



San Gabriel Valley Council of Governments*
AGENDA AND NOTICE OF THE SPECIAL MEETING OF THE
PLANNING DIRECTORS TECHNICAL ADVISORY COMMITTEE
TELECONFERENCE MEETING

Thursday, December 3, 2020 – 12:00 PM

Livestream Available: <https://youtu.be/CBITxoq2FIM>

Chair
Craig Hensley
City of Duarte

Vice-Chair
Brad Johnson
City of Claremont

Members
Alhambra
Arcadia
Azusa
Baldwin Park
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Irwindale
La Verne
Monrovia
Montebello
Monterey Park
Pomona
Rosemead
San Dimas
San Gabriel
Sierra Madre
South El Monte
South Pasadena
Temple City
West Covina
L.A. County DRP

Thank you for participating in today's meeting. The Planners' Technical Advisory Committee encourages public participation and invites you to share your views on agenda items.

MEETINGS: *Regular Meetings of the Planners' Technical Advisory Committee are held on the fourth Thursday of each month at 12:00 PM at the Monrovia Community Center (119 West Palm Avenue, Monrovia, CA 91016).* The Planners' Technical Advisory Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, www.sgvkog.org. Copies are available via email upon request (sgv@sgvcog.org). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

CITIZEN PARTICIPATION: Your participation is welcomed and invited at all Planners' Technical Advisory Committee meetings. Time is reserved at each regular meeting for those who wish to address the Board. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane, or disruptive remarks.

TO ADDRESS THE PLANNERS' TECHNICAL ADVISORY COMMITTEE: At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The Planners' Technical Advisory Committee may not discuss or vote on items not on the agenda.**

AGENDA ITEMS: The Agenda contains the regular order of business of the Planners' Technical Advisory Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Committee can be fully informed about a matter before making its decision.

CONSENT CALENDAR: Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Planners' Technical Advisory Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



***MEETING MODIFICATIONS DUE TO THE STATE AND LOCAL STATE OF EMERGENCY RESULTING FROM THE THREAT OF COVID-19:** On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and allows for members of the public to observe and address the meeting telephonically or electronically to promote social distancing due to the state and local State of Emergency resulting from the threat of the Novel Coronavirus (COVID-19).

To follow the new Order issued by the Governor and ensure the safety of Board Members and staff for the purpose of limiting the risk of COVID-19, in-person public participation at the Planning Directors' Technical Advisory Committee meeting scheduled for December 3, 2020 at 12:00pm will not be allowed. Members of the public may view the meeting live at <https://youtu.be/CBITxoq2FIM>.

Submission of Public Comments: For those wishing to make public comments on agenda and non-agenda items you may submit comments via email or by phone.

- Email: Please submit via email your public comment to SGVCOG Management Analyst, Alexander Fung (afung@sgvcog.org), at least 1 hour prior to the scheduled meeting time. Please indicate in the Subject Line of the email "FOR PUBLIC COMMENT." Emailed public comments will be part of the recorded meeting minutes. Public comments may be summarized in the interest of time; however, the full texts will be provided to all members of the Committee prior to the meeting.
- Phone: Please email your name and phone number to SGVCOG Management Analyst, Alexander Fung (afung@sgvcog.org), at least 1 hour prior to the scheduled meeting time for the specific agenda item you wish to provide public comment on. Please indicate in the Subject Line of the email "FOR PUBLIC COMMENT." You will be called on the phone number provided at the appropriate time, either during general public comment or specific agenda item. Wait to be called upon by staff, and then you may provide verbal comments for up to 3 minutes.

Any member of the public requiring a reasonable accommodation to participate in this meeting should contact SGVCOG Management Analyst, Alexander Fung, at least 48 hours prior to the meeting at (626) 457-1800 or email afung@sgvcog.org.

PRELIMINARY BUSINESS

3 MINUTES

1. Call to Order
2. Roll Call
3. Public Comment (*If necessary, the Chair may place reasonable time limits on all comments*)
4. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting (*It is anticipated that the Committee may take action on the following matters*)

CONSENT CALENDAR

2 MINUTES

(It is anticipated that the Committee may take action on the following matters)

5. Planners TAC Meeting Minutes – 10/22/2020 (**Page 1**)
Recommended Action: Approve.

DISCUSSION ITEMS

40 MINUTES

(It is anticipated that the Committee may take action on the following matters)

6. Housing Planning Technical Assistance Program – Sohab Mehmood, Housing Policy Specialist, California Department of Housing and Community Development (**Page 4**)
Recommended Action: Discuss and provide direction to staff.
7. Regional VMT Mitigation Bank – Mark Christoffels, Chief Engineer, SGVCOG (**Page 6**)
Recommended Action: Discuss and provide direction to staff.

PRESENTATION

10 MINUTES

(It is anticipated that the Committee may take action on the following matters)

8. Metro Open Streets Grant Program Updates – Brett Atencio Thomas, Principal Transportation Planner, Los Angeles County Metropolitan Transportation Authority (**Page 36**)
Recommended Action: For information only.

STAFF ANNOUNCEMENT

5 MINUTES

9. Next Committee Meeting
Recommended Action: For information only.

ANNOUNCEMENTS

ADJOURN



SGVCOG Planners TAC Meeting Minutes

Date: October 22, 2020

Time: 12:00 P.M.

Location: Zoom Virtual Meeting

PRELIMINARY BUSINESS

1. Call to Order.
C. Hensley called the meeting to order at 12:01pm.

2. Roll Call

Members Present

P. Lam; Alhambra
L. Flores; Arcadia
M. Munoz; Azusa
R. Garcia; Baldwin Park
B. Johnson; Claremont
B. Lee; Covina
G. Lee; Diamond Bar
C. Hensley; Duarte
T. Bu, J. Mikaelian; El Monte
M. Carnahan, J. Kugel; Glendora
L. Chou; Irwindale
E. Scherer; La Verne
S. Bermejo; Monrovia
A. Gutierrez, V. Tam; Pomona
L. Valezuela; Rosemead
F. Zelaya Melicher; San Dimas
M. Chang, S. Tewasart; San Gabriel
V. Gonzalez; Sierra Madre
C. Cataldi, I. McAleese; South El Monte
M. Lin; South Pasadena
J. Drevno; Los Angeles County DRP

Members Absent

Montebello
Monterey Park
Temple City
West Covina

SGVCOG Staff

A. Fung, Staff
A. Bordallo, Staff
S. Pedersen, Staff

Guests

R. Wiggins, Metro
D. LaTour-Jarquin, PIFC

3. Public Comment
No public comments were given at this meeting.
4. Changes to the Agenda Order
No changes were made to the agenda order.

CONSENT CALENDAR

5. Planners TAC Meeting Minutes – 09/24/2020
Recommended Action: Approve.

There was a motion made to approve consent calendar item 5 (M/S: S. Tewasart/B. Johnson).

[Motion Passed]

Ayes:	Alhambra, Arcadia, Baldwin Park, Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, Monrovia, Pomona, Rosemead, San Dimas, San Gabriel, Sierra Madre, South El Monte, Los Angeles County DRP
Noes:	
Abstain:	La Verne
No Vote Recorded:	Azusa, Irwindale, South Pasadena
Absent:	Montebello, Monterey Park, Temple City, West Covina

UPDATE ITEM

6. 2020 San Gabriel Valley Energy Champion Awards Updates
SGVCOG Management Aide, Ana Bordallo, provided an update on this item. The SGVCOG proudly introduced the 2020 San Gabriel Valley Energy Champion Awards to recognize San Gabriel Valley cities' efforts for increasing energy efficiency in municipal facilities. San Gabriel Valley cities that complete certain actions in municipal and community energy efficiency and community outreach will receive awards and recognition from the SGVCOG towards the end of this year. Ms. Bordallo announced that the Cities of Pomona, South El Monte, South Pasadena, and Walnut recently reached the Gold Tier and that the Cities of El Monte and La Verne have reached the Silver Tier. Additionally, the Cities of Alhambra and San Gabriel recently reached the Bronze Tier.

PRESENTATIONS

7. Metro Traffic Reduction Study
Metro Senior Manager of Office of Extraordinary Innovation, Ryan Wiggins, provided a presentation on this item. Metro launched the Traffic Reduction Study to examine traffic reduction methods by managing roadway demand through congestion pricing and high-quality transportation options. The Study aims to explore the possibility and feasibility of implementing a traffic reduction program pilot in Los Angeles County and identify willing local partners to collaborate on a potential pilot program. At the anticipated conclusion of the Study in 2022, a traffic reduction pilot program that reduces traffic, enhances mobility, supports environmental and economic justice, and improves public health and safety will be presented to the Metro Board of Directors for consideration.
8. Telematics in Auto Insurance Ratings
Personal Insurance Federation of California Legislative Advocate, Deanna LaTour-Jarquin, provided a presentation on this item. Telematics technology, which uses data accessed through a driver's smartphone or ports located in vehicles, can measure behaviors such as braking, acceleration, speeding, and distraction. This technology can measure the drivers' actual driving behavior as a factor in deciding the amounts they should contribute to their automobile insurance policies. The use of telematics requires a driver to consent to their behavior being

monitored and measured, which would include access to sensitive information such as GPS location.

STAFF ANNOUNCEMENTS

9. San Gabriel Valley Energy Wise Partnership – Energy Work Group Meeting
The Energy Work Group will reconvene on Tuesday, December 8, 2020 at 1:30pm.
10. Next Committee Meeting
The upcoming committee meeting is scheduled for Thursday, December 3, 2020 at 12:00pm.

ANNOUNCEMENTS

There were no additional announcements.

ADJOURN

The meeting adjourned at 12:42pm.

REPORT

DATE: December 3, 2020

TO: Planning Directors' Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **HOUSING PLANNING TECHNICAL ASSISTANCE PROGRAM**

RECOMMENDED ACTION

Discuss and provide direction to staff.

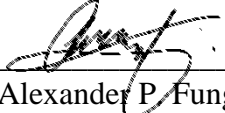
BACKGROUND

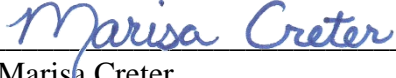
The California Department of Housing and Community Development (HCD) recently established a technical assistance program to support SB 2, prohousing, Local Early Action Planning (LEAP), Regional Early Action Planning (REAP), housing elements, and other housing policy efforts. The program partners with the Southern California Association of Governments (SCAG) to provide jurisdictions with tools for housing planning through the development of a technical assistance plan on a regional basis. Additionally, the State hired consultants from PlaceWorks to develop and implement technical assistance plans for subregions within the SCAG jurisdiction.

Consultants from PlaceWorks recently provided technical assistance on SB 2 planning grants by developing the following resources and tools for local jurisdictions:

- Housing and Public Engagement Toolkit
- Housing Portal
- Ordinance Templates
- Land Inventory Samples
- CEQA Site Check
- Objective Standards How-to Guide
- Accessory Dwelling Unit (ADU) Webmap and Toolkit

HCD staff and PlaceWorks consultants will soon be providing technical assistance on LEAP, REAP, prohousing, and other housing policy areas. As part of the process, HCD hopes to collaborate with the SGVCOG to develop a technical assistance plan for the San Gabriel Valley region. HCD Housing Policy Specialist, Sohab Mehmood, will provide a presentation on the Housing Planning Technical Assistance Program at this meeting.

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director

REPORT

DATE: December 3, 2020

TO: Planning Directors' Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **REGIONAL VMT MITIGATION BANK**

RECOMMENDED ACTION

Discuss and provide direction to staff.

BACKGROUND

On March 19, 2020, the SGVCOG Governing Board authorized the Executive Director to enter into a contract with Fehr and Peers to provide professional services for the implementation of the Regional Vehicle of Miles Travelled (VMT) Model to assist member agencies with complying to SB 743 (Steinberg, 2013) mandates. Under the direction of SGVCOG staff, Fehr and Peers analyzed existing traffic conditions in the San Gabriel Valley region to develop a baseline standard and determine significance California Environmental Quality Act (CEQA) thresholds for future land use and transportation projects.

Participating member agencies have now adopted these criteria in compliance with SB 743. As part of the process, a web-based tool was also developed to allow city staff and developers to determine if a proposed project would require a full VMT analysis based on each city's adopted CEQA criteria. The tool, which can be accessed through the SGVCOG website at <https://www.sgvkog.org/vmt-analysis-tool>, will be maintained by Fehr and Peers until July 31, 2025. A total of 27 member cities participated in the Regional VMT Analysis Model Project.

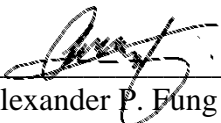
On October 21, 2020, representatives of the 27 participating cities held an end-of-the-project meeting with Fehr and Peers to discuss additional support that cities may need as major development applications are being prepared for formal reviews. Several participating cities expressed the possibility of implementing a Regional VMT Mitigation Bank, which would create a monetary value for VMT mitigation such that a developer could purchase VMT reduction credits. The funds exchanged for credits could be applied to local or regional-level VMT mitigation projects or actions. Similar to all VMT mitigation projects, substantial evidence would be required so that the projects covered by the Regional VMT Mitigation Bank would achieve the expected VMT reductions. Representatives of the 27 participating cities subsequently directed SGVCOG staff to consult with the SGVCOG Public Works Technical Advisory Committee and the SGVCOG Planning Directors' Technical Advisory Committee regarding the possibility of implementing a Regional VMT Mitigation Bank for the San Gabriel Valley region.

Attachment A includes a summary of potential VMT mitigations that can be used by a developer to reduce their VMT impact to acceptable levels. There are short-term solutions which are generally site-specific and can be worked out by the participating cities and the developers as

conditions of approval. Additionally, there are longer term solutions that would be similar to a traffic impact fee where a developer contributes to larger region wide mitigation projects and programs. Implementing this project would require a nexus study and the establishment of a regional fee structure.

On November 9, 2020, the SGVCOG Public Works Technical Advisory Committee convened and discussed the possibility of implementing a Regional VMT Mitigation Bank. Representatives of the committee voiced support to proceed with the project; however, the committee directed staff to consult with the SGVCOG Planning Directors' Technical Advisory Committee for additional directions before proceeding with the next steps.

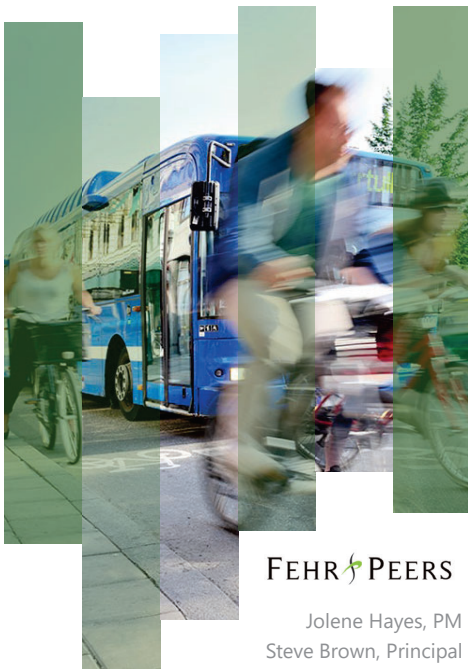
SGVCOG Chief Engineer, Mark Christoffels, will provide a detailed presentation on this item and solicit feedback from committee members regarding the development of a Regional VMT Mitigation Bank for the San Gabriel Valley region.

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – Potential VMT Mitigation Strategies



FEHR & PEERS

Jolene Hayes, PM
Steve Brown, Principal
Erik Ruehr, VRPA

SGVCOG
SB 743 Implementation

VMT Mitigation Strategies

May 14, 2020

Overview

Most Effective VMT Reduction Strategies:

- Location, location, location:
 - Areas with good transit service
 - Areas with good mix of uses
- Investing in sidewalks, bikeways, and access to transit
- Promoting mixed-use development

Least Effective VMT Reduction Strategies:

- Site design
- Tenant-based TDM programs

Transportation Related VMT Reduction Measures



Overview

The starting point for **VMT mitigation** is to consider whether modifying the project in some way could reduce VMT.

The two basic modifications include **transportation demand management (TDM)** strategies or changing the physical land use or transportation network **design of the project** such that residents, workers, or visitors of the site could make **fewer** or **shorter** vehicle trips.

Beyond project site changes or conditions, VMT **mitigation programs** are an option that can be considered.

Defining VMT Mitigation Strategies

VMT Mitigation Options:

- 1. Near-term** VMT mitigation strategies available to new development following July 1st implementation
- 2. Longer-term** VMT mitigation options that the SGVCOG member agencies can consider in the future

VMT Mitigation Strategies

What's Feasible?

Near-Term

Project Specific

- Physical Design
- TDM

Longer-Term

Programs

- Impact Fees
- VMT Exchanges
- VMT Banks

Physical Design Changes to Reduce VMT

**Near-Term
Strategy**

Benefits:

- Increasing land use density or changing the project's mix of uses often results in "internal trip capture" that reduces overall VMT of the site
- Designing the project and site access to focus on walking, biking and access to transit

Impacts:

- May require substantial changes to development applications that result in significant project implementation delays

Demand Management (TDM) to Reduce VMT

**Near-Term
Strategy**

Benefits:

- TDM strategies added to a project as mitigation can reduce VMT impacts
- Meaningful TDM programs, such as employer-subsidized transit passes and rideshare programs, encourage behavioral changes that can lead to VMT reductions beyond the Project

Impacts:

- Successful TDM programs require compliance monitoring, especially as tenants/operators change overtime. TDM compliance monitoring can add staffing and costs to agencies unless a TDM monitoring program funded by participants is implemented and maintained

Demand Management (TDM) Options and Reduction Measures

**Near-Term
Strategy**

The California Air Pollution Control Officers Association (CAPCOA) study *Quantifying Greenhouse Gas Mitigation Measures* provides the level of effectiveness for various TDM strategies. Several TDM strategies that can be used in the County are identified below.

CAPCOA

Quantifying Greenhouse Gas Mitigation Measures

Strategies Relevant to County Context

- Increase diversity of land uses
- Provide pedestrian network improvements
- Provide traffic calming measures and low-stress bicycle network
- Implement car-sharing and ride-sharing programs
- Encourage telecommuting and alternative work schedules
- Increase transit accessibility
- Transportation Management Organization
- Parking management

CAPCOA

Quantifying Greenhouse Gas Mitigation Measures

Increased Diversity of Land Uses

Description	Includes mixed uses within projects or in consideration of surrounding area
VMT Impact	Minimizes number and length of vehicle trips
CAPCOA VMT Reduction	9% - 30%

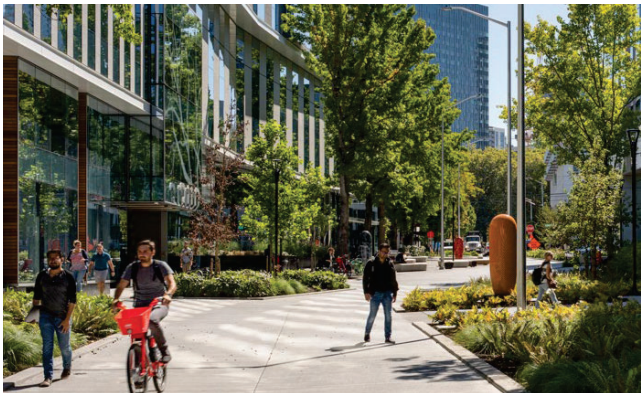


CAPCOA

Quantifying Greenhouse Gas Mitigation Measures

Pedestrian Network Improvements

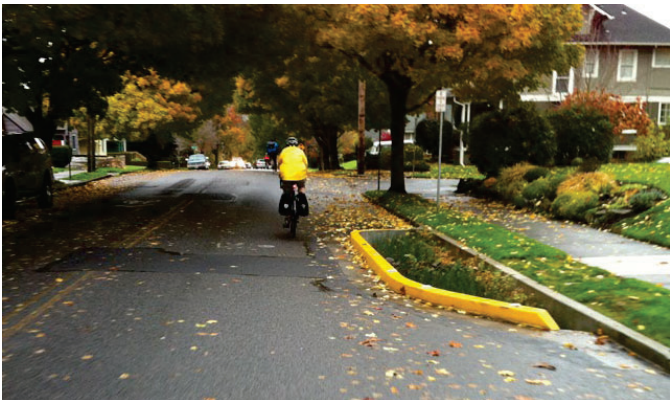
Description	<ul style="list-style-type: none">•Creates pedestrian network within projects•Connects project to nearby destinations•Could occur through impact fee program for active transportation improvements
VMT Impact	Encourages people to walk within and to project
CAPCOA VMT Reduction	0% - 2%



CAPCOA Quantifying Greenhouse Gas Mitigation Measures

Traffic Calming Measures and Low-Stress Bicycle Network Improvements

Description	<ul style="list-style-type: none">•Creates networks with low vehicle speeds and volumes that support walking and bicycling•Electric bicycles could enhance effectiveness of this strategy•Could occur through impact fee program for active transportation improvements
VMT Impact	Encourages people to bicycle, especially for shorter trips
CAPCOA VMT Reduction	0.25% - 1%



CAPCOA

Quantifying Greenhouse Gas Mitigation Measures

Car-Sharing and Ride-Sharing Programs

Description	<ul style="list-style-type: none"> • Shared fleet of vehicles accessible on-site for residents or employees • First/Last-Mile solution to connect with transit
VMT Impact	Reduces need to own a vehicle or the number of household vehicles
CAPCOA VMT Reduction	0.4% - 0.7%



CAPCOA Quantifying Greenhouse Gas Mitigation Measures

Telecommuting and Alternative Work Schedules

Description	<ul style="list-style-type: none"> •Telecommuting: working remotely •Alternative work schedules: staggered start times, flexible schedules, or compressed work weeks •Depends on ultimate building tenants and type of work
VMT Impact	<ul style="list-style-type: none"> •Reduces the number of days employees need to commute •Shifts commute time outside of peak period to avoid adding congestion
CAPCOA VMT Reduction	0.07% - 5.5%



CAPCOA

Quantifying Greenhouse Gas Mitigation Measures

Increased Transit Accessibility

Description	<ul style="list-style-type: none">•Locates development within a 5-10 minute walk (~1/4 mile) from a high-frequency transit stop•Enhanced by nearby mixed-used development, streets with traffic-calming design, and parking management•Alternatively, microtransit (shown in photo) is a transit service with flexible routing and/or scheduling
VMT Impact	<ul style="list-style-type: none">•Encourages transit use to replace vehicle trips
CAPCOA VMT Reduction	0.5% - 24.6%



CAPCOA

Quantifying Greenhouse Gas Mitigation Measures

Commute Trip Reduction Programs

Description	<ul style="list-style-type: none">•A multi-strategy program to reduce commute-related VMT•Strategies include: ride-matching assistance, vanpool assistance, and bicycle end-trip facilities•Can be implemented through a Transportation Management Organization (TMO), which administers the TDM program on behalf of its members (e.g. public and private entities)
VMT Impact	<ul style="list-style-type: none">•Encourages alternatives to commuting in single-occupancy vehicle
CAPCOA VMT Reduction	1% - 6.2%



Quantifying Greenhouse Gas Mitigation Measures

Parking Management

Strategy	Description and VMT Impact	VMT Reduction
Limit Parking Supply	<ul style="list-style-type: none">• Eliminate or reduce minimum parking requirements• Create maximum parking requirements• Could incentive higher density development	5% - 12.5%
Unbundle Parking Costs from Property Cost	<ul style="list-style-type: none">• Parking is additional cost to property purchase or rent cost• Removes burden from those who do not need a parking spot	2.6% - 13%
Implement Market-Price Public Parking	<ul style="list-style-type: none">• Applicable for on-street parking near central business district and employment or retail centers• Encourages people to park once	2.8% - 5.5%

Demand Management (TDM) to Reduce VMT

**Near-Term
Strategy**

The TDM strategies above are intended to provide a range of options that can be considered on a case-by-case basis during project review.

Question for SGVCOG Participating Cities:

- Are there additional TDM strategies from City plans or policies that you would like Fehr & Peers to consider for VMT mitigation options?

VMT Fee Programs

**Longer-Term
Strategy**

Three types of VMT Fee Programs:

- **Traffic/Transportation Impact Fee Programs (new or modifications to existing)**
- **VMT Exchanges**
- **VMT Banks**

Traffic/Transportation Impact Fee Programs

**Longer-Term
Strategy**

Benefits:

- Cities can amend existing or create new VMT mitigation programs by amending or preparing a nexus study to reduce VMT consistent with the City's goal and CEQA thresholds
- The amended or new fee program would focus on transit, bicycle, and pedestrian projects.

Impacts:

- Requires a new nexus study to develop and implement the fee program
- Fee programs require monitoring and maintenance to ensure proper use of fees collected and expended pursuant to State law

VMT Exchange & Bank Programs

**Longer-Term
Strategy**

VMT Mitigation Exchange

- Developers select from a pre-approved list of mitigation projects in the City (or larger area, such as SGVCOG)
- Program operator matches the developer's needed VMT reduction with a specific project
- Developer then funds the identified project

VMT Mitigation Bank

- Pools fees from development projects across multiple jurisdictions to spend on larger scale mitigation projects
- Developer pays into the fee program and projects are implemented by others
- Regional nature of program has potential for more significant reduction in VMT

VTM Exchange Program

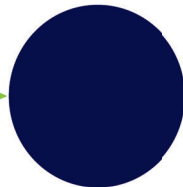
Longer-Term Strategy

DEVELOPER



Developer selects VMT reduction from an approved list and then funds a specific project or program

EXCHANGE OPERATOR (SCAG OR OTHER)



Creates list of VMT Reduction Projects
Verifies 'Additionality' and Monitors VMT Performance

LEAD AGENCY/ DEVELOPER



Implements VMT Reduction Projects as Mitigation Measure

VTM Bank Program

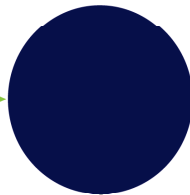
Longer-Term Strategy

DEVELOPER



Developer purchases VMT reduction credits from Bank Operator and implementation is left to others

BANK OPERATOR (SCAG OR OTHER)



Bank Operator...
Develops Bank payment/credit process
Develops VMT reduction projects
Verifies VMT reduction amount
Tests for Additionality
Monitors VMT performance and adjusts overtime

IMPLEMENTATION AGENCY/ENTITY



VMT Exchange & Bank Programs

Longer-Term Strategy

Benefits:

- The development of a VMT Exchange or Bank program allows developers to pay for mitigation strategies that can be implemented elsewhere in the region and have a larger benefit to VMT reduction
- Similar exchange programs exist for CEQA mitigation of GHG impacts

Impacts:

- No programs are in place currently
- SCAG recently released an RFP to conduct a pilot program for the region
- Important Requirement: must meet CEQA "additionality" test – VMT reduction wouldn't have otherwise happened

Additional Fee Example: San Diego VMT Fee

**Longer-Term
Strategy**

REGULATION FRAMEWORK

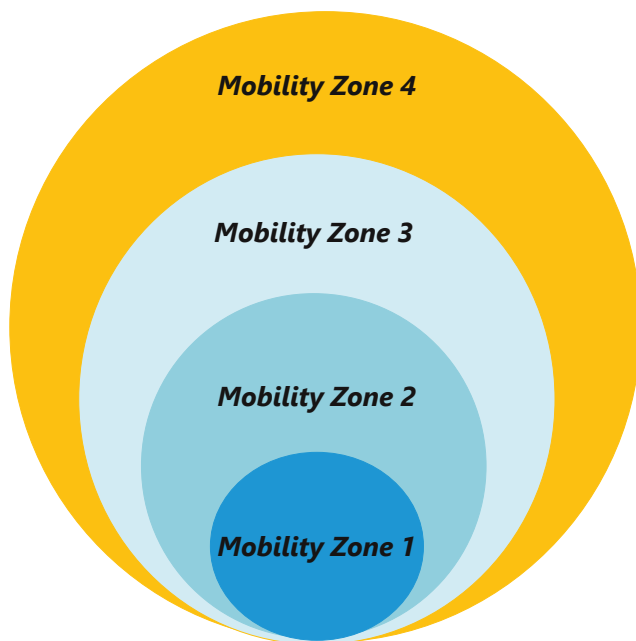
Zones and points requirements

The *Complete Communities: Mobility Choices Regulations* will require new development within the City of San Diego to either provide (1) *VMT reducing amenities* within the project site or adjacent right-of-way, or (2) will require payment of a *VMT fee* into a separate funding source based on the location and proposed land uses of the project.

NOTE: This is not intended to replace or offset the City's Development Impact Fee (DIF) Program.

San Diego VMT Fee Structure

The City is divided into 4 zones with Zone 1 being the highest density areas of the City.



Mobility Zone 4 is required to **pay a VMT Fee**.

Mobility Zone 3 is required to provide **8 points of VMT reduction amenities**. Fee payment is not required but can be paid in lieu of providing amenity points.

Mobility Zone 2 is required to provide **5 points of VMT reduction amenities**. Fee payment is not required but can be paid in lieu of providing amenity points.

Mobility Zone 1 is **not required to provide VMT reduction amenities**. Fee payment is not required.

City of San Diego Example

Longer-Term Strategy

Benefits:

- The City's VMT fee is in addition to their transportation fee for new development and intended to support the overall goals of the City to reduce VMT.
- The program has a clear point system so developer's can simply identify their VMT reduction obligations.

Impacts:

- The City's VMT fee program is not intended for CEQA mitigation.
- The program is still under review and has not yet been adopted by the City.

Summary of Recommendations

Given that TDM research is continuing to evolve, we recommend providing a menu of mitigation options in the updated Transportation Study Guidelines that also allow flexibility for developers to provide customized TDM strategies (with supporting substantial evidence) to meet their unique project characteristics.

For longer-term mitigation options, the cities can update their transportation fee program to include projects that reduce VMT. In addition, the cities can work with SGVCOG, Metro, and/or SCAG to support the development of a regional VMT Bank or Exchange program.

REPORT

DATE: December 3, 2020

TO: Planning Directors' Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **METRO OPEN STREETS GRANT PROGRAM UPDATES**

RECOMMENDED ACTION

For information only.

BACKGROUND

In September 2013, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors approved the Open Streets Competitive Grant Program to fund a series of regional car-free events. The program aims to foster the development of multi-modal policies and infrastructure at the city level, encourage future mode shift to more sustainable transportation modes, and provide opportunities for residents to exercise or bike on car-free roadways.

Open Streets initiatives temporarily close streets to automobile traffic and open them to cyclists, pedestrians, and other modes of non-motorized transportation. Hosting Open Streets events is a common strategy in regions that are seeking innovative ways to encourage mode shift to sustainable modes of transportation, achieve economic and public health improvement, and reduce traffic congestion. Since 2013, Metro awarded a total of \$12.74 million to 46 events in 34 local jurisdictions over the past three and a half funding cycles. As of today, 33 events totaling over 206 miles have been implemented. 13 additional events are planned through June 2021, including events that have been postponed as a result of COVID-19 and those events re-scoped to "Slow Streets" events.

In response to the COVID-19 Pandemic, the Metro Board of Directors authorized Metro staff to negotiate scope changes to Cycle 3 and Mini-Cycle events to allow the implementation of Slow Streets or similar programs, including expanding one-day events to longer-term temporary traffic interventions, replacing large, single-corridor events intended for regional audiences with many smaller, neighborhood-scale interventions catering to local audiences, and creating spaces within the public right-of-way to support economic activities such as dining and vending.

Metro is anticipated to release the Cycle 4 application and guidelines in Fall 2021 and asserts that Cycle 4 will continue to accept applications for Slow Streets and related programs that encourage social distancing. Metro Principal Transportation Planner, Brett Atencio Thomas, will provide a detailed presentation at this meeting.

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