

Exhibit E:  
VMT Mitigation Strategy Matrix

STRATEGY 1: LOCATION, DESIGN, AND FORM			
Mitigation Measure	Comments/Description/Applicability	Project Specific Y/N	Estimated VMT Reduction <sup>1</sup>
<b>1. Increase access to common goods and services, such as groceries, schools, and daycare</b>	Applicable to residential and retail, office, industrial and mixed uses	Y	6 – 30%
<b>2. Orient project towards transit, bicycle, and pedestrian facilities</b>	This measure is most effective when combined with other measures, including neighborhood design, density and diversity of development, transit accessibility and pedestrian and bicycle network improvements. Applicable to residential, retail, office, industrial and mixed uses	Y	0.25% - 0.5%
<b>3. Locate project near transit</b>	Same as above	Y	1 – 24%
<b>4. Increase destination accessibility</b>	This measure consists of locating residential and employment projects in close proximity, and is enhanced by improved pedestrian, bicycle and transit network. Applicable to residential, retail, office, industrial and mixed uses	Y	6% – 20%
<b>5. Increase project/development density</b>	Applicable to residential, retail, office, industrial and mixed uses	Y	1% - 30%

<sup>1</sup> All VMT reduction numbers in this matrix obtained via LSA from *Quantifying Greenhouse Gas Mitigation Measures* published by the California Air Pollution Control Officers Association in August 2010. The percentages have been rounded.

<b>6. Incorporate affordable housing into project</b>	Dependent on proximity to transit	Y	1%
<b>7. Incorporate Neighborhood Electric Vehicle network</b>	Applicable to small citywide and large multi-use projects mixed use developments	Y	1 – 12.%
<b>STRATEGY 2: PUBLIC WORKS IMPROVEMENTS</b>			
<b>Mitigation Measure</b>	<b>Comments/Description/Applicability</b>	<b>Project Specific Y/N</b>	<b>Estimated VMT Reduction</b>
<b>1. Increase active transportation access to schools</b>	Housing developments are typically required to construct improvements along their frontages. Constructing sidewalks or paths, preferably lined with trees to provide shading for a more comfortable walk, outside the project boundaries would not only provide safety for students but other transportation mode options. Crossing infrastructure such as HAWKS could also be considered. Applicable to residential projects	Y	6%-20%
<b>2. Pedestrian/bike network improvements</b>	Construction of higher level facilities, such as a Class I trail or midblock crossing facilities/HAWKS, traffic signal to facilitate pedestrian crossings. Applicable to residential, retail, office, industrial and mixed uses	Y	1%-2%
<b>3. Provide traffic calming measures</b>	Design all streets to have traffic calming measures (currently these are only required on blocks longer than 800'). Applicable to residential, retail, office, industrial and mixed uses	Y	1.0%

<p><b>4. Dedicate land for bike/ped trails or paths and/or construct the trails</b></p>	<p>Larger projects may be required to provide for, contribute to, or dedicate land for the provision of off-site bicycle trails linking the project to designated bicycle commuting routes in accordance with an adopted citywide or countywide bikeway plan. Applicable to residential, retail, office, industrial and mixed uses</p>	<p>Y</p>	<p>No Data</p>
<p><b>5. Property/CFD like tax (MM Andrew Benelli)</b></p>	<p>Funds could help to fund trail maintenance, transit programs, etc. Applicable to residential uses.</p>	<p>Y</p>	<p>No Data</p>
<p><b>6. Bicycle network improvements</b></p>	<p>Constructing or upgrading Class II facilities to Class IV facilities which would encourage/promote safer bicycle riding. Applicable to residential, retail, office, industrial and mixed uses</p>	<p>Y</p>	<p>No Data</p>
<p><b>STRATEGY 3: TRANSIT UPGRADES (Upgrades would be implemented by FAX)</b></p>			
<p><b>Mitigation Measure</b></p>	<p><b>Comments/Description/Applicability</b></p>	<p><b>Project Specific Y/N</b></p>	<p><b>Estimated VMT Reduction</b></p>
<p><b>1. Increase transit service frequency /speed.</b></p>	<p>Funds could help increase the number of High Quality Transit Corridors, such as FAX 15 routes, or fund more buses and more TSP along the corridors.</p>	<p>N</p>	<p>1 – 2%</p>
<p><b>2. Expand the transit network and access to the transit network:</b></p>	<p>Funds could be used toward:</p> <ul style="list-style-type: none"> <li>• Adding transit service in new geographic areas, such as West Area once Specific Plan is finalized;</li> <li>• Enhancing transit stops;</li> <li>• Subsidizing complete streets projects near transit stations for first/last mile access;</li> </ul>	<p>Y or N</p>	<p>1- 8%</p>

# VMT Mitigation Strategy Matrix | 2020

<b>3. Fund Zero Emission Vehicles, and associated infrastructure.</b>	Funds could be used to purchase/install zero emission buses, zero emission relief vehicles, charging infrastructure, and other related infrastructure to help FAX meet state-mandated requirements.	N	1 – 10%
<b>4. Upgrade existing bus routes to high-capacity / high- frequency routes.</b>	Similar to the first measure, this would be a good option if we proceed with a regional mitigation exchange/bank.	N	1-3%
<b>STRATEGY 4: TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES</b>			
Mitigation Measure	Comments/Description/Applicability	Project Specific Y/N	Estimated VMT Reduction
<b>1. Subsidize Vanpools</b>	Employer based; appropriate for office, retail, industrial and mixed use development	Y	1-13%
<b>2. Implement Ride-sharing Program</b>	Employer based; appropriate for office, retail, industrial and mixed use development	Y	1-15%
<b>3. Implement Parking Program</b>	Unbundle cost of parking and either: 1) pay employees for not parking at location or 2) Price parking. Spill-over parking must be controlled by parking district or other measures for these to be effective	Y	1) 1-7% 2) 1-19%
<b>4. Provide transit passes</b>	Applicable to residential, retail, office, industrial and mixed uses	Y	1-20%
<b>5. Provide telework options</b>	Employer based; appropriate for office, retail, industrial and mixed use development	Y	1-5%
<b>6. Provide workplace amenities such</b>	Employer based; appropriate for office, retail, industrial and mixed use development; gets results only when	Y	1-5%

<p><b>as preferential carpool/ vanpool and secure bike parking; showers, lockers</b></p>	<p>combined with other measures</p>		
<p><b>7. Commute trip reduction marketing and education</b></p>	<p>Can be employer or residential-based</p>	<p>Y</p>	<p>1-6%</p>
<p><b>8. Establish a school pool program</b></p>	<p>A School Pool helps match parents to transport students to private schools, or to schools where students cannot walk or bike but do not meet the requirements for bussing.</p>	<p>Y</p>	<p>7-15%</p>