Agenda

- Background
- VMT Thresholds
- Mitigation
- Tools and Resources
- Next Steps
- Questions
Background

• Definition
• Why VMT?
• What about LOS?
Definition

• Senate Bill 743, signed into law in 2013, requires that a new metric, vehicle miles traveled, be used to identify transportation-related impacts under CEQA starting July 1, 2020.
• VMT is the number of trips generated by a project multiplied by the distance of each trip in miles.
• VMT differs from the existing CEQA metric of Level of Service (LOS), which measures traffic congestion.
Why VMT?

Source: California Greenhouse Gas Emissions for 2000 to 2017 Trends of Emissions and Other Indicators (California Air Resources Board Report)
Why VMT?

Source: https://ca50million.ca.gov/transportation/
Why VMT?

State of California Office of Planning & Research identifies the following reasons:

• VMT is the best umbrella for transportation impacts
• Easy to access, because it is already used in CEQA for air quality and greenhouse gas emissions analyses;
• Existing case law already suggests that VMT assessment is needed;
• Near term VMT reduction is needed to reach longer term GHG reduction goals;
• Many types of projects can be streamlined or screened out of VMT analysis
Benefits

- Reduced GHG emissions
- Public health benefits
- Improved air quality
- Fewer crash fatalities
- More walkable, bikeable, connected neighborhoods
How does LOS fit into the picture?

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Flow Rate (pedestrian/minute/meter)</th>
<th>Density (pedestrian per squared meter)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>≤ 7</td>
<td>≤ 0.08</td>
</tr>
<tr>
<td>B</td>
<td>7 - 23</td>
<td>0.08 - 0.27</td>
</tr>
<tr>
<td>C</td>
<td>23 - 33</td>
<td>0.27 - 0.45</td>
</tr>
<tr>
<td>D</td>
<td>33 - 49</td>
<td>0.45 - 0.69</td>
</tr>
<tr>
<td>E</td>
<td>49 - 82</td>
<td>0.69 - 1.66</td>
</tr>
<tr>
<td>F</td>
<td>≥ 82</td>
<td>≥ 1.66</td>
</tr>
</tbody>
</table>

- No longer CEQA transportation metric
- May be used for congestion management and transportation planning.
VMT Thresholds

- Development Projects
- Transportation Projects
- Land Use Plans
Development Projects

- Screening Criteria
- Thresholds
Screening Criteria

• Projects located within 0.5 mile of a Transit Priority Area/High Quality Transit Area
• Local serving retail of less than 50,000 SF
• Projects generating less than 500 ADT
• Public facilities, such as a police or fire station
• Residential and employment projects that locate in areas with low VMT
Transit Priority Areas & High-Quality Transit Corridors

In Fresno, these include areas within ½ mile of:

- Courthouse Park, the Amtrak Station, and the future HSR Station
- BRT Route 1 along Blackstone and Ventura/Kings Canyon;
- Route 9 along Shaw Ave
- Route 38 along Cedar Ave
Local Serving Retail
# Projects Generating less than 500 Average Daily Trips

<table>
<thead>
<tr>
<th>Type of Development</th>
<th># of Units or Square Feet (SF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Housing</td>
<td>53 units</td>
</tr>
<tr>
<td>Low/Mid-Rise Apartments</td>
<td>68/92 units</td>
</tr>
<tr>
<td>Retail</td>
<td>13,250 SF</td>
</tr>
<tr>
<td>Office</td>
<td>51,330 SF</td>
</tr>
<tr>
<td>Light Industrial</td>
<td>100,800 SF</td>
</tr>
</tbody>
</table>
Public Facilities
Areas with Low VMT
Thresholds

OPR Statewide Goal – 15% Reduction

Fresno County Regional Transportation Plan /Sustainable Communities Strategy- 13% Reduction
Regional Greenhouse Gas Reduction Targets

Source: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets
VMT Region and Model

Fresno County selected as region

COG’s new Activity Based Traffic Model (ABM) Used to Calculate Regional VMT
Two VMT Baselines

VMT Per Capita → residential threshold

VMT Per Employee → office threshold
## Development Projects - Thresholds

<table>
<thead>
<tr>
<th>Type of Project</th>
<th>Residential</th>
<th>Office/Industrial</th>
<th>Retail</th>
<th>Mixed Use</th>
<th>Public Facilities (e.g., police and fire stations, community centers)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Thresholds</td>
<td>13% below existing regional VMT <em>per capita</em></td>
<td>13% below existing regional VMT <em>per employee</em></td>
<td>Any net increase in total VMT</td>
<td>Apply thresholds that correspond to uses</td>
<td>Most would be screened out</td>
</tr>
</tbody>
</table>
VMT/Capita Screening Map

County VMT per Capita: 16.2
13% Reduction = 2.1
VMT per Capita Threshold 14.1

Applies to **Residential** Land Uses
VMT/Employee Screening Map

County VMT per Employee: 25.6
13% Reduction = 3.3
VMT / Employee Threshold 22.3

Applies to Employee-Based Land Uses
Transportation Projects

- Screening Criteria
- Thresholds
Screening Criteria

- Projects that do not create additional trips should screen out, for example:
  - Maintenance and repair to roadways & roadway elements;
  - Addition of Traffic lanes that are not for through-traffic, such as left-, right-, and U-turn pockets or two-way left turn lanes;
  - Addition of capacity on local or collector streets, if the project substantially improves conditions for pedestrians, cyclists and, if applicable, transit;
  - Addition of a new lane that is permanently restricted to transit;
  - Traffic control devices, including transit signal priority
  - Installation of roundabouts or other traffic calming measures
## Transportation Projects - Thresholds

<table>
<thead>
<tr>
<th>Type of Project</th>
<th>Transportation Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Threshold</td>
<td>Any increase in VMT attributable to the project</td>
</tr>
</tbody>
</table>
Transportation Projects - Thresholds

Source: PreseCaltrans Transportation Analysis under CEQntation: A or TAC: Significance Determinations for Induced Travel Analysis
Land Use Plans

- Thresholds
# Land Use Plan Threshold

<table>
<thead>
<tr>
<th>Type of Project</th>
<th>Proposed Threshold</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use Plan</td>
<td>Any net increase in per capita VMT when comparing horizon year to base year.</td>
</tr>
</tbody>
</table>
Thresholds will likely change over time

As regional VMT improves or changes, thresholds may need to be adjusted
Mitigation

• Location, Design and Urban Form
• Public Works Improvements
• Transit Upgrades
• Transportation Demand Management
Look to General Plan for Mitigation Strategy

• **Goal 4**: Emphasize achieving **healthy air quality** and reduced greenhouse gas emissions

• **Goal 8**: Develop **complete neighborhoods** and districts with a diverse mix of residential densities, building types, and affordability, which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense of place, and that provide as many services as possible within walking distance.

• **Goal 10**: Emphasize increased land use intensity and **mixed-use development at densities supportive of greater use of transit** in Fresno;

• **Goal 11**: Emphasize and plan for **all modes of travel** on local and major streets in Fresno.
Location, Design & Urban Form
Examples:

- Increase access to common goods and services, such as groceries, schools and day care
- Orient project toward transit, pedestrian and bicycle facilities
- Increase development density
- Include affordable housing
Public Works Improvements
Examples

• Increase active transportation options to schools
• Provide higher level bike and pedestrian facilities, such as Class 1 trails or mid-block crossings with Hawk signals;
• Provide traffic calming measures
• Dedicate and construct trails that connect the project with designated bicycle commuting routes
• Upgrade Class II bike lanes to Class IV – cycle tracks/protected bike lanes
Transit Upgrades
Examples

• Increase transit service frequency/speed
• Expand the transit network and access to the transit network
• Fund zero-emission transit vehicles, and the associated infrastructure
• Upgrade existing bus routes to high-capacity/high-frequency routes
Transportation Demand Management
Examples

• Subsidize vanpools
• Implement a ride-sharing program
• Implement a parking pricing program
• Provide free transit passes
• Provide telework options
• Provide workplace amenities such as showers and secure bike parking
• Implement commute trip reduction education and marketing
• Establish a school pool program
Mitigation Challenges

• Mitigation must last in perpetuity
• Some mitigations are project specific, while others would require a more “Program” or regional approach.
• Not much data available about how much VMT reduction will result from mitigation measures.
Mitigation Reminder

If a project is unable to fully mitigate its impact, it must mitigate to the maximum extent feasible, and then adoption of an EIR with a Statement of Overriding Considerations would be required.
Tools and Resources

- City of Fresno webpage: [www.fresno.gov/](http://www.fresno.gov/)
- Caltrans Induced Travel Calculator for Transportation Projects:
- Office of Planning & Research VMT Information: [http://opr.ca.gov/ceqa/updates/sb-743/](http://opr.ca.gov/ceqa/updates/sb-743/)
Next Steps

• Fresno City Council to consider VMT thresholds in June
• COG to hold a VMT Workshop in June

• Questions? Contact me at Sophia.Pagoulatos@fresno.gov
• AICP CM Credit information in follow-up email
• Link to this presentation will be forwarded to all participants