



VEHICLE MILES TRAVELED IMPLEMENTATION IN FRESNO

MAY 12, 2020



Agenda

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

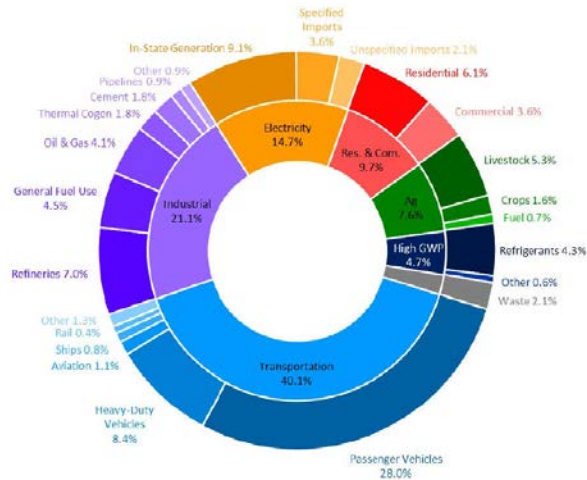
Background

- Definition
- Why VMT?
- What about LOS?

Definition

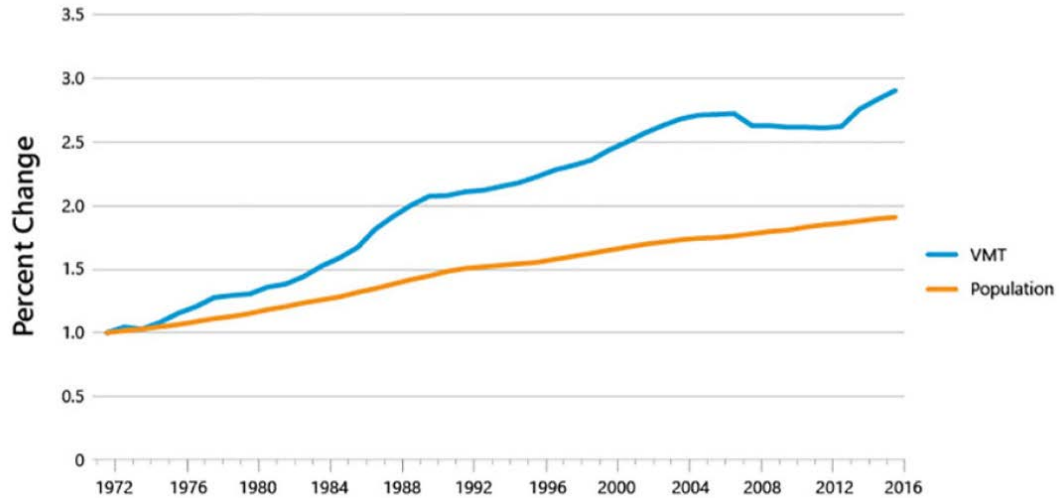
- Senate Bill 743, signed into law in 2013, requires that a new metric, vehicle miles traveled, be used to identify transportation-related impacts under CEQA starting July 1, 2020.
- VMT is the number of trips generated by a project multiplied by the distance of each trip in miles.
- VMT differs from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

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

- 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

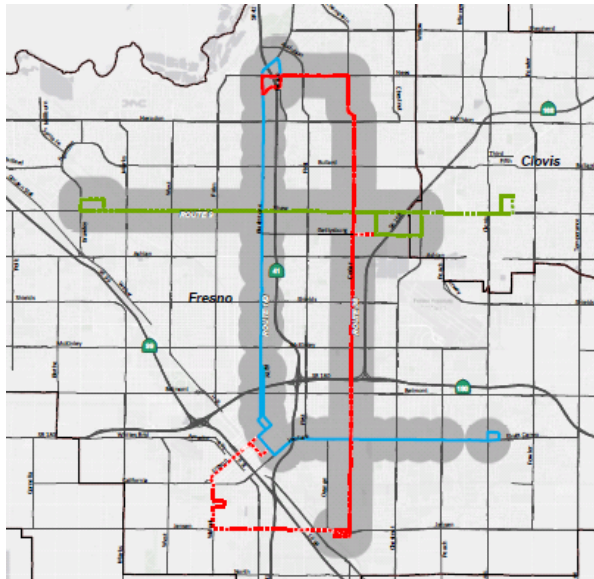
Screening Criteria

- 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 $\frac{1}{2}$ 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

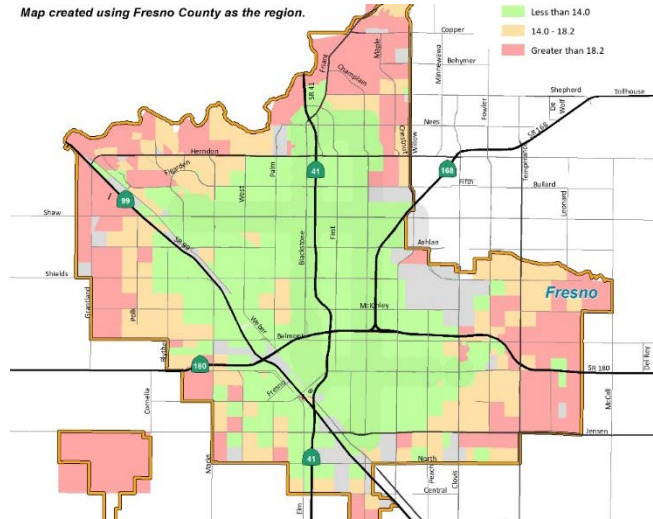
Type of Development	# of Units or Square Feet (SF)
Single Family Housing	53 units
Low/Mid-Rise Apartments	68/92 units
Retail	13,250 SF
Office	51,330 SF
Light Industrial	100,800 SF

Public Facilities



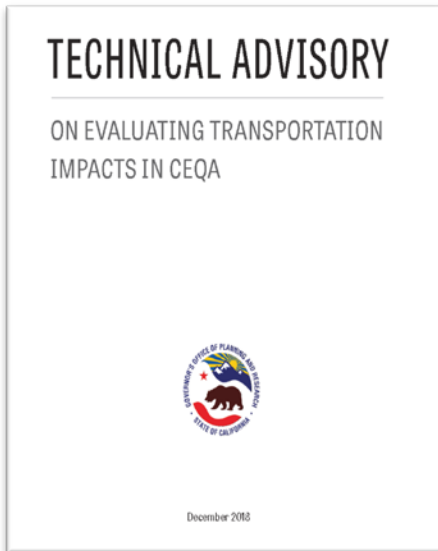
Areas with Low VMT

Map created using Fresno County as the region.

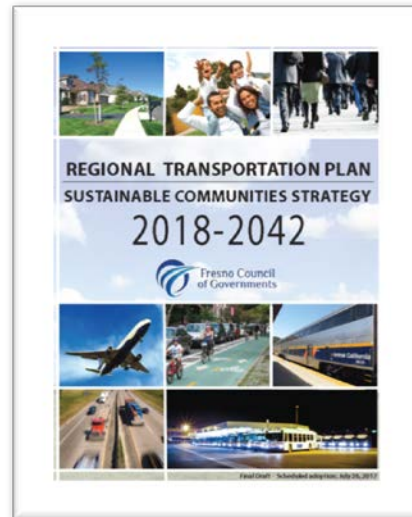


Thresholds

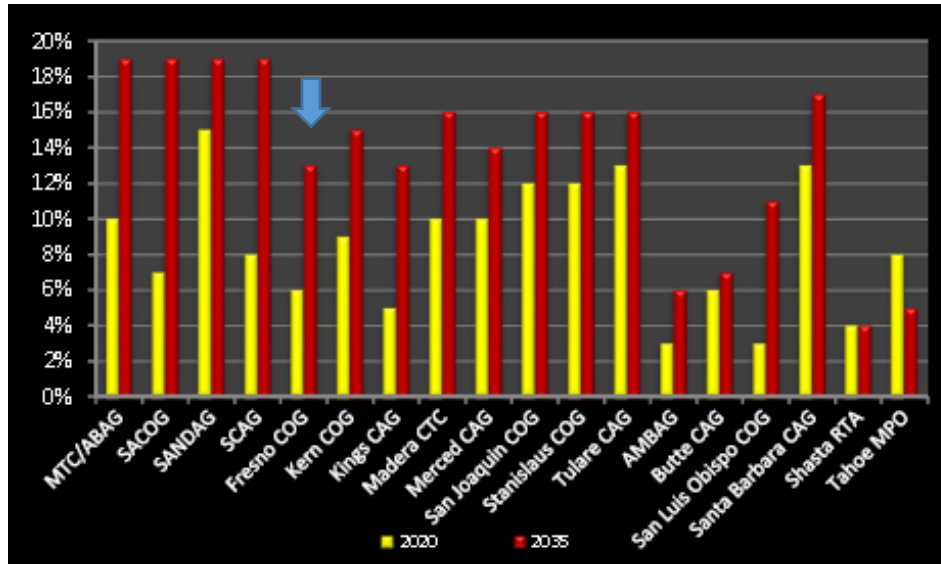
OPR Statewide Goal – **15%** Reduction



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



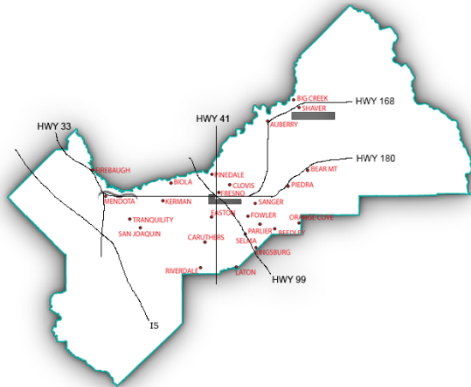
Regional Greenhouse Gas Reduction Targets



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

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

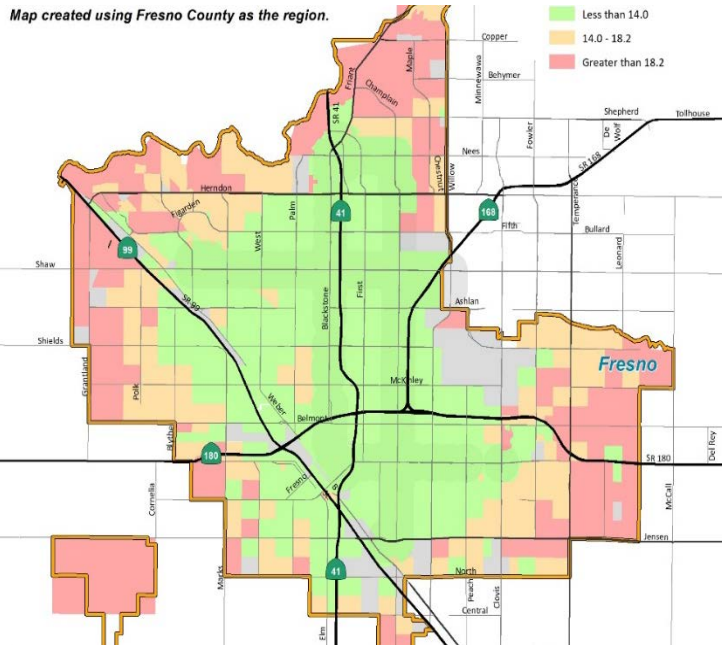
VMT/Capita Screening Map

County VMT per Capita: 16.2

13% Reduction = 2.1

VMT per Capita Threshold 14.1

Applies to Residential Land Uses



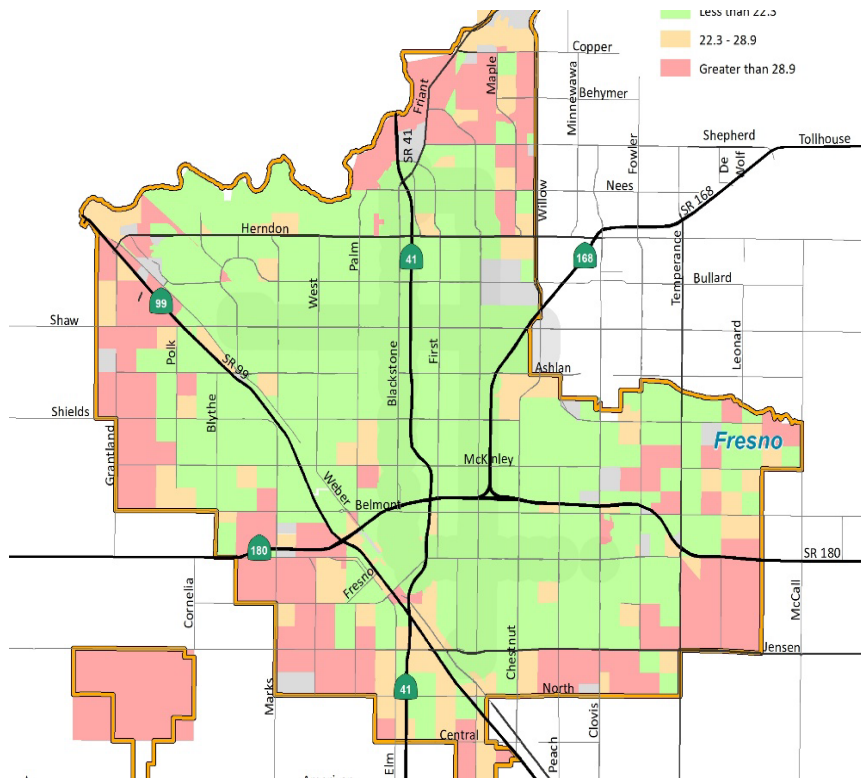
VMT/Employee Screening Map

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

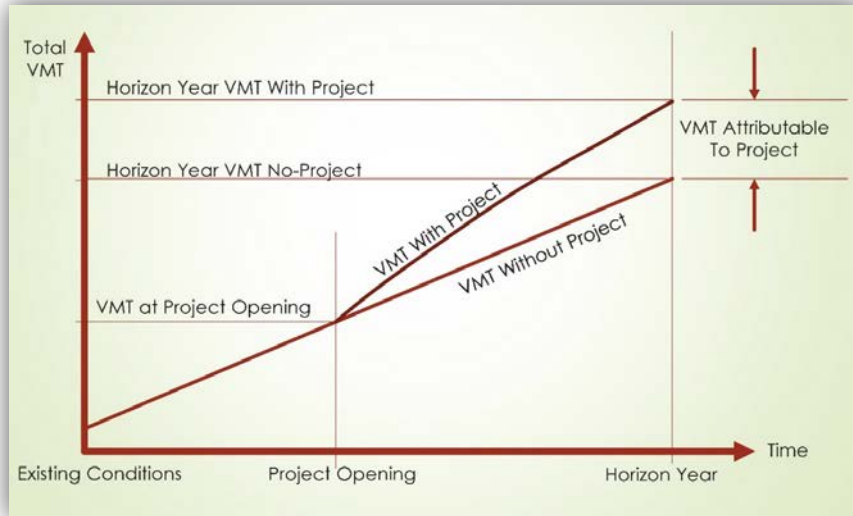
Screening Criteria

- 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

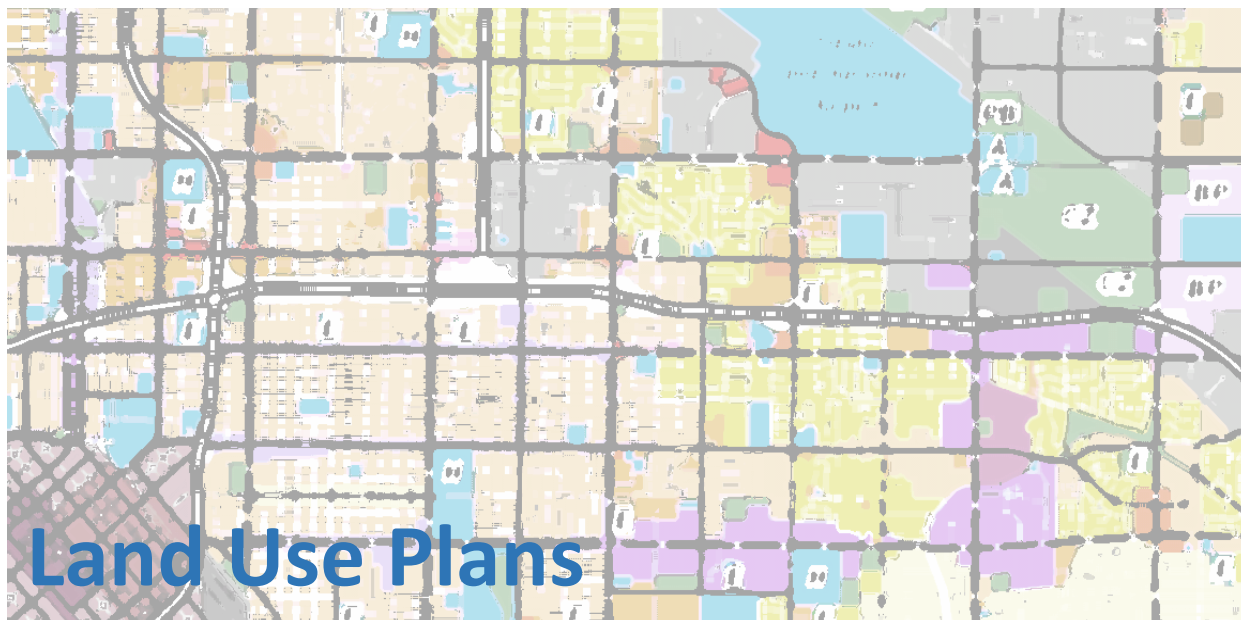
Transportation Projects - Thresholds

Type of Project	Transportation Projects
Proposed Threshold	Any increase in VMT attributable to the project

Transportation Projects - Thresholds



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



Land Use Plans

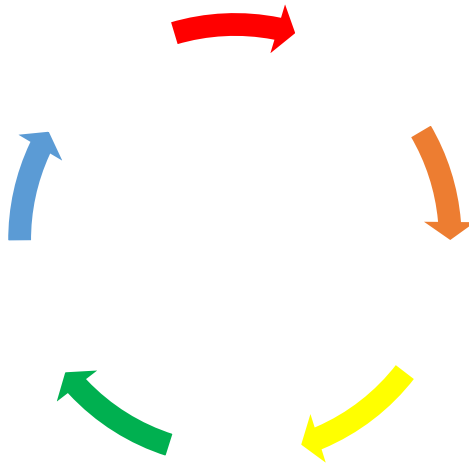
- Thresholds

Land Use Plan Threshold

Type of Project	Land Use Plan
Proposed Threshold	Any net increase in per capita VMT when comparing horizon year to base year.

Thresholds will likely change over time

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



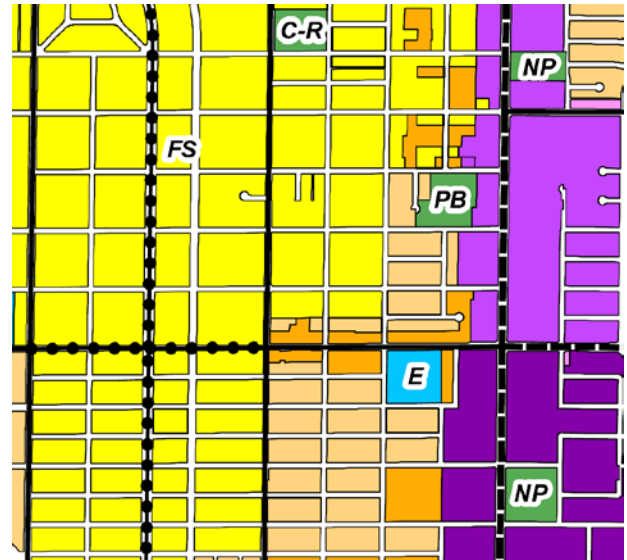
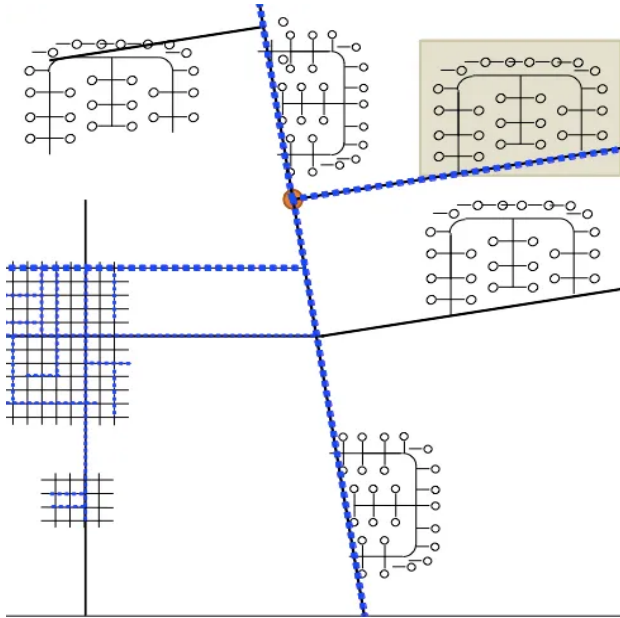
Mitigation

- 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



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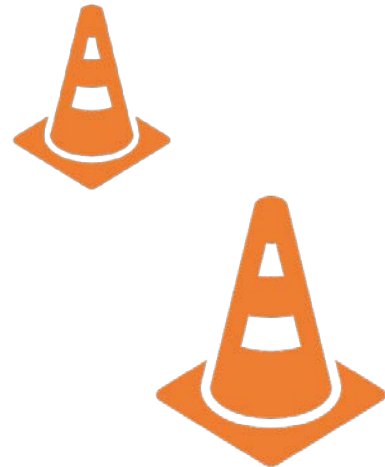


Examples

- 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

- Fresno COG VMT Screening Tool: <http://gis.lsa-assoc.com/FCOGVMT/>
- City of Fresno webpage: www.fresno.gov/
- Caltrans Induced Travel Calculator for Transportation Projects:
 - Source: <https://blinktag.com/induced-travel-calculator/index.html>
- Office of Planning & Research VMT Information:
<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