



# CITY OF POMONA COUNCIL REPORT

April 6, 2020

To: Honorable Mayor and Members of the City Council

From: James Makshanoff, City Manager

Submitted By: Rene Guerrero, Public Works Director

**SUBJECT: APPROVE AN AGREEMENT TO PARTICIPATE IN THE SAN GABRIEL VALLEY REGIONAL VEHICLE MILES TRAVELLED ANALYSIS MODEL**

**RECOMMENDATION:** That the City Council approve a Memorandum of Agreement (MOA) with the San Gabriel Valley Council of Governments (SGVCOG) for an amount not-to-exceed \$14,855 for the implementation of the San Gabriel Valley Regional Vehicle Miles Travelled (VMT) Analysis Model.

**EXECUTIVE SUMMARY:** Approval of the MOA (Attachment 1) with the SGVCOG will allow the City of Pomona to participate in the SGVCOG VMT Analysis Model, along with 25 other cities in the San Gabriel Valley. Upon completion of the Model, Staff will utilize it to analyze project-related VMT to determine whether transportation impacts from a proposed development will constitute a significant environmental impact under the California Environmental Quality Act (CEQA).

**FISCAL IMPACT:** The SGVCOG confirmed the total cost for the study, per city, would be \$14,855 (not-to-exceed). Funding is available in the following accounts:

Fund	Account Number	Amount
General Fund (Transportation & Development)	101-2530-52285-00000	\$7,427.50
General Fund (Planning)	101-1712-52285-00000	\$7,427.50

**DISCUSSION:** The passage of SB 743 (Steinberg, 2013) changes how transportation impacts are measured under CEQA in the review of land use and transportation plans and projects. SB 743 removed automobile delay, or Level of Service (LOS), as the primary measure of transportation impacts of environmental significance, and required the Governor's Office of Planning and Research (OPR) to develop revisions to CEQA Guidelines establishing criteria for determining the significance of transportation impacts. OPR subsequently selected Vehicles Miles Travelled (VMT) as the preferred metric to comply with SB 743.

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

After receiving requests from a majority of the San Gabriel Valley cities to lead a regional effort to assist cities in complying with these VMT requirements, the SGVCOG conducted a comprehensive Request for Proposals (RFP) process. As a result, Fehr and Peers was selected as the most qualified firm to provide professional consultant services to complete the San Gabriel Valley Regional VMT Analysis Model. The Scope of Work of this project can be found in Attachment 1, Exhibit A.

This project will analyze existing traffic conditions in the region to arrive at a baseline standard from which to determine significance thresholds for future land use and transportation projects. It will result in recommendations for establishing methodology, thresholds, and technical tools and procedures for CEQA analysis and transportation impacts of land use and transportation projects and plans in the local jurisdictions within the San Gabriel Valley.

The following 26 San Gabriel Valley cities have confirmed their participation in the model:

Alhambra	Industry	Rosemead
Arcadia	Irwindale	San Marino
Azusa	La Cañada Flintridge	San Gabriel
Baldwin Park	La Puente	Sierra Madre
Claremont	La Verne	South El Monte
Covina	Montebello	Temple City
Diamond Bar	Monterey Park	Walnut
Duarte	Monrovia	West Covina
El Monte	Pomona	

**COUNCIL PRIORITIES & GOALS:** This item supports the FY 2019-20 City Council Priority 3: Safe and Clean Community: Invest in public safety, community programming and maintenance of properties and infrastructure to ensure residents, businesses, visitors, and employees feel safe, neighborhoods reflect the beauty of Pomona, and the community feels a sense of pride and ownership of the City.

Prepared by:

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**ATTACHMENT(S):**

Attachment No. 1 – Memorandum of Agreement (MOA)