

VMT: THE SIMI VALLEY EXPERIENCE



OUTLINE

- VMT Implementation Option for Simi Valley
- Simi Valley Transportation Analysis Model (SVTAM)
- SVTAM and VMT
- VMT Guidelines
- VMT Mitigation
- Adoption

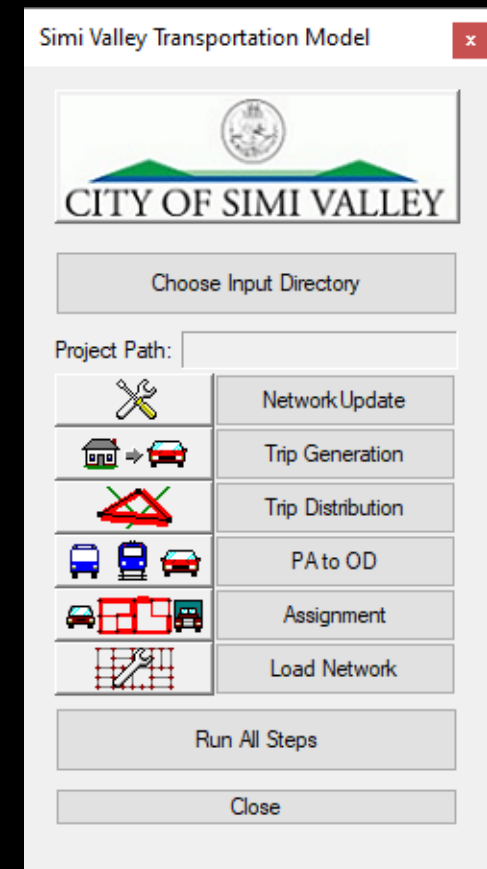


SIMI VALLEY VMT IMPLEMENTATION OPTION



SV VMT IMPLEMENTATION

- City Staff chose to use the Simi Valley Transportation Analysis Model for VMT:
 - Granular TAZs
 - Granular Land Use data
 - Develop a City-wide VMT for “apples to apples” comparison

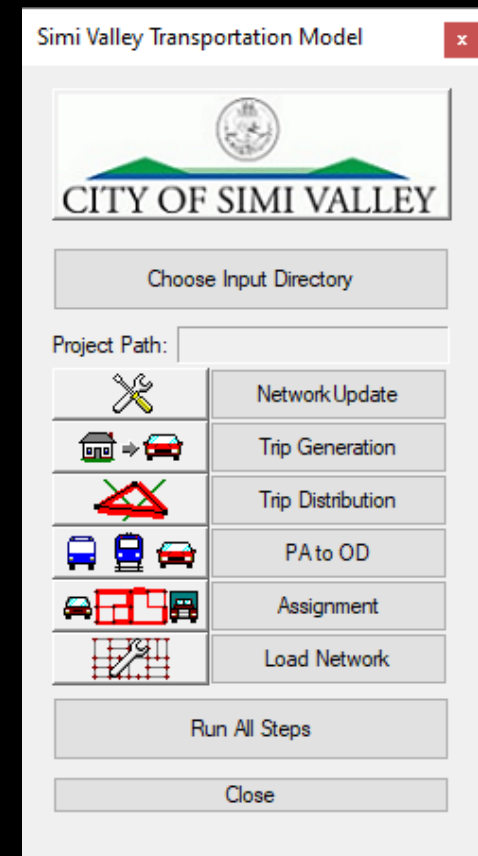


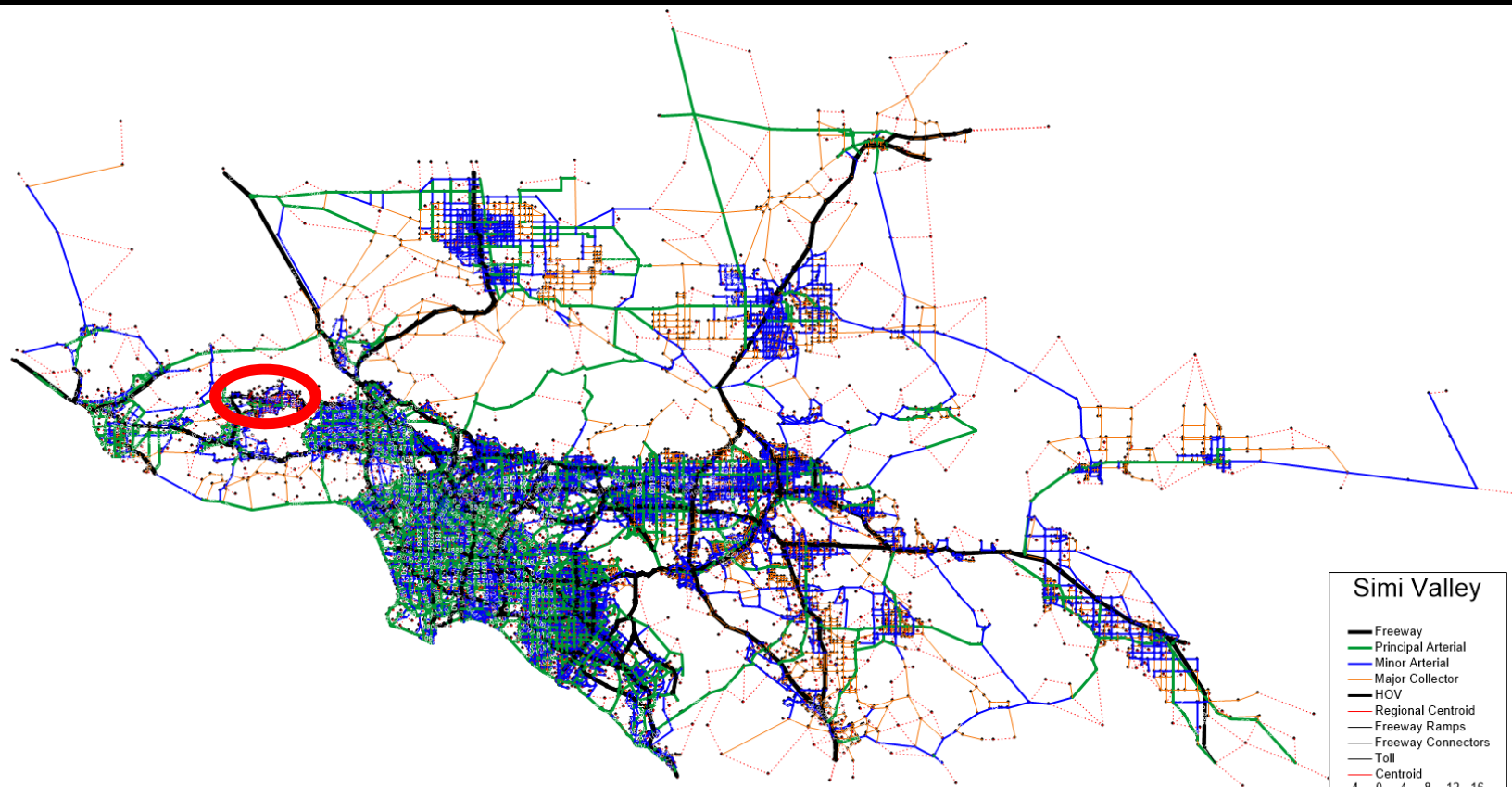
SIMI VALLEY TRANSPORTATION ANALYSIS MODEL (SVTAM)



SVTAM

- Simi Valley Transportation Analysis Model:
 - TransCAD 5 Model
 - Subset of the Southern California Association of Governments (SCAG) Regional Model
 - External trips included in model runs
 - TAZs previously divided to provide more specific data





Simi Valley

- Freeway
- Principal Arterial
- Minor Arterial
- Major Collector
- HOV
- Regional Centroid
- Freeway Ramps
- Freeway Connectors
- Toll
- Centroid

4 0 4 8 12 16
Miles

Average Daily Traffic





SVTAM AND VMT



SVTAM AND VMT

- Revising the Model:
 - Collect traffic count data at key intersections to update model Base Year (2019)
 - Revise land use data based on development completed to date.
 - Update from TransCAD 4 to TransCAD 5



SVTAM AND VMT

- VMT Spreadsheet development:
 - Extracts data from the trip assignment matrices and distributes P/A trips and trip lengths to each TAZ
 - Spreadsheet assumes per capita and per employee based on census data for each residential and/or commercial/retail/hotel unit in each TAZ
 - Produces an output of VMT based on trip length/per capita or trip length/employee



VMT GUIDELINES



VMT GUIDELINES

- Background VMT:
 - Home-Based Trips: 18 VMT per capita
 - Work-Based Trips: 12.8 VMT per employee
 - City will report both metrics as applicable



VMT GUIDELINES

- VMT Thresholds:
 - iteris produced VMT maps showing areas of the City that exceed the background VMT thresholds. Maps included:
 - Below Baseline (Background)
 - 5% below Background
 - 10% below Background
 - 15% below Background (OPR Recommendation)



VMT GUIDELINES

Figure A.1: Areas Below Baseline Average Residential VMT

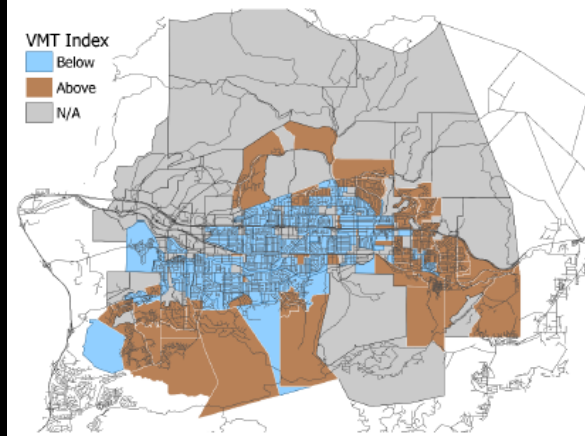


Figure A.2: Areas Below 95 Percent of Baseline Average Residential VMT

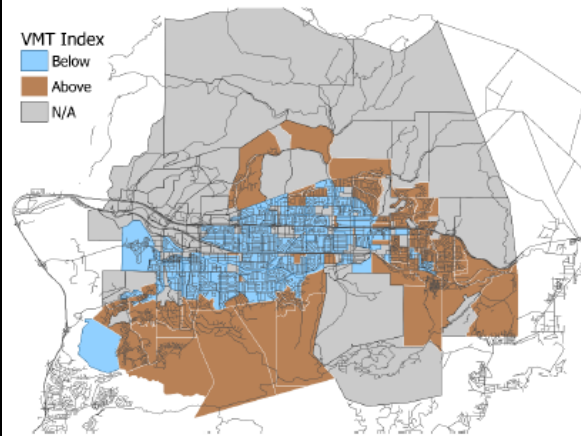


Figure A.3: Areas Below 90 Percent of Baseline Average Residential VMT

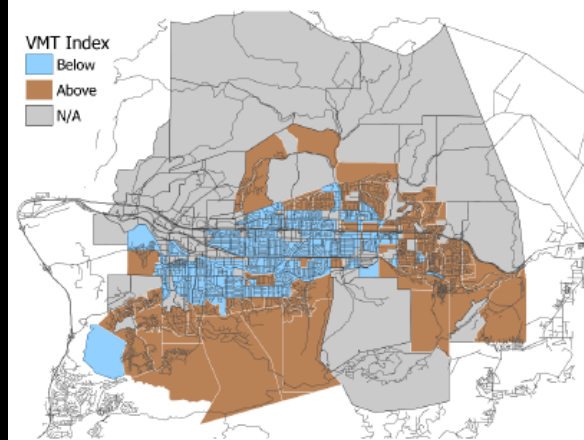
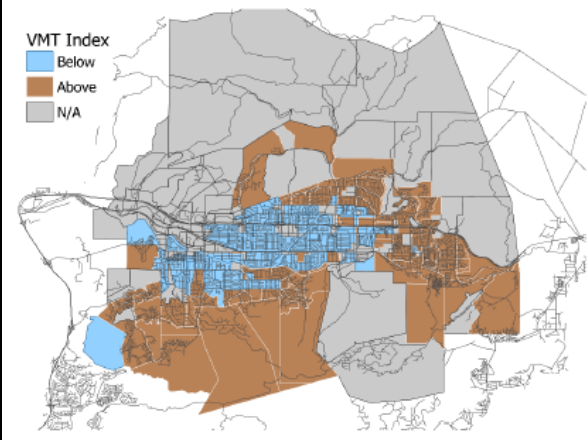


Figure A.4: Areas Below 85 Percent of Baseline Average Residential VMT



VMT GUIDELINES

- VMT Thresholds:
 - City Guidelines include a threshold of 5% below background VMT based on screening maps
 - Maps further employed in screening criteria for exclusion of VMT Analysis in compliance with CEQA requirements



VMT GUIDELINES

- Screening Criteria:
 - Projects that generate less than 110 trips per day (net) as calculated using Trip Generation (OPR)
 - Standalone retail projects less than 10,000 s.f. in gross floor area located within neighborhoods



VMT GUIDELINES

- Screening Criteria (Continued):
 - Projects located within 0.5 miles of the Simi Valley Metrolink Station (OPR)
 - Projects located within mapped areas of 5% below the City's background VMT as determined by the City Transportation Analysis Model



VMT GUIDELINES

- Traffic Impact Studies:
 - The City of Simi Valley will continue to use Traffic Impact Studies with LOS for all projects that generate more than 110 trips (net) to determine project-level impacts to street networks



VMT MITIGATION



VMT MITIGATION

- Mitigation Measures:
 - Guidelines include (most) recommendations from OPR.
 - Mitigation measures applicable to urban environments excluded
 - Traffic Impact Fee update includes a flat dollar value for VMT-reduction measures (not a bank per se)



VMT MITIGATION

- Mitigation Measures:
 - Assumed VMT reduction based on survey of other approaches (LA VMT Spreadsheet, among others)
 - Multiple mitigation measures combined not necessarily additive, as they will apply to the same demographic
 - Engineering judgment will apply



VMT MITIGATION

- Mitigation Measures:
 - Mitigation Monitoring Plan traditionally developed by Environmental Services for CEQA impacts would include any VMT-reducing measure(s)
 - Most direct and “convenient” instrument for the City



VMT MITIGATION

- Mitigation Measures:
 - Depending on the measure, the applicant would be required to provide up to 5 years of mitigation "certification"
 - e.g. for transit passes, unbundling of parking, car/rideshare programs



ADOPTION



ADOPTION

- Simi Valley has established interim guidelines since July 1, 2020, and intends to adopt local guidelines by Council this year.

