

GOAL M-5 ENVIRONMENTAL HEALTH AND AIR QUALITY

Contribute to regional and statewide greenhouse gas emission reduction and air quality targets.

M-5 Policies

- M-5.1 **Alternative Fuels.** Encourage the expansion of low- and zero-emission fuel stations and other supporting infrastructure to reduce vehicular emissions in the City.
- M-5.2 **Transportation Demand Management.** Require transportation demand management (TDM) strategies related to parking, transit, and other modes to reduce air quality impacts caused by VMT.
- M-5.3 **Non-Vehicular Projects.** Include transportation projects that increase non-vehicular capacity, encourage a reduction in VMT, and promote economic and environmental sustainability as part of the City's capital improvement program, such as quality pedestrian facilities, bikeways, and public transit amenities.
- M-5.4 **Supportive Land Uses.** Encourage development projects that support reduced greenhouse gas emissions through increased walking, biking, and transit use and shorter and fewer vehicle trips.

M-5 Actions

- M-5a Continue to monitor implementation of the City's Reach Code, other relevant local, State, and federal requirements, and update local requirements to accommodate shifting trends in electric vehicle charging needs.
- M-5b Continue to require development projects to analyze potential VMT impacts under the California Environmental Quality Act (CEQA) based on the City's established impact thresholds. Where significant VMT impacts are identified, development projects must include mitigation measures through best-practice TDM strategies and improvements that support non-vehicular travel modes.
- M-5c Maintain the citywide travel demand model (currently maintained by the Community Development Department) that allows for accurately estimating VMT within the City.
- M-5d Develop and implement a standardized framework to assess and mitigate VMT impacts of new development and transportation projects in alignment with CEQA guidelines and the City's adopted VMT thresholds, including both TDM strategies and infrastructure improvements, to be incorporated into the Community Development Department's development review requirements.

REDUCING VMT

The State of California has increased its commitment to reducing greenhouse gas (GHG) emissions from transportation and other sources, through legislation such as California Assembly Bill (AB) 32, Senate Bill (SB) 375, and SB 743. One way for local jurisdictions to reduce transportation-sourced GHG is to study and reduce VMT generated from land use and transportation projects.

Transportation Demand Management (TDM) is a suite of incentives, information, and encouragement programs to reduce the use of single-occupant vehicles and consequently decrease traffic congestion and VMT. These programs help people use modes other than driving and also encourage a shift to driving during off-peak periods. TDM measures may be implemented by governments or employers.