

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2020

A RESOLUTION TO SUPPORT EXPANDED TELECOMMUTING AND
OTHER MEASURES TO REDUCE SINGLE-OCCUPANCY VEHICLE TRIPS

WHEREAS, climate change and air pollution, caused by the emission of carbon dioxide (CO₂), oxides of nitrogen (NO_x), and fine particulate matter from automobiles with combustion engines, represents a profound threat to the Bay Area's air quality, public health, environment, and economy; and

WHEREAS, NO_x pollutants are noxious gases that have been linked to respiratory problems and other health conditions and also react with other chemicals in the atmosphere to form fine particulate pollution and fine particulate matter; and

WHEREAS, the Environmental Protection Agency estimates the average gasoline passenger vehicle emits 0.89 pound of CO₂ per mile; and

WHEREAS, emissions from passenger vehicles comprised 56 percent of Mountain View's communitywide greenhouse gas inventory, and emissions from employee commuting comprised 15 percent of the City government operations greenhouse gas inventory in 2018; and

WHEREAS, about one in 12 workers in the Bay Area are super-commuters and drive more than 90 minutes each way to and from work; and

WHEREAS, the average Bay Area household spends \$13,350 a year on transportation; and

WHEREAS, the California Highway Patrol reported 197,146 fatal and injury traffic crashes Statewide in 2017; and

WHEREAS, the COVID-19 shelter-in-place orders issued beginning in March 2020 to protect the public from the spread of the virus necessitated a shift in how Bay Area employers operate, and many employees quickly made the adjustment to work remotely; and

WHEREAS, the Bay Area Air Quality Management District estimated that the COVID-19 shelter-in-place orders resulted in a decrease of an estimated 70 percent of Bay Area vehicle miles traveled, which resulted in estimated reductions in total

emissions of 15 percent to 25 percent for fine particulate matter, 30 percent to 45 percent for NO_x, and 20 percent to 30 percent for CO₂; and

WHEREAS, a Commuter Benefits Program is mandatory for all employers in the Bay Area with 50 or more full-time employees, per Senate Bill 1128, and remote work qualifies to meet the program requirements; and

WHEREAS, the City of Mountain View has a comprehensive Commuter Benefits Program for City employees that includes stipends for commuting via public transit or bicycle; and

WHEREAS, the option to work from home or another off-site location is critical to reducing single-occupancy vehicle trips; and

WHEREAS, the City of Mountain View established a telecommuting pilot program for City employees in Fiscal Year 2016-17, implemented a temporary emergency telecommuting program to increase the number of City employees working remotely in response to the COVID-19 crisis from 33 to approximately 400 as of June 2020, and will be revising the telecommuting program to encourage continued use of remote work as more normal City operations resume; and

WHEREAS, the City of Mountain View has required Transportation Demand Management conditions of approval for new development in many areas of the City, including telecommuting and other programs to reduce commute trips; and

WHEREAS, the City of Mountain View has adopted an approach to land use planning that promotes complete neighborhoods and supports mixed-use, transit-oriented development; and

WHEREAS, the City of Mountain View has incorporated other methods to reduce single-occupancy vehicle trips into key policy documents and through the entitlement process, including project-related trip caps, reduced parking ratios, and subsidized transit passes for employees and residents; and

WHEREAS, some people are not able to work remotely, both during the shelter-in-place order and post-COVID-19, and require safe, affordable, and sustainable transportation options; and

WHEREAS, increased use of public transit reduces the number of single-occupancy vehicle trips; and

WHEREAS, people are more inclined to use public transit if it is faster than driving in a vehicle, and cities and counties can increase the speed of public transit through land use decisions; and

WHEREAS, the City of Mountain View has implemented measures to improve access to public transit, including coordination with the Transportation Management Association to improve shuttle services from the Downtown Transit Center to new and future development, inclusion of transit subsidies as part of Transportation Demand Management programs, and improvements to the Mountain View Downtown Transit Center; and

WHEREAS, the increase in bicycle lanes and other land use decisions, such as the inclusion of complete streets, increases safety and the perception of safety, thereby increasing the number of people who will use bicycles to meet their transportation needs; and

WHEREAS, the increase in bicycle and pedestrian travel has been shown to provide population-level health benefits and reduced health-care costs; and

WHEREAS, the City of Mountain View, through programs such as Safe Routes to School and Bike to Work Day, encourages community members and City employees to bicycle and walk as much as possible; and

WHEREAS, the City of Mountain View has incorporated numerous improvements to pedestrian and bicycle infrastructure into key policy documents and the Capital Improvement Program to support development of a low-stress, active transportation network;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View that the City supports the goal of reducing single-occupancy vehicle trips in the Bay Area and supports the implementation of policies that will increase options, incentives, and abilities for people to use public transit and active transportation; and

BE IT FURTHER RESOLVED that the City hereby gives direction to staff to continue its analysis of and adjustments to the City's telecommuting program to sustain a significant level of participation; and

BE IT FURTHER RESOLVED that the City reaffirms its commitment to transportation demand management measures that encourage and incentivize the reduction of single-occupancy vehicles and that staff will continue to work closely with project applicants on reducing single-occupancy vehicle trips through said measures, including an emphasis on those that support telecommuting; and

BE IT FURTHER RESOLVED that the City shall collaborate with and support as appropriate efforts by the Metropolitan Transportation Commission, Bay Area Air Quality Management District, other government entities, the labor community, regional business organizations, and other interested stakeholders to increase the use of telecommuting among all employers and expand public transit and active transportation alternatives for those employees who are unable to work remotely; and

BE IT FURTHER RESOLVED that the City reaffirms its commitment to increasing the success of public transit and active transportation through land use policies, infrastructure, and programs that reduce the need for single-occupancy vehicles; and

BE IT FURTHER RESOLVED that the City strongly supports increased public funding for public transit in order to compensate for reductions in fare box revenue due to people working remotely and to ensure that public transportation is available for those who cannot afford private transportation and those who prefer public transportation.

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