uses, on a site that is located in close proximity to transit, including Metro Red and Purple Lines, which have a stop at the Westlake/MacArthur Park Station less than 0.5 miles northwest of the Project Site, and Metro lines 28, 66, and 728 and LADOT DASH. Also, the Project includes 111 bicycle parking spaces, which would support residents who choose to travel via bicycle. Further, the Project Site is located in close proximity to sources of employment, shopping, and entertainment to which Project residents and employees could bike, walk, or use transit.
Goal 10 Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. The Project is an infill development that would not affect any natural or agricultural lands or restoration of habitats.
Guiding Principle 1 Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.

Table B-2
Consistency with SCAG's 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
Guiding Principle 2 Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 3 Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities..	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing and implementing growth strategies.
Guiding Principle 4 Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 5 Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
Guiding Principle 6 Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	Not Applicable. This principle is directed toward SCAG that has the responsibility of monitoring the progress of the 2020-2045 RTP/SCS.
Guiding Principle 7 Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.	Not Applicable. This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
<i>Source: Southern California Association of Governments, 2020-2045 RTP/SCS, September 2020.</i>	