



CITY OF LAVERNE CITY HALL

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May 5, 2025

Senate Appropriations Committee
State Capitol, 412
Sacramento, CA 95814

Submitted via the Legislative Position Letter Portal

RE: Opposition to SB 358 (Becker) – Mitigation Fee Act: Mitigation Vehicular Traffic Impacts.

Dear Honorable Senate Appropriations Committee Members:

On behalf of the City of La Verne, we must respectfully oppose Senate Bill 358, which would mandate a 50% reduction in local traffic mitigation fees for certain housing developments located near transit, regardless of project-specific impacts or local findings. This bill undermines a city's ability to plan and develop in a sustainable, infrastructure-supported manner and disregards the important role that these fees play in ensuring that transportation systems keep pace with new development.

The City of La Verne uses traffic mitigation fees as a critical funding tool to support roadway improvements, signal upgrades, pedestrian safety measures, and other transportation infrastructure needed to accommodate growth. These fees are carefully calculated to reflect the actual impacts of development and are often the only available funding to offset the strain new housing places on local roadways.

SB 358 would force cities to apply a blanket 50% fee reduction for housing near transit based solely on parking ratios, even if local conditions demonstrate that the project will generate traffic impacts equal to or greater than typical developments. The bill also removes the ability of local agencies to adopt findings through a public hearing process—stripping away a vital layer of accountability and local discretion.

Proximity to a transit station does not automatically reduce automobile dependency or traffic impacts, especially in suburban areas like La Verne where regional transit may be available but not yet fully integrated into residents' daily commutes. Without meaningful alternatives to driving, residents of transit-proximate developments may still rely heavily on personal vehicles—yet under this bill, the City would be required to absorb the cost of those impacts without the corresponding fees to address them.

Mandating a 50% reduction in traffic fees without consideration of context or infrastructure readiness threatens long-term mobility, safety, and sustainability. It also shifts the cost burden of growth onto existing residents and exacerbates the structural funding gap for essential transportation improvements. For these reasons, we must oppose SB 358.

Sincerely,

Tim Hepburn
Mayor