

VEHICLE MILES TRAVELED REDUCTION PROGRAM AND NEXUS STUDY

**CITY OF FRESNO
FRESNO COUNTY, CALIFORNIA**



September 2025

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EXECUTIVE SUMMARY

BACKGROUND

Senate Bill 743 (SB 743) changed the way transportation impact analyses are conducted under the California Environmental Quality Act (CEQA). In accordance with SB 743, the Fresno City Council adopted the *CEQA Guidelines for Vehicle Miles Traveled Thresholds* (VMT Guidelines) for the City of Fresno (City) on June 25, 2020, to address the shift from delay-based level of service CEQA traffic analyses to vehicle miles traveled (VMT) CEQA traffic analyses. The City VMT Guidelines included standardized project screening criteria and VMT significance thresholds for development and transportation projects, and recommended VMT mitigation strategies. However, the implementation of SB 743 has created challenges for development projects by triggering significant VMT impacts without clear, proven, and feasible mitigation measures to offset such impacts. As such, the City proposed to create a VMT Reduction Program to provide an opportunity for development projects to mitigate VMT impacts and streamline compliance for SB 743.

GOALS OF THE VMT REDUCTION PROGRAM

Under CEQA, if a project is determined to have a significant environmental impact, feasible mitigation measures must be identified to mitigate the impact, where possible. Providing VMT mitigation has proven to be more complex as mitigation measures may not be physical improvements, are subject to variability of human behavior, or require ongoing maintenance. In addition, on-site mitigation alone may be insufficient in mitigating the regional scale of VMT impacts. The VMT Reduction Program seeks to address these issues by establishing a consistent methodology for calculating VMT reduction, pre-planning more effective and affordable VMT mitigation projects, and addressing other needs of the community.

LEGAL AND ADMINISTRATIVE FRAMEWORK

A fee is a monetary exaction other than a tax or special assessment, whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project (Government Code § 66000(b)). The legal requirements for enactment of a development impact fee program are set forth in Government Code §§ 66000–66025 (also referred to as the “Mitigation Fee Act”), many of which were adopted as part of Assembly Bill 1600 (AB 1600) and thus are often referred to as “AB 1600 requirements.”

The VMT Reduction Program complies with the California Mitigation Fee Act by establishing an “essential nexus” and “rough proportionality.” An essential nexus for the VMT Reduction Program is established by defining how the VMT mitigation fee will be used to fund VMT mitigation projects across the city. A rough proportionality for the VMT Reduction Program is established by defining that the VMT mitigation fee would only be applicable to development projects that have been determined to have a significant VMT impact from a detailed VMT analysis and that the VMT mitigation fee collected from the development projects with a significant VMT impact will fund only a portion of the VMT mitigation projects.

The VMT Reduction Program must also adhere to the concept of additionality under CEQA, where investments made to mitigate environmental impacts should provide benefits that otherwise would not have occurred absent the VMT Reduction Program. To ensure “additionality,” each VMT reducing project in the VMT Reduction Program was analyzed to ensure that mitigation projects were not already fully funded.

VMT REDUCTION PROGRAM FRAMEWORK

The City’s VMT Reduction Program was designed to provide a flexible, streamlined, and cost-effective approach to mitigate VMT impacts of land use development projects using the City’s “Urban Design Calculator” (UDC) and a VMT mitigation fee.

The UDC was developed to assist development projects that trigger VMT impacts. The UDC uses design elements of a project that have a potential to reduce project VMT and estimates total VMT reduction due to those design elements. The City determined that the VMT Reduction Program would update the City’s UDC using the most recent research on VMT mitigation strategies. The update was primarily based on strategies provided in the California Air Pollution Control Officers Association (CAPCOA) Greenhouse Gas Emissions Reduction Handbook (CAPCOA Handbook, 2021, 2024) transportation section. The UDC would help projects reduce VMT impacts by implementing VMT reducing project design features at the project site. In case the project results in a significant VMT impact even with the UDC, the VMT Reduction Program would allow those developments to further mitigate VMT impacts by making “fair share” payments into the program to cover the cost of identified VMT reducing projects in the proposed VMT Reduction Program.

During the preparation of the VMT Reduction Program, thorough research of local planning documents such as the City’s Active Transportation Plan, the Fresno Area Express (FAX) short-range and long-range transit plans, and the Fresno Council of Government’s Regional Transportation Plan was conducted along with available literature of VMT mitigation strategies. The objective was to compile a list of active transportation and transit-related infrastructure and capital improvement projects that can be funded by the program. Fees paid towards the VMT Reduction Program will provide funding to build the top 24 most effective VMT mitigation projects that were prioritized based on the following criteria: VMT offset provided, enhancing connectivity, enhancing access and equity, contributions to safety, cost effectiveness, and feasibility of implementation.

VMT REDUCTION PROGRAM COSTS

The VMT Reduction Program would require units of VMT pricing for ease of implementation. In coordination with the City and stakeholders, the cost (\$) to reduce one vehicle mile traveled was selected as the unit of VMT mitigation bank credit or VMT pricing. In order to determine the cost to reduce one vehicle mile traveled, total costs of all the VMT reducing projects and the amount of VMT that should be mitigated were estimated. Based on the VMT reducing project costs and unmitigated citywide origin-destination VMT, the cost for reducing one VMT/VMT reduction credit was estimated to be \$295.

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LIST OF ABBREVIATIONS AND ACRONYMS

AB 32	Assembly Bill 32
AB 1358	Assembly Bill 1358
AB 1600	Assembly Bill 1600
ABM	Activity-Based Model
CAPCOA	California Air Pollution Control Officers Association
CAPCOA Handbook	California Air Pollution Control Officers Association Greenhouse Gas Emissions Reduction Handbook
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CIP	Capital Improvement Plan
City	City of Fresno
COG	Council of Governments
EIR	Environmental Impact Report
FAX	Fresno Area Express
GHG	greenhouse gas
LOS	level of service
OD	origin-destination
RTP	Regional Transportation Plan
SB 375	Senate Bill 375
SB 743	Senate Bill 743
SB 743 Policy Report	Berkeley Law <i>Implementing SB 743</i> Policy Report
TRB	Transportation Research Board
UDC	Urban Design Calculator
VMT	vehicle miles traveled
VMT Guidelines	<i>CEQA Guidelines for Vehicle Miles Traveled Thresholds</i>

INTRODUCTION

BACKGROUND

In September 2013, the Governor’s Office of Planning and Research signed Senate Bill 743 (SB 743) into law, starting a process that fundamentally changed the way transportation impact analysis is conducted under the California Environmental Quality Act (CEQA). SB 743 identifies vehicle miles traveled (VMT) as the most appropriate CEQA transportation metric and eliminates auto delay, or level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. In December 2018, the California Natural Resources Agency certified and adopted the CEQA statute (14 California Code of Regulations Section 15064.3). Per the CEQA statute, the VMT guidelines became effective on July 1, 2020.

In accordance with SB 743, the Fresno City Council adopted the *CEQA Guidelines for Vehicle Miles Traveled Thresholds* (VMT Guidelines) for the City of Fresno (City) on June 25, 2020, to address the shift from delay-based LOS CEQA traffic analyses to VMT CEQA traffic analyses. The City’s VMT Guidelines include standardized project screening criteria for projects, recommendations for appropriate VMT significance thresholds for development projects, transportation projects, and plans, and feasible VMT mitigation strategies for projects.

The implementation of SB 743 and the City’s adopted VMT Guidelines have created challenges for development projects in Fresno. Specifically, development projects that trigger potentially significant VMT impacts under CEQA are experiencing challenges in finding feasible or economically viable mitigations to offset such impacts. Thus, the City proposed to create a VMT Reduction Program to streamline the SB 743 compliance process for development within Fresno.

The following provides a summary of other legislative actions, plans, and policies relevant to the development of the VMT Reduction Program.

Assembly Bill 32

Assembly Bill 32 (AB 32), also known as the *California Global Warming Solutions Act of 2006*, was signed into law in September 2006. AB 32 required California to reduce its greenhouse gas (GHG) emissions to 1990 levels by 2020, a reduction of 15 percent below emissions under “business as usual,” and requires a further reduction of 80 percent by 2050. Pursuant to AB 32, the California Air Resources Board (CARB) must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions.

Assembly Bill 1358

Assembly Bill 1358 (AB 1358), also known as the *California Complete Streets Act of 2008*, was signed into law in September 2008. AB 1358 requires the legislative body of a city or county, upon revision of the circulation element of the General Plan, to include a complete street policy, for the accommodations of all users of the roadway including motorists, pedestrians, bicyclists, users with disabilities, and users of public transportation.

Senate Bill 375

Senate Bill 375 (SB 375), also known as the *Sustainable Communities and Climate Protection Act of 2008*, was signed into law September 2008. SB 375 directs the CARB to establish regional targets for reducing greenhouse gas emissions, by using the regional transportation planning process to achieve reductions in greenhouse gas emissions consistent with AB 32 goals. SB 375 also offered CEQA incentives to encourage projects that are consistent with a regional plan that achieves greenhouse gas emission reductions and coordinated the regional housing needs allocation process with the regional transportation process while maintaining local authority over land use decisions.

2022 Scoping Plan for Achieving Carbon Neutrality

The CARB's Scoping Plan lays out the sector-by-sector roadmap for California to achieve carbon neutrality by 2045 or earlier, outlining a technologically feasible, cost-effective, and equity focused path to achieve the State's climate target. This plan extends and expands earlier plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. To fulfill these goals, there will be a need to provide communities with sustainable options for walking, biking, and public transit to reduce the reliance on cars. The 2022 Scoping Plan Update identifies the following strategies for achieving success to reduce VMT:

- Invest in making public transit a viable alternative to driving by increasing affordability, reliability, coverage, service frequency, and consumer experience.
- Expand and complete planned networks of high-quality active transportation infrastructure.

Guidelines for the Implementation of the California Environmental Quality Act (2019)

The State of California Natural Resources Agency revised the CEQA Guidelines in 2019 to become consistent with SB 743. Revisions in the CEQA Guidelines under Section 15064.3 codify the switch from LOS to VMT as the metric for transportation impact analysis. Under Section 15064.3 (c), a lead agency could elect to be governed by the provisions of VMT immediately. Beginning on July 1, 2020, the provisions of VMT applied statewide for all jurisdictions.

GOALS OF THE VMT REDUCTION PROGRAM

Currently, when a significant impact is identified, feasible mitigation projects must be identified to avoid or substantially reduce that impact. Lead agencies are responsible for ensuring that implementation of the mitigation projects is in accordance with the program and have been completed. However, VMT mitigation projects are more complex in nature as some mitigation projects may not be physical improvements and are subject to the variability of human behavior. Furthermore, on-site mitigations alone are often insufficient in mitigating VMT impacts due to the regional scale of VMT impacts.

To identify VMT mitigation projects beyond that of the project site, the current approach for VMT mitigation requires each individual development project on a project-by-project basis to individually identify, analyze, negotiate, and coordinate mitigation actions. This project-by-project mitigation runs the risk of inconsistently analyzing how much VMT reduction can be achieved from VMT projects. The VMT Reduction Program allows the City to pre-plan VMT mitigation projects. Using this

mitigation model, the City can strategically plan mitigation projects to reduce the time required for implementation, have a consistent methodology of calculating VMT reduction, and ensure that mitigation projects are aligned with the goals of the City. The VMT Reduction Program can prioritize a list of VMT mitigation projects that are deemed the most cost effective and responsive to the needs of the community.

PROGRAM OVERVIEW

During preparation of the VMT Reduction Program, thorough research of local planning documents such as the City's Active Transportation Plan, the Fresno Area Express (FAX) short-range and long-range transit plans, and the Fresno Council of Government's (COG) Regional Transportation Plan (RTP) was conducted. In addition, available literature on VMT mitigation strategies was consulted, and the City's VMT Guidelines were reviewed to identify locally applicable VMT mitigation project types. This effort identified potential active transportation and transit-related infrastructure and capital improvement projects that could be funded by the program. Planning-level cost estimates and nexus calculations were prepared for the identified VMT reducing projects to estimate the cost of identified improvements and the net VMT benefits.

The City had previously developed an "Urban Design Calculator" (UDC) to assist development projects that have triggered VMT impacts. The UDC uses design elements of a project that have a potential to reduce project VMT and estimates total VMT reduction due to those design elements. The VMT Reduction Program updates the City's UDC using the most recent research on VMT mitigation strategies. The UDC would help projects that have a significant VMT impact reduce the project's VMT by implementing VMT-reducing project design features at the project site.

If the project results in a significant VMT impact even with the UDC, the developments would be required to further mitigate VMT impacts by making "fair share" payments into the bank to cover the cost of identified VMT reducing projects in the proposed VMT Reduction Program. The fee contribution would be calculated by analyzing the relationship between the excess VMT generated by the project compared to the City's VMT threshold. The project would then be required to pay the calculated fee based on the excess VMT generated by the project. By virtue of collecting this fee as part of the mitigation bank, the City would be able to implement the proposed VMT mitigation projects. The proposed VMT mitigation projects for this program have been selected from infrastructure projects listed on local planning documents that are the highest performing (ranked) based on VMT reduction, connectivity, access and equity, safety, funding effectiveness, and feasibility of implementation.

Land use development projects subject to a CEQA VMT analysis that demonstrate VMT impact over the City's threshold of significance are subject to VMT impact fees collected as part of the mitigation bank. Conversely, projects that demonstrate less than significant VMT impact are not subject to the VMT Reduction Program impact fees. The impact fee would only apply to projects that result in potentially significant VMT impacts under CEQA. Summarized in a list below is the process for determining VMT impacts and opportunities to mitigate VMT as part of the VMT Reduction Program:

- **Project VMT Screening Criteria** – Projects screened from VMT analysis are presumed to have a less than significant VMT impact.
- **Detailed VMT Analysis** – Projects that demonstrate a less than significant VMT impact do not require VMT mitigation.
- **Application of Urban Design Calculator** – Projects that demonstrate a significant VMT impact can minimize VMT impact through the implementation of improved urban design through project design features.
- **Pay the VMT Mitigation Fee** – Projects that demonstrate a significant VMT impact after implementation of project design features using the UDC can contribute to a VMT mitigation fee to offset project VMT above the City’s threshold. Payment of the VMT mitigation fee would serve as mitigation to reduce a project’s VMT impact to less than significant thresholds.

KEY PROGRAM FRAMEWORK DECISIONS

Throughout the development of the VMT Reduction Program, the City has worked with Fresno Area Express (FAX) and other stakeholders to determine appropriate structure for the Program, to evaluate various VMT quantification tools and mitigation options to assess the best fit for a defensible and consistent mitigation approach for development projects. The following key decisions, which resulted from the collaborative effort, have helped shape the direction of this VMT Reduction Program:

- A VMT Reduction Program is preferable to the current approach of project-by-project mitigation, which requires each development project with significant VMT impact to conduct a lengthy and expensive Environmental Impact Report (EIR) to identify, analyze, negotiate, and coordinate implementation of VMT mitigation measures. Furthermore, without a coordinated VMT Reduction Program, these mitigation actions do not guarantee any consistency in the analysis and application of VMT mitigation projects.
- The service area for the VMT Reduction Program should cover the entire city.
- The City’s UDC to provide opportunities for development projects that have a significant VMT impact to reduce their VMT impact by implementing VMT reducing project design features at the project site.
- A mitigation bank is preferred over other mitigation techniques for maximization of VMT mitigation effectiveness and flexibility. A mitigation bank allows development projects of all sizes to pay a VMT mitigation fee that contributes to larger mitigation projects. A mitigation bank allows smaller development projects to contribute to more impactful VMT mitigation projects than would be feasible to implement on an ad hoc basis.
- Development of a VMT Reduction Program also has the added benefit of bringing investments to parts of the city that have been underserved instead of improvements just in the project

vicinity. In that regard, the VMT Reduction Program took into consideration various attributes such as equity, safety, access, and connectivity in prioritizing the list of VMT mitigation projects.

- Affordability of VMT pricing was a key consideration in developing the framework. Excessively high fees could hinder economic growth and housing development within the city and prompt developments to relocate to neighboring cities. This shift could have long-term adverse effects on the city's economy and housing market. Additionally, imposing steep fees may drive developers to prepare project EIRs and override their VMT impacts as feasible mitigation measures may not be available or viable.
- The mitigation fee for development projects under this program is based on a \$ per VMT (\$ per vehicle miles traveled) approach. The impact of each development project under SB 743 is primarily determined by the geographic location of the project and not by its land use type or size. VMT is calculated as the product of project-generated trips and their respective trip lengths. For example, a project situated near key destinations such as workplaces, schools, shopping centers, and entertainment venues will result in shorter trip lengths. In contrast, the same project located on the urban fringe, with limited surrounding development, will generate longer trip lengths. As such the project located near key destinations will have a lower VMT, and the urban fringe location will have a higher VMT. Although the land use type, project size, and trip generation rates remain identical, the project's impact varies depending on its proximity to complementary land uses. Given that the same project can have different results/impacts based on its location under SB 743 and the impact of the project is measured in units of VMT, it was determined that \$ per VMT would be an appropriate unit for this mitigation fee program.
- VMT reduction project selection for the VMT mitigation bank was based on existing local plans such as the Short-Range and Long-Range Transit Plans, Fresno COG RTP, Fresno Safe Route to Schools, Fresno Active Transportation Plan, Fresno County Regional Trails Plan, and Southern Blackstone Avenue Smart Mobility Plan.
- The lifecycle of the fee and subsequent revaluation of fees for the VMT Reduction Program would be 5 years. This would allow for completed VMT mitigation projects to be removed and for new VMT mitigation projects to be added to the VMT Reduction Program. This 5-year life cycle would also be consistent with typical capital improvement plans prepared by the City.

LEGAL AND ADMINISTRATIVE FRAMEWORK

LEGAL FRAMEWORK

Definition of Mitigation Fees

With the implementation of SB 743, the Office of Land Use and Climate Innovation (previously the Office of Planning and Research) guidance recommended that LOS no longer be considered a significant environmental impact and that VMT, a measure of the amount and distance traveled in automobile trips that are generated by a project regardless of congestion impact, is often the best metric for a transportation project's impact. Before the passage of SB 743, cities and counties often constructed needed LOS-based operational improvements or charged impact fees that paid for the portion of the operational improvements made necessary by the project. However, with the passage of SB 743, these LOS-based operational improvements are no longer considered as mitigation for CEQA transportation impacts. Therefore, cities and counties are instituting new mitigation fees to fund VMT reducing infrastructure needed to mitigate development-related VMT impacts. If a local government has the power to approve or deny a project, then it also has the power to subject the development to conditions that mitigate CEQA transportation impacts due to the development.

A fee is a monetary exaction other than a tax or special assessment, whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project (Government Code § 66000(b)). The legal requirements for enactment of a development impact fee program are set forth in Government Code §§ 66000–66025 (also referred to as the “Mitigation Fee Act”), many of which were adopted as part of Assembly Bill 1600 (AB 1600) and thus are often referred to as “AB 1600 requirements.”

Nexus

The California Mitigation Fee Act codifies “essential nexus” and “rough proportionality” as requirements for local agencies seeking to impose a fee as a condition of land development. For VMT mitigation fees to be collected under the VMT Reduction Program, there must be a “essential nexus” between the VMT Reduction Program and the reduction of VMT impacts associated with development projects. The VMT Reduction Program must also demonstrate “rough proportionality” between the fees collected under the VMT Reduction Program and the anticipated VMT impact associated with development projects.

Nexus Requirement

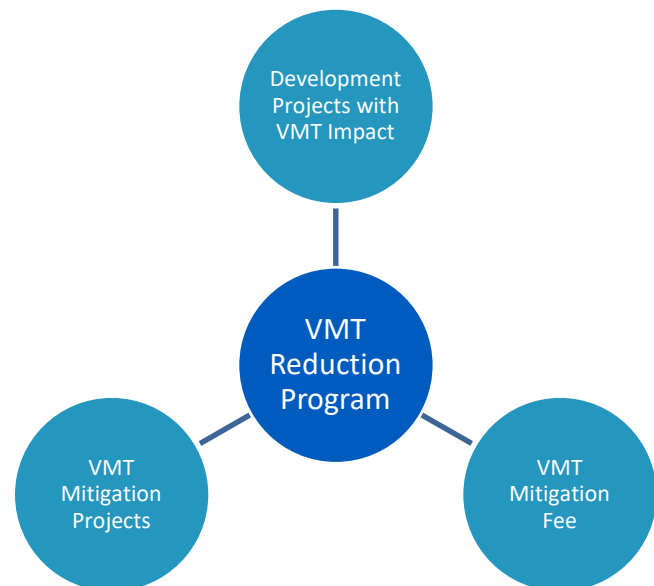
A mitigation impact fee is not a tax or special assessment. By definition, the fee is voluntary and must be reasonably and proportionally related to the cost of the service provided by the local agency. Furthermore, typically fees imposed on a development project need to be proportionate to the size (dwelling units/square footage) of the development. However, if a city or county can provide an explanation as to why size is not an appropriate metric to calculate fees imposed on a development project, an alternative basis of calculating the fee needs to be developed. This fee should bear a reasonable relationship between the fee charged and the burden posed by the

development. Under SB 743, the nexus of a project's requirement to pay a fee would only be triggered when a project has a significant VMT impact and is not able to mitigate its impact. As discussed previously, the extent of VMT impact is also a key factor in determining the fees. This is dependent on the project's geographic location and its proximity to complementary land uses. As such, two similar sized projects located in different geographic locations are anticipated to have varying VMT impacts. Therefore, the project would be subject to paying a fee based on dollar amount per VMT instead of project size. This would help establish the appropriate nexus between the project's impact and payment of fees.

Mitigation Fee Act

As referenced in the Berkeley Law *Implementing SB 743 Policy Report* (SB 743 Policy Report), August 2022, under the Mitigation Fee Act, an agency imposing a fee must document and support findings that:

1. Identify the purpose of the fee.
2. Identify the use of the fee, including identifying any public facilities (defined broadly to include "public improvements, services, and community amenities") to be funded.
3. Determine the reasonable relationship between the project type and the fee use.
4. Determine the reasonable relationship between the project type and the need for the public facility to be funded.
5. Determine the reasonable relationship between the cost (or relevant portion of the cost) of the public facility or service to be funded and the amount of the fee, which cannot exceed the "estimated reasonable cost" of the facility or service.



These five steps meet the Government Code 66001 criteria as described in the *Impact Fee Nexus Study Templates* prepared by the Turner Center for Housing Innovation at UC Berkeley. The VMT mitigation bank project evaluation as described in the VMT Reduction Program Framework section provides further detail regarding these requirements and how it addresses level of service improvements that are required to satisfy Government Code 66016.5(a)(2). In addition to these substantive standards, the law requires agencies to adopt a proposed construction schedule or plan, establish accounts prior to fee assessment, and identify the public improvement that the fee will be used to finance at the time the fee is assessed, along with other accounting requirements.

Purpose of the Fee

The purpose of the VMT mitigation fee is to fund the costs associated with the implementation of the top 24 performing VMT mitigation projects identified in Appendix C and to allocate those costs to development projects that have a significant VMT impact within the city. The VMT mitigation fee does not include any urban design improvements related to VMT mitigation along the development project's frontage, which will be the responsibility of individual development projects. The VMT mitigation fee can be applicable to all development with a significant VMT impact.

Use of the Fee

The VMT Reduction Program reviewed local planning documents to identify active transportation projects, transit projects, and other mobility-related projects that have potential to provide quantifiable reduction in VMT. The proposed VMT mitigation fee will be used to fund the top 24 ranking projects, listed in Appendix C, in the VMT Reduction Program.

Relationship Between Project Type and Fee Use

Development projects that have demonstrated a VMT impact over the significance thresholds established in the City's VMT Guidelines will cause an increase to the City's VMT. The fees collected from these development projects will be used to construct VMT mitigation projects that will serve as an offset or mitigate the VMT increases due to the projects.

The VMT mitigation fee calculations are based on the 24 most effective VMT mitigation projects within the proposed mitigation bank, which is based on a variety of evaluation and prioritization criteria set forth by the City.

Relationship Between Project Type and Need for Public Facility

Development projects in areas that cannot be screened out of a detailed VMT analysis and are determined to have a significant VMT impact will cause an increase in citywide VMT. These projects are often located in suburban areas that are still developing and more distant from complementary land uses. VMT mitigation measures in these areas often will provide insufficient VMT mitigation or be cost prohibitive. The projects identified in the VMT Reduction Program are located citywide and therefore will provide an efficient and cost-effective way to reduce additional VMT resulting from the development projects. Development projects generate the need for VMT-reducing public facilities, services and amenities because of the increase in VMT that they cause above the threshold of significance.

Relationship Between Cost of Public Facility and Fee Collected

The VMT mitigation fee would only be applicable to development projects that have been determined to have a significant VMT impact from a detailed VMT analysis. The VMT mitigation fee collected from the development projects with a significant VMT impact will fund only a portion of the VMT mitigation projects' costs whereas the majority of the funding is derived from other funding sources. Therefore, the VMT mitigation fees collected from the development projects will never exceed the cost of the public facility. On the contrary, the VMT Reduction Program will

provide a cost-effective and streamlined methodology for mitigating VMT impacts of the development projects.

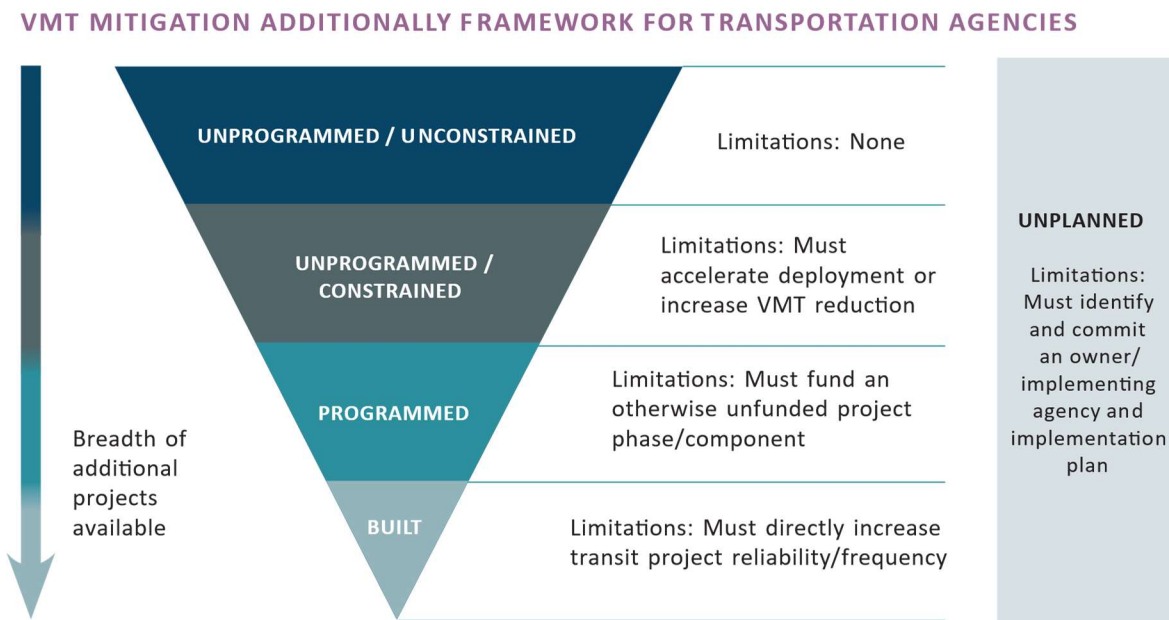
Additionality

Additionality under CEQA refers to the concept that investments made to mitigate environmental impacts should provide benefits that otherwise would not have occurred absent the mitigation program. While neither CEQA nor SB 743 explicitly refers to the term “additionality” as a statutory requirement, additionality considerations should form a core component of a mitigation bank monitoring program. Therefore, mitigation projects under the VMT Reduction Program are subject to additionality requirements. As such, mitigation projects generally should not include actions that would be reasonably expected to occur otherwise.

As previously indicated, VMT mitigation projects were sourced from existing planning documents from the City and may face challenges in the context of additionality as some of these transportation projects may already be fully funded.

However, if the VMT Reduction Program can demonstrate that VMT mitigation fees would move the VMT mitigation projects forward in time, increase the VMT measures’ capacity to reduce VMT, displace funds for a later use in other VMT mitigating investments, or otherwise ensure further net VMT reductions, then the VMT reduction can be considered as additional. Figure 1 below is a visual diagram illustrating how projects would meet the additionality criteria to be included as part of the VMT mitigation program.

Figure 1: Additionality of VMT Mitigation Projects



Source: *Implementing SB 743*, Berkeley Law Policy Report, August 2022.

Project Specific Additionality

Based on the SB 743 Berkeley Law Policy Report, VMT mitigation banks can consider two basic approaches to tracking additionality in the selection and implementation of VMT mitigation investments.

- The first approach is at a project-specific level, where prior to funding a VMT mitigation project, the bank administrator determines based on the RTP and other planning documents whether the project can be considered additional.
- The second approach is at the programmatic level, where the program administrator reviews funds received and spent, VMT impacts and reductions, mitigation investments supported, and the relation of the investment cohort to the applicable RTPs to determine whether investments were additional relative to an expected baseline scenario for the same period.

A project-specific level approach was selected for the City's VMT Reduction Program. Each VMT reducing project in the VMT Reduction Program was analyzed to ensure that mitigation projects were not already fully funded. The funds from the VMT Reduction Program will provide a portion of funding (e.g., local match) and therefore will assist or accelerate the completion of these measures.

ADMINISTRATIVE FRAMEWORK

This section establishes the administrative framework and key roles for implementing the VMT Reduction Program.

Bank Sponsor

The City is the bank sponsor and will be responsible for the planning, management, and operation of the VMT Reduction Program and will ensure sufficient funds are collected to implement the VMT mitigation projects. The City will also be responsible for managing the funds of the VMT Reduction Program and implementation of VMT reducing projects. As mitigation projects are funded, the corresponding projects will be removed from the project list.

Bank Service Areas

The VMT Reduction Program will use the city limits as the service area. The city limits may be readjusted in the future, and the VMT Reduction Program would still be applicable if the boundaries are extended. The bank service area would be applicable to all development projects that fall within the jurisdiction of the City.

Staffing

It is anticipated that existing City of Fresno staff would assume the following responsibilities:

- Providing information to agencies responsible for implementing VMT mitigation projects on behalf of the program.

- Preparing and presenting annual program reports, including fees collected from individual projects.
- Monitoring implementation of VMT mitigation projects for consistency with the VMT Reduction Program.

Funds have been included in the Program for procurement of a consultant to prepare the Nexus Study update after five years, consistent with the Mitigation Fee Act.

Additional administrative support is required to provide public services such as education, marketing, and incentives to increase the use of the city's transit, bicycle and pedestrian facilities, which will contribute directly to the reduction of VMT, an express goal of the VMT Reduction Program. The following staffing and resources are included in furtherance of the purpose for which the fee would be collected:

- Transportation Demand Management (TDM) Coordinator (\$60,000/yr) – This new staff position housed with the City of Fresno would have the responsibility of developing and administering TDM Programs (trip reduction programs) in partnership with Fresno residents, employers, and other community groups for the purpose of reducing VMT citywide, an express goal of the VMT Reduction Program. Trip Reduction Programs which include public education and marketing, commuter information services, transportation coordination, on-site or on-line transit sales and guaranteed ride home services are demonstrated to increase the use of alternative modes of transportation, thus contributing to reduction vehicle miles traveled citywide.
- Transit Marketing Program (\$50,000/yr) - This program would be administered by the TDM Coordinator in support of public education and marketing to encourage use of alternative modes of transportation, such as transit, bicycle, or pedestrian travel. The funds may be used for development of marketing materials, hosting of promotional events, buydown of transit fares, providing guaranteed ride home services, collection of marketing data, and more. This program is anticipated to increase utilization of alternative modes of transportation in furtherance of a citywide reduction in VMT.

The CAPCOA Handbook, 2021, 2024 identifies trip reduction programs such as the aforementioned as a valid measure for reducing vehicle miles traveled.¹

¹ The CAPCOA Handbook states, "Most of the transportation measures quantified in this Handbook aim to reduce VMT and encourage mode shifts from single-occupancy vehicles to shared (ie transit) modes or active (i.e. bicycle) modes of transportation. This can be accomplished by trip reduction or incentive programs..." In addition, the CAPCOA Handbook cites a policy brief summarizing the results of employer-based trip reduction studies which concluded that these programs reduce total commute VMT for employers at participating work sites by 4-6% (Boarnet, et al, 2014).

Estimated Costs for Administering the Program

Based on City salary information, the staffing described above is estimated to cost approximately \$ 60,000 per year to administer the VMT Reduction Program (2024 dollars) plus an additional \$50,000 per year for TDM marketing. These costs will be included in the cost calculation for mitigation credits for up to 5 years (for a total of \$650,000).

Mitigation Action Implementation

When a VMT mitigation project has been fully funded and constructed, it will be removed from the Capital Improvement Plan. Unless otherwise specified, VMT mitigation projects will have a 5-year implementation timeline. The 5-year implementation timeline is intended to meet the mitigation obligations related to VMT increases above the City's threshold and align with the horizon year of current regional planning efforts. However, the City can adjust the timeline for implementation of VMT mitigation projects based on funding availability through the VMT Reduction Program and availability of other funds. Annual progress reports will be prepared to provide transparency on VMT mitigation projects and ensure that performance standards are achieved.

Monitoring and Reporting

The VMT Reduction Program staff will monitor the timing of initiation of the VMT mitigation projects as well as annual monitoring of the progress of each VMT mitigation project. Development of performance metrics will be an initial responsibility.

Program data will be collected to support the development of an Annual Report that should include the following topics:

- Cash on hand for each VMT mitigation project
- Status of each VMT mitigation project
- Reporting on performance standards for each VMT mitigation project
- Any additional VMT mitigation project under consideration for addition to the mitigation bank

CAPITAL IMPROVEMENT PLAN REQUIREMENTS

Assembly Bill 602 (AB 602), also known as the *Development Fees: Impact Fee Nexus Study Act*, was signed into law in September 2021. AB 602 requires local agencies that conduct an impact fee nexus study to follow specific standards and practices, including but not limited to: (1) the adoption of an impact fee nexus study prior to the adoption of an associated development fee, (2) identify and explain the existing level of service for each public facility and why the new level of service is necessary, and (3) calculate a fee levied on housing development projects to be proportionate to the square footage of the proposed units, or make specific findings explaining why square footage is not an appropriate metric to calculate the fees.

AB 602 added Section 66016.5 to the California Government Code. Pursuant California Government Code 66016.5 (a)(1), an impact fee nexus study is required to be adopted before the adoption of an

associated development fee. Additionally, California Government Code 66016.5 (a)(6) requires that large jurisdictions adopt a capital improvement plan (CIP) as part of the nexus study. For nexus study purposes, the CIP shall indicate the approximate location, size, time of availability, estimates of costs for all facilities or improvements to be financed with the fees, and indicate any alternative (non-fee) funding sources to complete a project. The sources, amounts and timing of funding should also be referenced in the jurisdiction's five-year findings regarding the use of funds. In the event that fees are accumulated over more than five years to fund capital projects, the CIP should include "Reserve to Complete" project account with a general description of both the project and funding plan to indicate the future use of these fee funds.

To satisfy the CIP requirements as part of the nexus study, the CIP for the VMT Reduction Program is included in the VMT Reduction Program Framework section of the report.

VMT REDUCTION PROGRAM FRAMEWORK

The City's VMT Reduction Program was designed to provide a flexible, streamlined, and cost-effective approach to mitigate VMT impacts of land development projects. The VMT Reduction Program includes a two-step approach where:

- The development projects have an opportunity to reduce or mitigate VMT impacts by improving project design elements using the City's UDC. Use of the UDC will help improve development project designs by incorporating VMT-reducing features and more effective design elements. Improving designs of individual development projects will help build better communities. Also, use of the UDC will reduce the magnitude of a project's VMT impact and as such the project's VMT mitigation fees.
- If the project is unable to completely mitigate its VMT impact using the UDC, the project would pay into the VMT Reduction Program based on the magnitude of the remaining impact. The VMT mitigation fees are unit/credit-based (dollars per VMT reduction) and therefore provide flexibility.

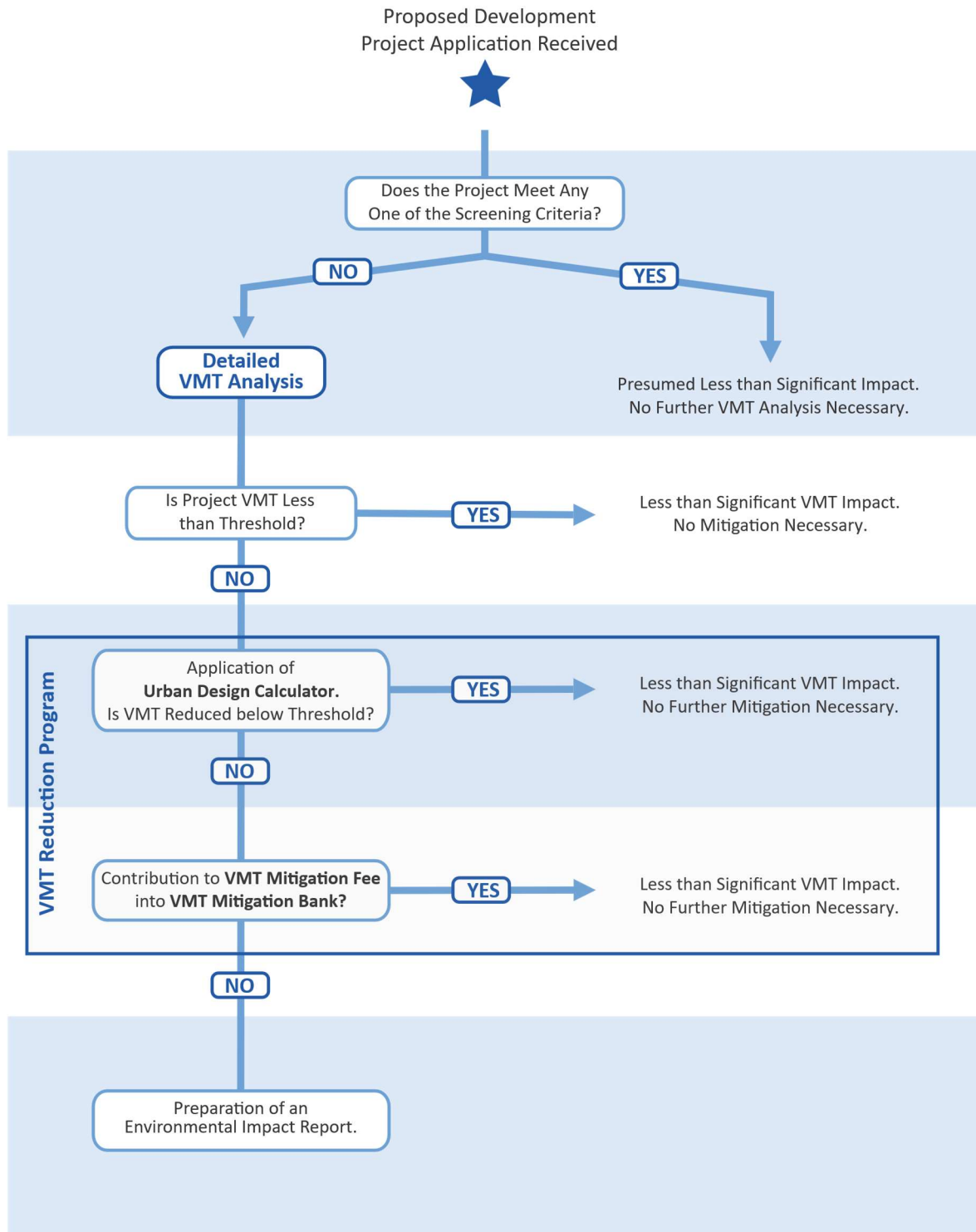
Figure 2 shows a flowchart of the VMT mitigation progress under the VMT Reduction Program.

URBAN DESIGN CALCULATOR

The UDC is a tool that was previously developed by the City and was updated as part of the VMT Reduction Program to allow development projects that have a significant VMT impact to implement VMT-reducing project design features. This would promote the use of active transportation and transit modes at the project site, while discouraging the use of vehicles. The goal of the UDC is to encourage developers to maximize the implementation of known and quantifiable urban design features that reduce VMT within the project site before having to contribute to a VMT mitigation fee. The VMT reduction categories included in the UDC are based on strategies provided in the California Air Pollution Control Officers Association (CAPCOA) Greenhouse Gas Emissions Reduction Handbook (CAPCOA Handbook) transportation section. For purposes of organization and calculation the VMT mitigation measures presented in the UDC are separated into four main categories: Land Use, Design, Transit, and Parking Pricing/Management. The mitigation measures of the categories are summarized in the following list:

- Land Use
 - Increase Residential Density
 - Integrate Affordable and Below Market Rate Housing
 - Increase Job Density
 - Improve Street Connectivity

Figure 2: VMT Reduction Program Process for Development Projects



- Design
 - Provide Pedestrian Network Improvement
 - Expand Bikeway Network
 - Implement Conventional Carshare Program
 - Implement Electric Carshare Program
 - Implement Pedal (Non-Electric) Bikeshare Program
 - Implement Electric Bikeshare Program
 - Implement Scooter Share Program
- Transit
 - Implement Transit-Supportive Roadway Treatments
- Parking Pricing/Management
 - Provide Electric Vehicle Charging Infrastructure
 - Limit Residential Parking Supply
 - Unbundle Residential Parking Costs from Property Cost

Detailed information on the inputs required, assumptions, and methodologies used to calculate the VMT reduction from the project design features in the UDC is provided in Appendix A. The UDC may be updated from time to time to incorporate best practices for site-specific VMT-reduction.

MITIGATION BANK PROJECTS

Project Selection

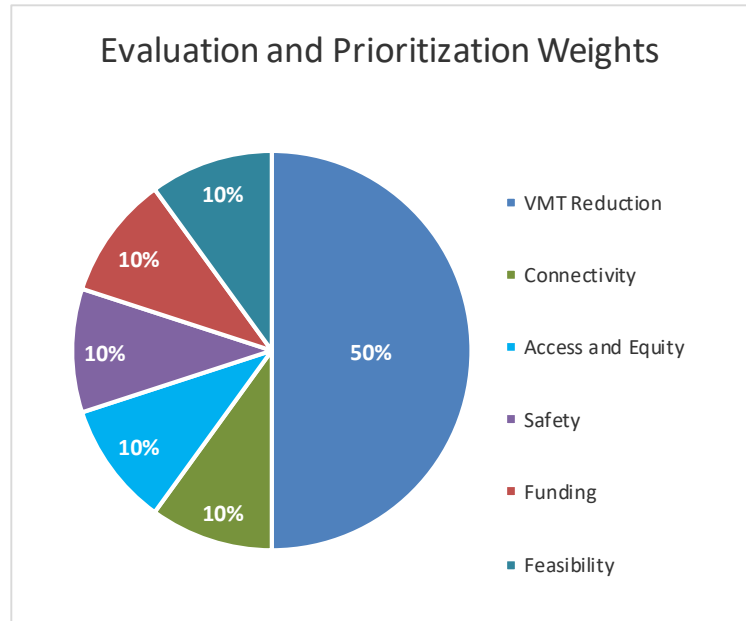
The list of VMT mitigation bank projects to be funded by the VMT Reduction Program was based on existing local planning documents for active transportation, transit-related infrastructure, capital improvement projects, and other mobility-related projects suggested by project stakeholders. These local planning documents from the Fresno area include the following:

- FAX Transit Projects in the Short-Range Transit Plan
- FAX Transit Projects in the Long-Range Transit Plan
- Fresno COG Regional Transportation Plan
- Fresno Safe Routes to School Action Plan
- Fresno Active Transportation Plan
- Southern Blackstone Avenue Smart Mobility Plan

Evaluation and Prioritization Criteria

Projects from the above-mentioned sources were reviewed for their potential to reduce VMT. Projects with potential to reduce VMT were compiled into a master list for the VMT Reduction Program. The projects were evaluated and prioritized by each project's ability to achieve the desired goals and objectives of the VMT Reduction Program.

As referenced in the Berkeley Law *Implementing SB 743* Policy Report, each mitigation program is required to develop a set of criteria to prioritize and deliver the most locally appropriate, cost-effective, and publicly beneficial set of mitigation projects. These criteria, in addition to VMT reduced, can include other considerations such as equity implications, access, connectivity, safety and mode shift, funding, and feasibility of implementation. Different weights can be assigned to these criteria based on their importance in achieving the City's goals and desired outcomes for the VMT Reduction Program.



The following section describes the list of factors that were utilized to prioritize the projects identified under the VMT Reduction Program based on the goals and objectives set forth by the City and its stakeholders.

VMT Reduction

VMT reduction is the main objective of the VMT Reduction Program. As such, when evaluating the priority for investment from the master list of selected projects, 50 percent of a project's ranking is determined by its contribution to VMT reduction.

A project's potential to reduce VMT was estimated using the CAPCOA Handbook. The CAPCOA Handbook includes assumptions and methodologies to estimate VMT reduction for each VMT mitigation strategy. The methodologies in the CAPCOA Handbook have been adapted to local conditions using local data from various sources such as the Fresno COG Activity-Based Model (ABM), Census/American Community Survey, and local factors identified in the CAPCOA

CAPCOA VMT Reduction Measures

- T-18) Provide Pedestrian Network Improvement
- T-20) Expand Bikeway Network
- T-25) Extend Transit Network Coverage or Hours
- T-26) Increase Transit Frequency
- T-27) Implement Transit-Supportive Roadway Treatments

Handbook. The VMT reduction for each of these projects was evaluated using the following CAPCOA VMT mitigation strategies.

T-18) Provide Pedestrian Network Improvement. The Pedestrian Network Improvement CAPCOA measure is applicable to any VMT mitigation project that will increase the sidewalk coverage to improve pedestrian access. Installing sidewalks to streets with no sidewalks or sidewalks on one side of the street has been proven to encourage people to walk instead of drive, which reduces VMT. The percent reduction in VMT for each VMT mitigation project from the local community can be as high as 6.4 percent and is based on the existing length of sidewalks within the community and future length of sidewalks within the community.

Quantifying the VMT reduction potential from this mitigation action involves estimating the existing sidewalk length in the study area, estimating the sidewalk length in the study area with the implementation of the VMT mitigation project, and applying parameters obtained from published industry research. The parameters used here are:

- Elasticity of household VMT with respect to the ratio of sidewalks-to-streets²

The estimated percentage reduction in VMT was multiplied by the baseline passenger-vehicle VMT within the study area to yield an estimate of the total VMT reduced.

T-20) Expand Bikeway Network. The Expand Bikeway Network CAPCOA measure is applicable to any VMT mitigation project that adds to/improves a bicycle network with Class I, II, or IV bicycle infrastructure. Providing bicycle infrastructure improves biking conditions in the area and increases access to and from transit hubs. This encourages a mode shift from vehicles to bicycles, which reduces VMT. The percentage of VMT reduction for each VMT mitigation project from the local community can be as high as 0.5 percent and is based on the existing bikeway miles in the community and future bikeway miles in the community.

Quantifying the VMT reduction potential from this mitigation action involves estimating the existing bikeway length in the study area, estimating the bikeway length in the study area with the implementation of the VMT mitigation project, and applying parameters from published industry research or the Fresno COG ABM. The parameters used here are:

- Bicycle mode share in Fresno (Fresno COG ABM)
- Vehicle mode share in Fresno (Fresno COG ABM)
- Average one-way bicycle trip length in Fresno (Fresno COG ABM)

² Frank, L., M. Greenwald, S. Kavage, and A. Devlin. 2011. An Assessment of Urban Form and Pedestrian and Transit Improvements as an Integrated GHG Reduction Strategy. WSDOT Research Report WA-RD 765.1, Washington State Department of Transportation. April. Available: www.wsdot.wa.gov/research/reports/fullreports/765.1.pdf. Accessed: January 2021.

- Average one-way vehicle trip length in Fresno (Fresno COG ABM)
- Elasticity of bike commuters with respect to bikeway miles per 10,000 population³

The estimated percentage reduction in VMT is multiplied by the baseline passenger-vehicle VMT within the study area to yield an estimate of the total VMT reduced.

T-25) Extend Transit Network Coverage or Hours. The Extend Transit Network Coverage or Hours CAPCOA measure is applicable to any VMT mitigation project that expands the local transit network by adding or modifying existing transit service or extending the operation hours to enhance transit service. Extending transit network coverage gives more people access to alternative modes of travel. Alternatively, starting services earlier/extending services to later hours can also offer more flexible times of travel and accommodate those workers that work non-traditional shifts. Greater transit geographic coverage and longer transit operational hours provide greater access and flexibility that encourages use of transit, which reduces VMT. The percent reduction in VMT for each VMT mitigation project from the local community can be as high as 4.6 percent and is based on the existing transit service miles/hours and future transit service miles/hours.

Quantifying the VMT reduction potential from the mitigation action involves estimating the existing total transit service miles in Fresno, estimating the total transit service miles in Fresno after implementation of the VMT mitigation project, and applying parameters from published industry research or the Fresno COG ABM. The parameters used here are:

- Transit mode share in Fresno (Fresno COG ABM)
- Elasticity of transit demand with respect to service miles⁴
- Statewide mode shift factor (Fresno COG ABM)
- Ratio of vehicle trip reduction to VMT

The estimated percentage reduction in VMT is multiplied by the citywide passenger-vehicle VMT to yield an estimate of the total VMT reduced.

T-26) Increase Transit Service Frequency. The Increase Transit Frequency CAPCOA measure is applicable to any VMT mitigation project that increases transit frequency on one or more transit lines serving the community. Increased frequency reduces the waiting and travel time for passengers, which improves the experience and attractiveness of transit. This increases the mode

³ Pucher, J., and Buehler, R. 2011. Analysis of Bicycling Trends and Policies in Large North American Cities: Lessons for New York. March. Available: http://www.utrc2.org/sites/default/files/pubs/analysisbike-final_0.pdf. Accessed: January 2021.

⁴ Handy, S., K. Lovejoy, M. Boarnet, and S. Spears. 2013. Impacts of Transit Service Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions. October. Available: https://ww2.arb.ca.gov/sites/default/files/2020-06/Impacts_of_Transit_Service_Strategies_on_Passenger_Vehicle_Use_and_Greenhouse_Gas_Emissions_Policy_Brief.pdf. Accessed: January 2021.

shift from single occupancy vehicles to transit, which reduces VMT. The percent reduction in VMT for each VMT mitigation project from the local community can be as high as 11.3 percent and is based on the percent increase in transit frequency and percentage of transit lines in the community receiving the improved frequency.

Quantifying the VMT reduction potential from the mitigation action involves estimating the percent increase in transit frequency, estimating the level of implementation, and applying parameters from published industry research or the Fresno COG ABM. The parameters used here are:

- Elasticity of transit ridership with respect to frequency of service³
- Transit mode share in Fresno (Fresno COG ABM)
- Vehicle mode share in Fresno (Fresno COG ABM)
- Statewide mode shift factor (Fresno COG ABM)

The estimated percentage reduction in VMT is multiplied by the citywide passenger-vehicle VMT to yield an estimate of the total VMT reduced.

T-27) Implement Transit-Supportive Roadway Treatments. The Implement Transit-Supportive Roadway Treatments CAPCOA measure is applicable to any VMT mitigation project that incorporates roadway infrastructure improvements to improve transit travel times and reliability. Providing transit supportive roadway treatments such as transit signal priority, queue jumps, etc. improves the travel time and travel time reliability of buses. The improvement to travel times and travel time reliability promotes the mode shift from single occupancy vehicles to transit, which reduces VMT. The percent reduction in VMT for each VMT mitigation from the local community can be as high as 0.6 percent and is based on the percentage of transit lines in the community receiving the transit supportive roadway treatments.

Quantifying the VMT reduction potential from the mitigation action involves estimating the percent of transit routes in the city that receive transit-supportive roadway treatments and applying parameters from published industry research or the Fresno COG ABM. The parameters used here are:

- Percent change in transit travel time due to treatments⁵
- Elasticity of transit ridership with respect to transit travel time⁴
- Transit mode share in Fresno (Fresno COG ABM)

⁵ Transportation Research Board (TRB). 2007. Transit Cooperative Research Program Report 118: Bus Rapid Transit Practitioner's Guide. Available: https://nacto.org/docs/usdg/tcrp118brt_practitioners_kittleson.pdf. Accessed: January 2021.

- Vehicle mode share in Fresno (Fresno COG ABM)
- Statewide mode shift factor (Fresno COG ABM)

The estimated percentage reduction in VMT is multiplied by the citywide passenger-vehicle VMT to yield an estimate of the total VMT reduced.

Connectivity

Enhancing connectivity was identified as an additional objective of the VMT Reduction Program. Enhancing connectivity allows more people within the community, especially those with limited mobility, to access essential services and economic opportunities. VMT mitigation projects that meet these objectives are given higher priority for investment. As such, when evaluating the priority for investment from the master list of selected projects, 10 percent of a project's ranking is determined by its contribution to enhancing connectivity. Under the connectivity component, projects were evaluated by a modified version of the City's Active Transportation Project Prioritization Tool to include transit projects. The connectivity scoring for each of these projects was evaluated using the following components:

Connectivity

- C-1) Connectivity to Existing Network
 - C-2) Connectivity to Schools
 - C-3) Connectivity to Public Transit
 - C-4) Connectivity to Parks
 - C-5) Connectivity to Key Destinations
 - C-6) Connectivity to Future Network
 - C-7) Regional Significance
 - C-8) Place Type
- **Connectivity to Existing Network** – Prioritizing VMT mitigation projects that fill a network gap between active transportation facilities or transit networks creates a more interconnected network, which allows for more regional trips to be made using alternative modes of transportation.
 - **Connectivity to Schools** – Prioritizing VMT mitigation projects that provide direct access to K-12 schools increases the connectivity for children and teenagers. Better connectivity to schools allows children and teenagers with limited mobility options to walk, bike, and use transit to travel to and from school without vehicular trips from parents.
 - **Connectivity to Public Transit/Bicycle Lane Network** – Prioritizing VMT mitigation projects that are located within 0.5 mile of public transportation/bicycle networks allows for enhanced connectivity between both travel modes, allowing for better first-mile last-mile connections.
 - **Connectivity to Parks** – Prioritizing VMT mitigation projects that are located near existing parks increases the accessibility of parks for all members of the community, especially those with limited mobility. Better connectivity to parks allows the promotion of healthier communities as residents can take more active forms of transportation for recreational trips.
 - **Connectivity to Key Destinations** – Prioritizing VMT mitigation projects that are located near a grocery store, health provider, civic center, large employment center, or other regional

destination increases the community's access to essential city services and opportunities for employment.

- **Connectivity to Future Network** – Prioritizing VMT mitigation projects that fill a network gap between an existing and funded near term proposed facility creates a more interconnected future network, which allows for more future regional trips to be made using alternative modes of transportation.
- **Regional Significance** – Prioritizing VMT mitigation projects that provide connectivity within 0.25 mile of a regional network in neighboring jurisdictions creates greater access to adjacent jurisdictions and integration with regional networks, which allows for more regional trips to be made using alternative modes of transportation.
- **Place Type** – Prioritizing VMT mitigation projects that are in developed areas with anchoring locations will support higher levels of non-motorized travel and transit use than areas that are still developing.

Appendix B shows the scoring and evaluation of connectivity for the list of mitigation bank projects in the VMT Reduction Program.

Access and Equity

Improving access and equity to disadvantaged populations was identified as an additional objective of the VMT Reduction Program. Improved access reduces barriers for people with disabilities in the existing transportation system. These projects also provide needed investments in communities that have traditionally been subjected to underinvestment and

usually face higher burdens of pollution. VMT mitigation projects that meet this objective are given a higher priority for investment. As such, when evaluating the priority for investment from the master list of projects, a 10 percent weight was assigned to a project's ranking to increasing access to equity populations. Under the access and equity component, both transit and non-motorized projects were evaluated by a modified version of the City's Active Transportation Project Prioritization Tool. The access and equity scoring for each of these projects were evaluated using the following components:

Access and Equity

- A-1) Accessibility
- A-2) Equity
- A-3) Community Identified Priority
- A-4) Vehicle Ownership

- **Accessibility** – Prioritizing VMT mitigation projects in areas that are identified as barriers in the City's ADA Transition Plan and by complaints from a person with disabilities can allow for investments to be made in accordance with maximizing accessibility for all people.
- **Equity** – Prioritizing VMT mitigation projects in areas located in or near census tracts that are considered as disadvantaged by CalEnviroScreen can alleviate inequalities and prioritize investments in historically underinvested communities, especially in areas that face higher levels of pollution burden.

- **Community Identified Priority** – VMT mitigation projects in areas that are identified as high priority in existing plans, community petitions, and part of the community planning process can allow for investments to be made in accordance with the needs of the community.
- **Vehicle Ownership** – Prioritizing VMT mitigation projects in areas that are identified to have low vehicle ownership can allow for investments to be made in areas that have limited mobility options, which will increase a community’s access to essential services and employment opportunities.

By factoring access and equity into the evaluation and prioritization criteria, the VMT Reduction Program will reduce barriers to access transit and active transportation facilities. This will help in improving the citywide level of service through implementation of such projects, thereby satisfying the requirements under Government Code 66016.5(a)(2). Appendix B shows the scoring and evaluation of access and equity for the list of mitigation bank projects in the VMT Reduction Program.

Safety

Increasing safety was identified as an additional objective of the VMT Reduction Program. Increasing safety for pedestrians, cyclists, and transit riders will increase attractiveness of these modes, causing a mode shift from vehicular trips which in turn will reduce VMT. VMT mitigation projects that improve safety are given a higher priority for investment. As such, when evaluating the priority for investment from the master list of projects, a 10 percent weight is assigned for a project’s contribution to increasing safety. Under the safety component, projects were evaluated by a modified version of the City’s Active Transportation Project Prioritization Tool for traffic control, mode shift, and user comfort. The safety scoring for each of these projects was evaluated using the following components:

Safety

- T-1) Bicycle or Pedestrian Collisions
- T-2) Project Type
- T-3) Potential for Mode Shift and GHG Reduction
- T-4) Local Efficiency: Population Density

- **Bicycle or Pedestrian Collisions** – VMT mitigation projects that can provide counter measures, as determined by the Local Roadway Safety Manual, in areas with bicycle and pedestrian collisions can improve safety for pedestrians and cyclists and can increase the attractiveness of walking and biking.
- **Project Type** – VMT mitigation projects that create controlled crossings reduce barriers for alternatives modes of transportation and increase the likelihood of mode shift. Similarly, increasing geographic coverage of bikeway facilities or transit coverage will induce mode shift from vehicular traffic.
- **Potential for Mode Shift and Greenhouse Gas Reduction** – VMT mitigation projects that are adjacent to corridors with high average daily traffic have higher probability and potential to cause mode shift and reduce vehicular traffic and VMT.

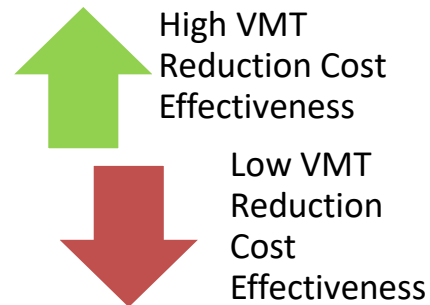
- **Location Efficiency: Population Density** – Prioritizing VMT mitigation projects in areas with a higher population density has a higher likelihood of supporting higher levels of non-motorized travel and transit use than areas that are lower density.

Appendix B shows the scoring and evaluation of safety for the list of mitigation bank projects in the VMT Reduction Program.

Funding

In addition to the magnitude of VMT reduction provided by each VMT mitigation project, the VMT reduction cost effectiveness was identified as an additional consideration when determining project priority. VMT mitigation projects that have a higher VMT reduction per \$100k spent were given priority over less cost-effective VMT mitigation projects. Prioritizing VMT mitigation projects with higher cost effectiveness allows for maximization of VMT reduction while minimizing the cost of implementation.

Identification of cost-effective VMT reduction projects will reduce overall program costs and, therefore, burden on development projects, while achieving desired VMT reduction goals. As such, when evaluating the priority for investment from the master list of projects, a 10 percent weight was assigned to the VMT reduction cost effectiveness.



Appendix B shows the scoring and evaluation of funding availability for the list of mitigation bank projects in the VMT Reduction Program.

Feasibility

The feasibility of implementation for each VMT mitigation project was identified as an additional consideration when determining project priority. VMT mitigation projects that are regarded as feasible are generally easier to implement and have a higher likelihood of being completed in a timely manner and

therefore begin contributing to VMT reductions within a reasonable time frame. As such, a 10 percent weight was assigned to the feasibility of implementation. The master list of projects was submitted to FAX and the City Public Works Department to evaluate the feasibility of implementation. The master list of selected projects was separated into three categories: feasible, probably feasible, and infeasible. VMT mitigation projects under the feasible category were given the greatest priority, while the probably feasible category was given slightly higher priority over infeasible projects, which received the lowest priority.

Feasibility

- Feasible
- Probably Feasible
- Infeasible

Appendix B shows the scoring and evaluation of feasibility of implementation for the list of mitigation bank projects in the VMT Reduction Program.

List of Prioritized Projects

Based on the above evaluation and prioritization criteria, a list of 24 VMT mitigation projects were shortlisted from the master list of projects. The following Figure 3 shows the location of the shortlisted projects included in the VMT Reduction Program. Table A lists the shortlisted projects included in the VMT Reduction Program. Appendix C shows the master list of VMT mitigation projects included in the VMT Reduction Program. The first 5 projects listed are citywide TDM projects and not specifically located on the map. The purpose of these projects is to increase the utilization of the transit, bicycle and pedestrian improvements proposed in Projects 6-24. The TDM Coordinator and the TDM Marketing Program provide administrative support (see Staffing and Program Administration on page 11). The remaining 3 items are described below and are included in furtherance of the purpose for which the fee would be collected:

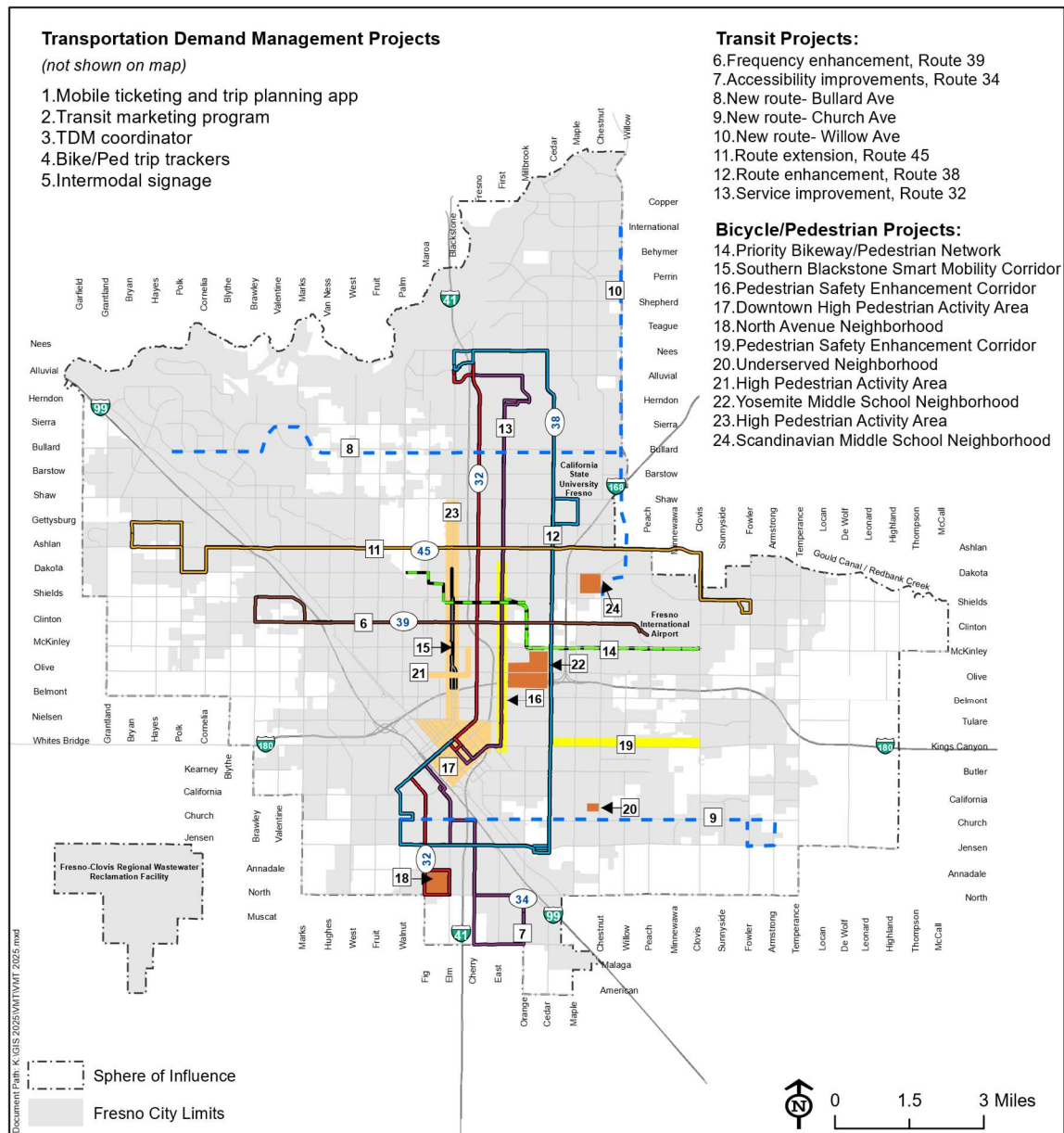
- Mobile Ticketing and Trip Planning App – Mobility as a Service (MAAS) trip making and mobile ticketing software, including fare validation equipment installed on buses. This software and on-bus equipment enables transit riders to easily plan local trips, integrate various transportation options, learn about new routes and services, and pay fares from smartphones. This component of the program is anticipated to facilitate increased ridership which will contribute to a reduction in vehicle miles traveled citywide.⁶
- Bicycle/Pedestrian Trip Trackers – These are devices that count the number of bicycle and pedestrian trips and would help the City collect data on use of bicycle and pedestrian facilities, leading to more effective planning of future bicycle and pedestrian facilities so that multi-modal transportation can be further increased citywide, thus reducing vehicle miles traveled. They would be installed in key locations along multi-purpose trails in the City of Fresno.⁷
- Intermodal Signage – This program would provide street level signage to help users navigate the transit, bicycle and pedestrian transportation networks within the city of Fresno to facilitate easier travel, transfers and multi-modal commuting, which is anticipated to facilitate increased use of multi-modal transportation options, thus contributing to a reduction in vehicle miles traveled citywide.⁸

⁶ The CAPCOA Handbook (2024) documents under Transportation Measures T-7 (Commute Trip Reduction Marketing) and T-23 (Community Based Travel Planning) that travel planning and marketing services can provide a 2.3-4% reduction in VMT.

⁷ The CAPCOA Handbook (2024) documents that monitoring is an important aspect of trip reduction programs (see T-6, Commute Trip Reduction Programs, mandatory implementation and marketing) and when combined with other trip reduction measures, can collectively contribute up to a 26% reduction in VMT. Bicycle and pedestrian trip trackers will help monitor changes in travel behavior being incentivized by the City's Trip Reduction Programs.

⁸ The CAPCOA Handbook (2024) documents under Transportation Measures T18 (Pedestrian Network Improvements) and T-20 (Expand Bikeway Network) that signage is an important component of improved bicycle infrastructure, which can contribute to a 0.5% reduction in VMT.

Figure 3: VMT Mitigation Project Locations



VMT Reduction Program Fee Projects



Table A: VMT Reduction Program Projects

CAPITAL IMPROVEMENT PLAN

Based on the California Health and Safety Code 53559.1 (g) and 53559.1 (h), the City of Fresno is considered a Large Jurisdiction. As such, a CIP must be adopted as part of the nexus study. A total of 24 projects were identified and prioritized for funding under the VMT Reduction Program. The list of projects included in the CIP along with the unfunded cost is included in Appendix D. The list of projects is broken down into three subsections. The first subsection (Projects 1 to 5) are citywide TDM projects. The second subsection (Projects 6 to 13) are transit projects, while the third subsection (Projects 14 to 24) are bicycle/pedestrian projects. Appendix D also shows the approximate location, size, and estimated costs for the facilities to be funded with the VMT mitigation fee. The CIP also includes an approximate time for facilities to be funded over five years. As such, the CIP programs impact fee revenues for the proposed VMT mitigation projects for a five year period. However, the City anticipates that overall project completion will occur beyond the initial 5 year period.. Therefore, the CIP includes a “Reserve to Complete” project account with a general description of both the project and funding plan to indicate the future use of these unencumbered fee funds.

To develop the CIP, x the total unfunded expenditures for the list of 24 projects must be calculated. Additionally, the CIP also needs to determine the approximate revenue that will be collected annually over the next five years though the VMT Reduction Program. Following is a brief description of how the revenue and expenditures were determined over the next five years to develop the CIP.

Revenue

The revenue projections are based on the anticipated future residential and non-residential development projects that are located in the City and the City of Sphere of Influence from the year 2026 to 2030 (next 5 years). The expected revenue is calculated based on the future VMT per capita and VMT per employee growth above the City’s VMT thresholds from development projects that are anticipated to generate VMT that exceeds the City’s VMT threshold. Development located in areas of the City that are low VMT zones are excluded from revenue projections as development projects in those areas are anticipated to have less than significant VMT impacts pursuant to the screening criteria in the City’s VMT Thresholds and will therefore not be subject to the VMT Mitigation Fee. The overall growth for residential and non-residential projects in areas that are not located in low VMT zones was estimated using the Fresno COG Activity Based Transportation Model (ABM). The Fresno COG ABM provides growth projections over 27 years starting with a base year in 2019. Therefore, the overall growth from the Fresno COG ABM was divided by 27 to develop average annual growth within these zones. Also, since each of these VMT zones vary in VMT profile, the anticipated VMT impact and therefore, fees to be collected from development projects was accordingly accounted for. In addition, the expected revenue from the residential development was adjusted to meet the City’s annual estimated household growth of 1,800. The VMT overage from these development projects was multiplied by the VMT Reduction Program fee (\$295) to calculate the overall revenue that will be collected from such projects. Table B below is a summary of the annual anticipated VMT Reduction Program revenue collected from development projects.

Table B: VMT Reduction Program CIP Revenue Calculation

Adjusted (For City Growth Projections)	Annual Projected Revenue		
	Residential	Non-Residential	Total
City + Sphere of Influence	\$ 2,907,310*	\$ 1,071,125	\$ 3,978,436

*Adjusted to meet City's annual estimate of 1,800 household growth

Expenditure

The CIP expenditure is based on the unfunded portions of the VMT mitigation project list as described under “Determination of VMT Fee” on the following page. The total five-year expenditures and annual expenditures between year 1 to 5 on the CIP was calculated based on expected expenditures provided by the City of Fresno FAX and Public Works Departments for the 24 identified projects in the CIP list.

In summary, as shown in Appendix D, the CIP revenue is anticipated to nominally exceed (by approximately \$600) the CIP expenditures. It should be noted that the CIP includes a “Reserve to Complete” project account with a general description of both the project and funding plan to indicate the future use of these unencumbered fee funds.

Completion of all projects identified in the CIP is anticipated to occur beyond the initial 5 year expenditure period. As such, the initial CIP expenditures are constrained to expected revenues within the initial 5 year period. Funds remaining at the end of the 5 year period will be held in a Reserve to Complete project account and, together with funds collected in future years, will be committed to remaining projects identified in the VMT Reduction Program project list, including any subsequent updates.

VMT REDUCTION PROGRAM COSTS

As previously indicated, VMT-reducing projects from the City's plan documents that had funding gaps were included in the VMT Reduction Program. Several variables were identified in coordination with the stakeholders to evaluate and prioritize the VMT-reducing projects. The goal of the project evaluation and prioritization process was to maximize VMT reduction while being cost effective and meeting the needs of the community.

FISCAL FRAMEWORK

Based on coordination with the City and stakeholders, the VMT Reduction Program will be based on a VMT Mitigation Bank Framework in terms of establishing the method of calculating the VMT mitigation fee within the traditional structure of an impact fee program where the costs of impacts for development projects are assessed and the VMT Reduction Program will act as a clearinghouse for mitigations and acceptance of payments according to established transactional terms. The VMT Reduction Program will implement prioritized VMT-reducing projects once enough funds are collected. In that regard, the program should incorporate two key capacities:

- **VMT Pricing:** The program should establish a price for VMT impacts that can be linked to mitigation investments.
- **Enabling Transactions:** the program should establish a means of exchange (e.g., dollars or credits) to facilitate the mitigation obligations.

The bank would require units of VMT pricing for ease of implementation. In coordination with the City and stakeholders, the cost (\$) to reduce one vehicle mile traveled was selected as the unit of VMT mitigation bank credit or VMT pricing.

Determination of VMT Fee

In order to determine the cost to reduce one vehicle mile traveled, total costs of all the VMT-reducing projects and the amount of required VMT reduction were estimated.

The VMT reduction project costs were obtained from planning documents, and City staff estimated project costs where project costs were not readily available. The initial VMT-reducing project list consisted of over 100 projects (transit, non-motorized, and travel demand management). For each of the VMT-reducing projects, the stakeholders identified the source type and funding available from the primary funding source. It should be noted that while primary funding sources are available for these projects, they were not fully funded. For example, 80 percent of the funding was identified through various sources for most of the transit projects, which required 20 percent local match. The funding gap that was required to make the project funding complete was included in the VMT Reduction Program costs. The VMT mitigation bank only included costs for construction / implementation of the projects and does not include costs for operation and maintenance of the projects or monitoring of their performance.

Total citywide unmitigated VMT from the City's General Plan scenario was obtained from the Fresno COG Activity Based Model (ABM) and was used as the VMT to be mitigated by the VMT reducing projects. The total unmitigated VMT was estimated from the growth of origin-destination (OD) VMT between General Plan and existing (base year) conditions after considering the population and employment growth in the region. The following steps describe the estimation process in detail:

1. Citywide OD VMT per service population (population + employment) was estimated for the existing conditions.
2. Horizon year (General Plan scenario) service population and existing OD VMT per service population were used to estimate desired citywide OD VMT for the horizon year. This is the target VMT that the City needed to achieve to avoid a significant VMT impact for the City's General Plan.
3. Citywide OD VMT from the ABM was calculated for the General Plan scenario.
4. Difference in OD VMT between steps 3 and 2 resulted in the total unmitigated OD VMT, which was used in the development of unit VMT pricing.

Based on the VMT reducing project costs and unmitigated citywide OD VMT, the cost for reducing one VMT/VMT reduction credit was estimated to be \$295. This fee was estimated using the total unfunded cost of projects from the project list and the total unmitigated VMT as shown below.

$$\frac{\text{Total Cost of Project List } (\$19,891,686)}{\text{Total Unmitigated VMT } (67,429)} \approx \$295$$

As previously indicated, the VMT Reduction Program will be implemented as an impact fee program. The fee would apply to new residential and non-residential developments in the city that are subject to VMT analysis under CEQA and are shown to generate VMT over the City's threshold of significance. If a project screens out of VMT analysis, the impact fee would not be applicable. Similarly, if the project can demonstrate less than significant VMT impact using the ABM, the impact fee would not be applicable. For development projects that have a significant VMT impact, these projects can reduce VMT through utilizing the UDC and implementing project design features. If a development project still demonstrates significant VMT impact after utilization of the UDC, the project will be required to mitigate the VMT overage (amount of VMT that is over the City's thresholds). The development projects can estimate their total fees as a product of cost to reduce one VMT (\$295) and the amount of VMT overage. Because the VMT mitigation fee is tied to a project's impact, the fee is by design proportionate, therefore smaller developments are not charged disproportionate fees.

The cost per VMT mitigation/VMT reduction credit is the same across the entire City of Fresno. However, the approach indirectly considers a development project's geographic location. For example, development projects that are closer to other developments or developments that provide complementary land use types to the surrounding land uses will demonstrate a lower magnitude of impact and thus will pay a lower mitigation fee. Similarly, development projects that are in the less urban areas may have higher VMT overage, thereby paying higher VMT mitigation fees. A fee-based

approach is the most straightforward to administer and efficient in terms of investment, as it allows bank administrators and/or exchange participating parties to select the highest level of VMT mitigation per dollar of impact (controlling for other project prioritization factors) based on a transparent price per VMT. The VMT Reduction Program should review and update VMT pricing to account for variables such as inflation.

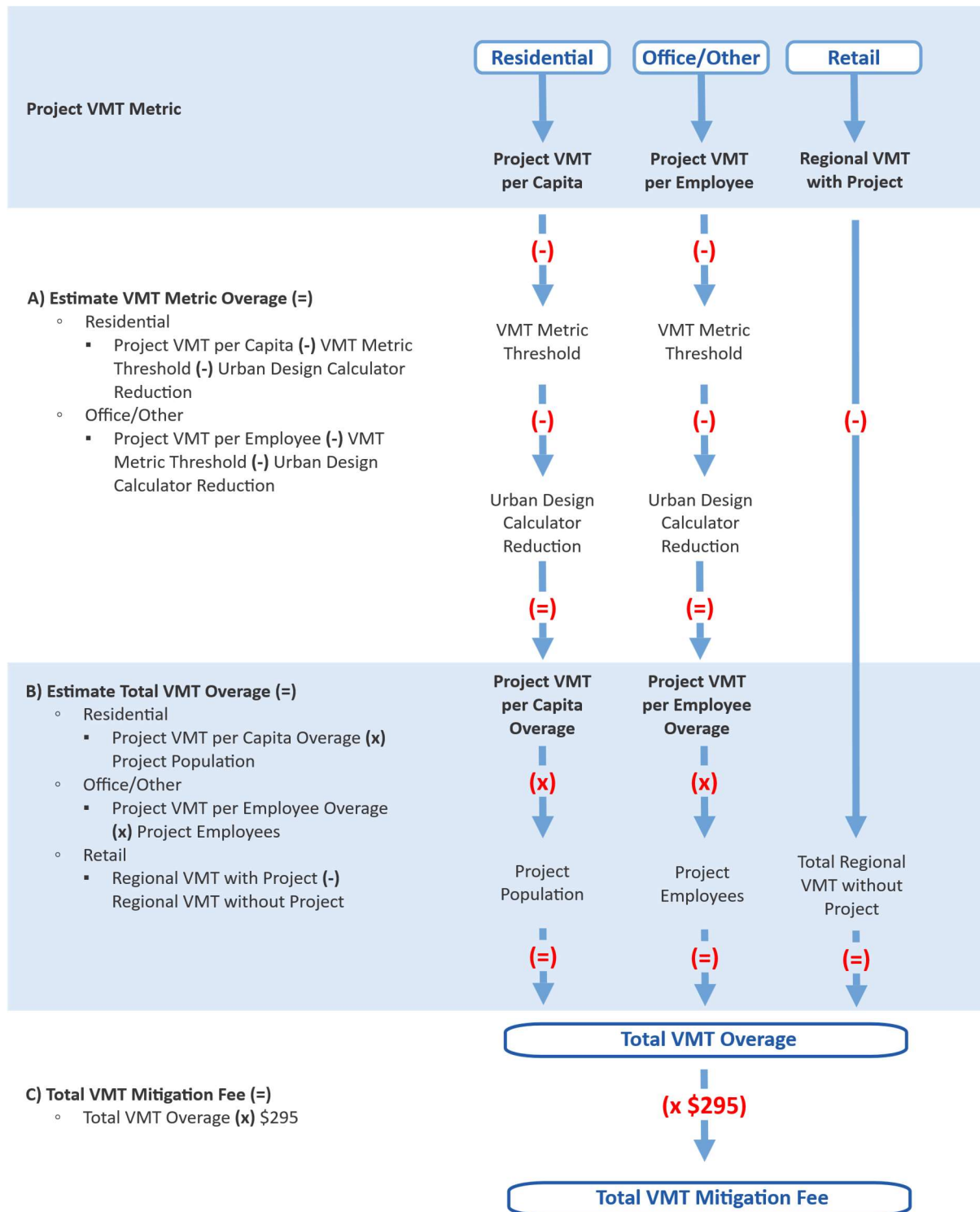
CALCULATION OF PROJECT MITIGATION FEE

Steps to Calculate VMT Mitigation Fee

Figure 4 illustrates the estimation of VMT mitigation fees for a development project that demonstrates a significant VMT impact after inclusion of project design improvements from the City's UDC. The steps are described in detail below:

1. Estimate the total project land use quantities (e.g., dwelling units, employees). This information is available from the project description. For non-residential projects, typically thousand square feet (TSF) information is available which would be converted to the number of employees for conducting the project's VMT analysis using the Fresno COG ABM.
2. Calculate the appropriate project VMT metric (e.g., VMT per capita, VMT per employee, total regional VMT) based on the project land use type. This information is included in the City's CEQA Guidelines for Vehicle Miles Traveled (2020).
3. Compare the project VMT metric with the established threshold from the City's guidelines. If the project VMT metric is lower than the threshold, as indicated before, the project does not have to pay VMT mitigation fees. In case the project's VMT analysis results in a significant impact, the following steps need to be conducted.
4. The project VMT metric can be adjusted if the project proposes any design element improvements identified in the City's UDC. The types of suggested design improvements and corresponding reduction in VMT are available from the City's UDC. If the project can reduce its VMT impact to less than significant using the UDC, the project will not be required to pay any VMT mitigation fees. The following steps are applicable if the project VMT metric is greater than the threshold after application of the UDC.
5. Estimate the project VMT metric overage compared to the established threshold. As shown in Step A from the flow diagram, the project VMT metric overage would be:
 - A. $\text{Project VMT metric overage} = \text{Project VMT metric from ABM} - \text{VMT reduction from UDC} - \text{VMT per capita threshold}$
6. Estimate the total project VMT overage as shown in Step B of the flow diagram. The project VMT metric is multiplied by the project population/employees (population for residential uses and employees for non-residential uses) for efficiency metrics. For example,
 - A. For residential projects:

Figure 4: Estimation of VMT Mitigation Fee for Development Projects with Significant VMT Impact



- i. Total VMT overage = VMT per capita overage from step 5 * Total project population which can be obtained from ABM

For office and non-residential projects:

- i. Total VMT overage = VMT per employee overage from step 5 * Total project employees which can also be obtained from ABM

B. For retail projects:

- i. Total VMT overage = Regional roadway VMT with project – Regional roadway VMT without project (Roadway VMT from the model can be estimated as a product of roadway volumes and roadway segment length within Fresno County)

7. Multiply the total VMT overage by the unit VMT mitigation fee to obtain the total project VMT mitigation fees.

Sample Calculation of VMT Mitigation Fee

Estimations of project VMT mitigation fees were conducted for sample projects to illustrate the magnitude of VMT mitigation fees in comparison to the City's other fees. Calculation of VMT mitigation fees for a sample single family residential project is shown below.

1. Obtain the number of dwelling units/households (project households = 200) from the project description/site plan.
2. Estimate project population (project population = 610). Fresno COG ABM will include this information during the model run.
3. Calculate project VMT per capita (project VMT per capita = 17.6) using the Fresno COG ABM model run given the project is a residential project.
4. For the sample project's analysis, no VMT reduction from the City's UDC was assumed as a conservative approach. However, that step needs to be incorporated as previously described to determine the project's VMT overage.
5. Compare project VMT per capita (17.6) with the City's VMT per capita threshold (14.0) to estimate project VMT metric overage (VMT per capita overage = $17.6 - 14.0 = 3.6$)
6. Convert VMT per capita overage into total VMT overage by multiplying the VMT per capita overage with project population (total VMT overage: $3.6 * 610 = 2,196$ VMT)
7. Estimate total VMT mitigation fees by multiplying unit VMT fees with total VMT overage (total project VMT mitigation fees: $2,196 * \$295 = \$647,809$)

The total VMT mitigation fee for the sample single family residential project with 200 dwelling units is \$647,809. The VMT mitigation fee was compared to other existing fees for a typical single family

residential, multifamily residential, retail, and industrial project and was compared to ensure that the VMT mitigation fee was not excessive or significantly higher than other existing impact fees as illustrated in Table B.

Table C: Comparison of Existing Fees versus VMT Mitigation Fee

Project Name	Type	LU Quantity	Fire Fac. Impact Fee	Police Fac. Impact Fee	Regional Street Charge	New Growth Street Charge	T.S.M.I. Fee	Park Fac. Impact Fee	Total VMT Mitigation Fee*
Multi-Family Residential Development	Multifamily (DUs)	150	\$261,450	\$108,450	\$151,302	\$473,975	\$88,650	\$577,800	\$45,815
Single Family Residential Development	Single Family (DUs)	200	\$457,000	\$189,600	\$146,668	\$459,056	\$152,400	\$1,021,600	\$647,809
Retail Development	TSF	100	\$60,203	\$88,604	\$117,474	\$377,773	\$143,907		\$950,068
Office Development	Employees	406							\$263,378
Industrial Development	Employees	307							\$362,260

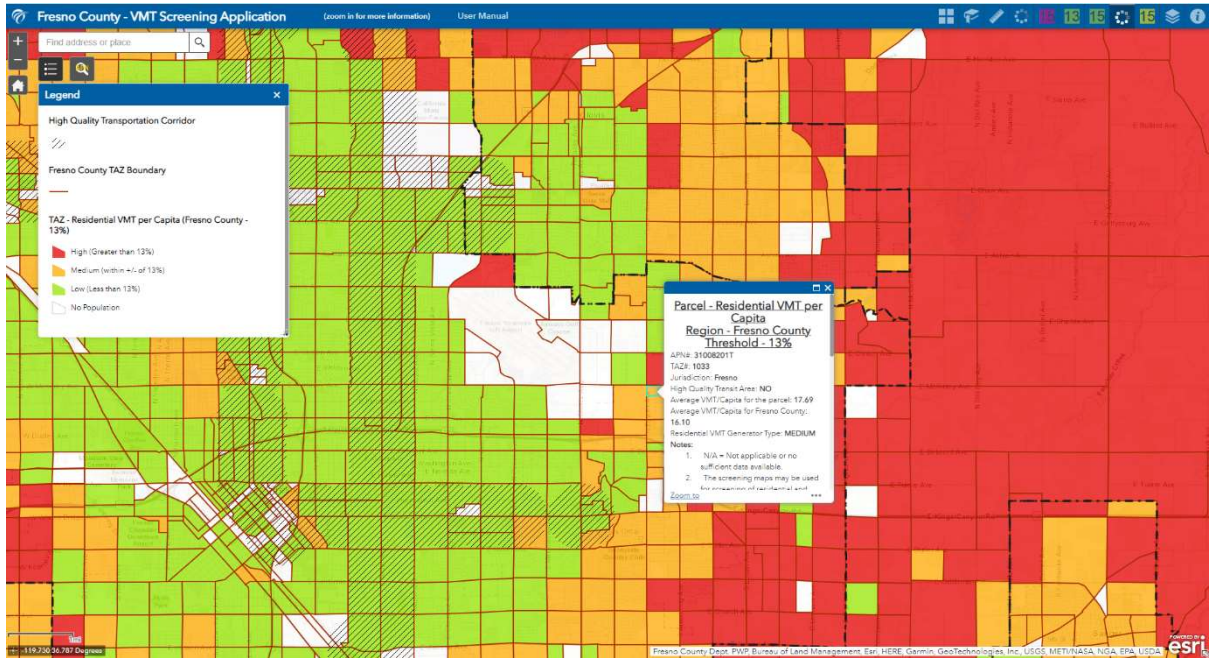
*Actual VMT Mitigation Fee will vary based on location and proximity of other diverse land uses

The following provides an illustration of the VMT mitigation fee calculations for this sample project. Appendix E provides examples for calculation of VMT mitigation fees for other development projects.

Single Family Residential Development - VMT Analysis

2019	Mitigation Fee
Project Households (a)	200
Project Population (b)	610
Project VMT per capita (c)	17.6
VMT per capita Threshold (d)	14.0

Project excess VMT per capita (e = c - d)	3.6
Total Project excess VMT (f = e*b)	2,196
Fee per one mile of VMT reduction (g)	\$295
Total VMT Reduction Fees (h=g*b)	\$647,809
VMT Reduction Fees per Household (i=h/a)	\$3,239



APPENDIX A

URBAN DESIGN CALCULATOR

City of Fresno

URBAN DESIGN VEHICLE MILES TRAVELED CALCULATOR

Source: CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity

Definitions

- User defined input
- Input not applicable - Depending on project land use, some inputs are not applicable.
- Vehicle Miles Traveled (VMT) Reduction Output Results

Variable	Summary	Detailed Description
Basic Information		
acres	Gross project site area	This is the total area of the project site in acres.
	Type of project	Classify the project the project as one of the following: Single Family Residential, Multifamily Residential, Office, Industrial, Other.
	Project Vehicle Miles Traveled	This is the project VMT based on the socioeconomic characteristics and location.
	Baseline VMT Threshold	This is the VMT target that a project must achieve to have a less than significant VMT impact.
Land Use		
T-1: Increase Residential Density [Project]		
DU/acre	Residential density of project development.	The number of dwelling units per acre of the residential development.
DU/acre	Residential density of typical development.	Default value: 9.1 du/ac The residential density of typical development is based on the blended average density of residential development in the U.S. forecasted for 2025. This estimate includes apartments, condominiums, and townhouses, as well as detached single-family housing on both small and large lots. An acre in this context is defined as an acre of developed land, not including streets, school sites, parks, and other undevelopable land. If reductions are being calculated from a specific baseline derived from a travel demand forecasting model, the residential density of the relevant transportation analysis zone should be used instead of the value for a typical development.
T-4: Integrate Affordable and Below Market Rate Housing [Project]		
%	Percent of multifamily units permanently dedicated as affordable.	This refers to percent of multifamily units in the project that are deed restricted or otherwise permanently dedicated as affordable.
T-2: Increase Job Density [Project]		
jobs/ac	Job density of project development.	The number of jobs per acre of the office development.
jobs/ac	Job density of typical development.	Default value: 145 job/ac The jobs density is based on the calculated density of a development with a floor-area ratio of 1.0 and 300 square feet (sf) of building space per employee. If reductions are being calculated from a specific baseline derived from a travel demand forecasting model, the job density of the relevant transportation analysis zone should be used for this variable instead of the default value presented above.
T-17: Improve Street Connectivity [Community]		
# of connections	Total number of ungated automobile connections from project to adjacent development sites.	This is the total number of ungated project driveway connections that allow automotive traffic to travel directly between the project and adjacent developments.
# of connections	Total number of ungated automobile connections from project to adjacent major streets.	This is the total number of ungated project driveway connections that allow automotive traffic to access the adjacent major roadway.
# of intersections	Total number of controlled intersections on adjacent major streets.	This is the total number of intersections between two streets not including driveways.

City of Fresno
URBAN DESIGN VEHICLE MILES TRAVELED CALCULATOR

Source: CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity

Design Subsector

T-18: Provide Pedestrian Network Improvement

miles	Length of existing streets with two sidewalks within 0.6 miles of the project.	The length of external streets that has sidewalks on both sides of the street within 0.6 miles of the project.
miles	Length of existing streets with one sidewalk within 0.6 miles of the project.	The length of external streets that has sidewalks on at least one side of the street within 0.6 miles of the project.
miles	Length of internal streets with sidewalks on both sides constructed by the project:	The length of project internal streets that will have sidewalks on both sides that will be constructed by the project.
miles	Length of internal streets with sidewalks on one side constructed by the project:	The length of project internal streets that will have sidewalks on at least one side that will be constructed by the project.
miles	Length of additional sidewalks to be constructed on external streets.	The length of additional sidewalks to be constructed on external streets by the project.

T-20: Expand Bikeway Network

miles	Existing bikeway miles within 2.5 miles of the project area.	The existing bikeway miles in a plan/community should be calculated by measuring the distance of all Class I, II, III, and IV bikeways within the 2.5 miles of the project area. This information can sometimes be found in a city's bicycle master plan, if a plan has been prepared and is up to date.
miles	Bikeway miles within 2.5 miles of the project area after project implementation.	The bikeway miles in the plan/community with implementation of bikeways by the project.

T-21A: Implement Conventional Carshare Program

vehicles	Number of vehicles deployed in plan/community.	The number of cars in the carshare program is selected by the carshare provider, but its magnitude is relative to the size of the service area.
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T-21B: Implement Electric Carshare Program

vehicles	Number of electric vehicles deployed in plan/community.	The number of cars in the carshare program is selected by the carshare provider, but its magnitude is relative to the size of the service area.
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T-22A: Implement Pedal (Non-Electric) Bikeshare Program

%	Percent of residences in plan/community with access to bikeshare system without measure.	Access to bikesharing is measured as the percent of residences in the plan/community within 0.25 mile of a bikeshare station. For dockless bikes, assume that all residences within 0.25 mile of the designated dockless service area would have access.
%	Percent of residences in plan/community with access to bikeshare system with measure.	

T-22B: Implement Electric Bikeshare Program

%	Percent of residences in plan/community with access to electric bikeshare system without measure.	Access to electric bikesharing is measured as the percent of residences in the plan/community within 0.25-mile of an electric bikeshare station. For dockless bikes, assume that all residences within 0.25 mile of the designated dockless service area would have access.
%	Percent of residences in plan/community with access to electric bikeshare system with measure.	

T-22C: Implement Scootershare Program

%	Percent of residences in plan/community with access to scootershare system without measure.	Access to scootersharing is measured as the percent of residences in the plan/community within 0.25-mile of a scootershare station. For dockless scooters, assume that all residences within 0.25-mile of the designated dockless service area would have access.
%	Percent of residences in plan/community with access to scootershare system with measure.	

Transit Subsector

T-27: Implement Transit-Supportive Roadway Treatments

%	Percent of plan/community transit routes that receive treatments.	The percent of transit routes in the plan/community getting roadway improvements, e.g. queue jumps, transit signal priority, etc.
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Parking Pricing/Management Subsector

T-14: Provide Electric Vehicle Charging Infrastructure

# of chargers	Number of EV chargers installed at project site in excess of what is required by the 2022 CALGreen. (EV Ready/EV Installed):	The number of electric vehicle chargers that will be installed at the project site beyond what is required by the 2022 California Green Building Standards (CALGreen). Recommends using CALGreen 2022 as it is the most recent version of building standards code for California. Residential EV charging requirements are listed under "4.106.4 Electric vehicle (EV) charging for new construction" and non-residential requirements are listed under "5.106.5.3 Electric vehicle (EV) charging".
# of vehicles	Total vehicles accessing site per day.	The total number of vehicles accessing the project site per day.

T-15: Limit Residential Parking Supply

# of parking spaces	Residential parking demand (Parking demand based on ITE Parking Generation Manual).	The user can calculate the parking demand in the ITE Parking Generation Manual based on the project building square footage or number of DUs.
# of parking spaces	Project residential parking supply.	The number of park spaces on the project site that will be available for residents.
%	Percentage of project VMT Generated by Residents.	Available research on changes in parking supply focuses on residential land uses. Therefore, reductions are applied only to the share of VMT generated by residents of a project. For most residential projects, this will be 100 percent; however, for mixed-use projects, the user will need to provide project-specific data.

T-16: Unbundle Residential Parking Costs from Property Cost

\$ per year	Annual parking cost per space.	For most projects, this represents a monthly parking fee multiplied by 12. For deeded parking spaces, an estimate of the additional cost to a mortgage may be used, or the total cost may be prorated over 30 years. Costs to park will vary widely based on location; however, this value should consider if other nearby offsite parking options are available at lower cost.
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Results

%	The urban form of this project warrants a VMT Reduction of:	The total VMT reduction across all transportation categories has been limited to 10% cap. The 10% cap is based on cross-category maximum for the suburban land use from page 58 of the CAPCOA <i>Quantifying Greenhouse Gas Mitigation Measures</i> , August 2010. The suburban land use cap from the August 2010 edition was deemed more appropriate than the 70% cap from the December 2021 edition due to land use characteristics in the City of Fresno.
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DU - dwelling unit; ac - acres

City of Fresno

URBAN DESIGN VEHICLE MILES TRAVELED CALCULATOR

Source: CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity

Basic Information

Calculation Run By:	
Date of Calculation:	
Project Name:	
Applicant/Developer:	
Major Cross Streets:	
Project Address:	
APN(s):	
Gross Project Site Area:	10 acres
Type of Project:	Other
Project Vehicles Miles Traveled (VMT):	15.0 VMT per employee
Baseline VMT Threshold:	15.0 VMT per employee
VMT Difference:	0.00 %
Does the project have a VMT Impact?	No

City of Fresno

URBAN DESIGN VEHICLE MILES TRAVELED CALCULATOR

Source: CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity

Land Use Related Project Design Features/Mitigations

T-1: Increase Residential Density [Project]

Residential density of project development: dwelling unit/ac

Residential density of typical development: dwelling unit/ac

VMT Reduction: %

T-4: Integrate Affordable and Below Market Rate Housing [Project]

Percent of multifamily units permanently dedicated as affordable: %

VMT Reduction: %

T-2: Increase Job Density [Project]

Job density of project development: jobs/acre

Job density of typical development: jobs/acre

VMT Reduction: %

T-17: Improve Street Connectivity [Community]

Total number of ungated automobile connections from project to adjacent development sites: connections

Total number of ungated automobile connections from project to adjacent major streets: connections

Total number of controlled intersections on adjacent major streets: intersections

VMT Reduction: %

Total Land Use VMT Reduction

Land Use Project Scale VMT Reduction: %

Land Use Community Scale VMT Reduction: %

City of Fresno

URBAN DESIGN VEHICLE MILES TRAVELED CALCULATOR

Source: CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity

Design Subsector

T-18: Provide Pedestrian Network Improvement

Length of existing streets with two sidewalks within 0.6 miles of the project: miles

Length of existing streets with one sidewalk within 0.6 miles of the project: miles

Length of internal streets with sidewalks on both sides constructed by the project: miles

Length of internal streets with sidewalks on one side constructed by the project: miles

Length of additional sidewalks to be constructed on external streets: miles

VM T Reduction: %

T-20: Expand Bikeway Network

Existing bikeway miles within 2.5 miles of the project area: miles

Bikeway miles within 2.5 miles of the project area after project implementation: miles

VM T Reduction: %

T-21A: Implement Conventional Carshare Program

Number of vehicles deployed in plan/community: vehicles

VM T Reduction: %

T-21B: Implement Electric Carshare Program

Number of electric vehicles deployed in plan/community: vehicles

VM T Reduction: %

T-22A: Implement Pedal (Non-Electric) Bikes share Program

Percent of residences in plan/community with access to bikes share system without measure: %

Percent of residences in plan/community with access to bikes share system with measure: %

VM T Reduction: %

T-22B: Implement Electric Bikes share Program

Percent of residences in plan/community with access to electric bikes share system without measure: %

Percent of residences in plan/community with access to electric bikes share system with measure: %

VM T Reduction: %

T-22C: Implement Scooters share Program

Percent of residences in plan/community with access to scooters share system without measure: %

Percent of residences in plan/community with access to scooters share system with measure: %

VM T Reduction: %

Total Design VM T Reduction:

Design VM T Reduction: %

City of Fresno

URBAN DESIGN VEHICLE MILES TRAVELED CALCULATOR

Source: CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity

Transit Subsector

T-27: Implement Transit-Supportive Roadway Treatments

Percent of plan/community transit routes that receive treatments: %

VMT Reduction: %

Parking Pricing/Management Subsector

T-14: Provide Electric Vehicle Charging Infrastructure

Number of EV chargers installed at project site in excess of what is required by the 2022 CALGreen (EV Ready/EV Installed): chargers

Total vehicles accessing site per day: vehicles

VMT Reduction: %

T-15: Limit Residential Parking Supply

Residential parking demand (Parking demand based on *ITE Parking Generation Manual*): parking spaces

Project residential parking supply: parking spaces

Percentage of Project VMT Generated by Residents: %

VMT Reduction: %

T-16: Unbundle Residential Parking Costs from Property Cost

Annual parking cost per space: \$ per year

VMT Reduction: %

Total VMT Reduction

Transit Subsector VMT Reduction: %

Parking Pricing/Management Subsector VMT Reduction: %

City of Fresno

URBAN DESIGN VEHICLE MILES TRAVELED CALCULATOR

Source: CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity

Subsector VMT Reduction

Land Use Project Scale Subsector	0.00	%
Land Use Community Scale Subsector	0.00	%
Design Subsector	0.00	%
Transit Subsector	0.00	
Parking Pricing/Management Subsector	0.00	

Results of Urban Form VMT Analysis

Project Vehicles Miles Traveled (VMT):	15.0	VMT per employee
Baseline VMT Threshold:	15.0	VMT per employee
VMT Difference:	0.00	%
The urban form of this project warrants a VMT Reduction of:	0.00	%
The adjusted VMT for this project is:	15.0	VMT per employee
Adjusted VMT Difference:	0.00	%
After analysis of its urban form, does this project still have a VMT impact which must be mitigated through a fee or other measure?	NO	

APPENDIX B

VMT MITIGATION PROJECT SCORING

Project Information				Connectivity Scoring									
Project ID	Street Name	Project Description	Project Type	C-1 Connectivity to Existing Network	C-2 Connectivity to Schools	C-3 Connectivity to Public Transit	C-4 Connectivity to Parks	C-5 Connectivity to Key Destinations	C-6 Connectivity to Future Network	C-7 Regional Significance	C-8 Place Type	Total	Weighted
T64		Zero Emissions Buses and Supporting Infrastructure - Purchase Zero Emission Buses and Supporting Infrastructure to replace current Fleet	Bus Purchase	0	0	0	0	0	0	0	0	0	0.0
T65		Zero Emissions Buses and Supporting Infrastructure - Purchase Zero Emission Buses and Supporting Infrastructure for transit expansion	Bus Purchase	0	0	0	0	0	0	0	0	0	0.0
T69		Transit Security Projects - Implement Security and Safety Projects on buses and at transit stations, access control, video surveillance, lighting, fire safety, etc.	Support	0	0	0	0	0	0	0	0	0	0.0
T86	Blackstone/Shaw	Queue Jump Lane	Support	0	0	0	0	0	0	0	0	0	0.0
T87	Blackstone/Shields	Queue Jump Lane	Support	0	0	0	0	0	0	0	0	0	0.0
T96	Clinton Avenue	Three new buses for 15 Minute Frequency on Route 39	Frequency	0	15	4	4	4	0	1	0	28	80.0
T102	Bullard Ave	Four new buses and 72 new stops for Bullard Ave Crosstown Route	New Line	3	15	4	4	4	2	0	0	32	91.4
T126	Church Ave	Four new buses and 68 new stops for Church Avenue Crosstown Service	New Line	3	15	4	4	4	2	0	0	32	91.4
T130	Willow Ave	Four new buses and 68 new stops for service from Willow Avenue from Shields and Clovis Community College	New Line	3	0	4	0	0	2	0	0	9	25.7
T134		Purchase and develop land in support of revitalization and mixed-use development along high capacity/high frequency transit corridors.	Frequency	0	0	0	0	0	0	0	0	0	0.0
T135		Passenger amenity improvements (bus stops/stations) throughout FAX route system, including concrete improvements, shelters, lighting, signage, etc. Annual average \$150k.	Bus Stop Improvements	0	9	0	2	4	2	1	0	18	51.4
B3	W Audubon Ave to W Nees Ave to Gravel Haul Rd to W Alluvial Ave to Harrison Ave	Priority Bikeway Network	Active Transportation	3	12	4	4	4	2	0	2	31	88.6
B4	E Shepherd Ave	Priority Bikeway Network	Active Transportation	3	12	4	4	4	2	1	2	32	91.4
B5	N Millbrook Ave [0.1 miles on E Bullard Ave]	Priority Bikeway Network	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
B9	W Bullard Ave to W Sierra Ave to N Dante Ave to W San Jose Ave	Priority Bikeway Network	Active Transportation	3	12	4	4	4	2	0	0	29	82.9
B11	E Barstow Ave	Priority Bikeway Network	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
B13	W Gettysburg Ave	Priority Bikeway Network	Active Transportation	3	15	4	4	0	2	0	2	30	85.7

Project Information				Connectivity Scoring									
Project ID	Street Name	Project Description	Project Type	C-1 Connectivity to Existing Network	C-2 Connectivity to Schools	C-3 Connectivity to Public Transit	C-4 Connectivity to Parks	C-5 Connectivity to Key Destinations	C-6 Connectivity to Future Network	C-7 Regional Significance	C-8 Place Type	Total	Weighted
B14	N Valentine Ave to N Emerson Ave to Herndon No. 39 Canal	Priority Bikeway Network	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
B16	N Cornelia Ave	Priority Bikeway Network	Active Transportation	3	15	4	4	4	2	0	0	32	91.4
B17	Along Herndon No 39 Canal (section on E Shields Ave) to Mill No 36 Canal (section along E McKinley Ave) to N Clovis Ave	Priority Bikeway Network	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
B18	E Dakota Ave	Priority Bikeway Network	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
B20	N Maple Ave	Priority Bikeway Network	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
B26	S Maple Ave	Priority Bikeway Network	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
B28	N Clovis Ave to Fancher No 6 Canal to Central No 23 Canal	Priority Bikeway Network	Active Transportation	3	6	4	4	4	2	0	0	23	65.7
B37	E Church Ave	Priority Bikeway Network	Active Transportation	3	15	4	4	4	2	0	0	32	91.4
PED-UN2	Calimyrna Neighborhood	Underserved Neighborhoods	Active Transportation	3	0	4	2	4	2	0	2	17	48.6
PED-UN3	Chestnut/Belmont Neighborhood	Underserved Neighborhoods	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
PED-UN4	Chestnut/Olive Neighborhood	Underserved Neighborhoods	Active Transportation	3	12	4	2	4	2	0	0	27	77.1
PED-UN5	Church/Elm Area	Underserved Neighborhoods	Active Transportation	3	9	4	4	0	2	0	0	22	62.9
PED-UN6	Del Mar Neighborhood	Underserved Neighborhoods	Active Transportation	3	15	4	2	4	2	0	2	32	91.4
PED-UN7	Florence Avenue to Balderas Elementary School	Underserved Neighborhoods	Active Transportation	3	12	4	4	4	2	0	0	29	82.9
PED-UN8	Herndon/41 Neighborhood	Underserved Neighborhoods	Active Transportation	3	6	4	0	4	0	0	2	19	54.3
PED-UN9	Hidalgo Elementary School Neighborhood	Underserved Neighborhoods	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
PED-UN10	Jane Addams Neighborhood	Underserved Neighborhoods	Active Transportation	3	12	4	4	4	2	0	0	29	82.9
PED-UN11	Maple/Church Area	Underserved Neighborhoods	Active Transportation	3	12	4	4	4	2	0	0	29	82.9
PED-UN13	Norseman Elementary School Neighborhood	Underserved Neighborhoods	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
PED-UN14	North Avenue Neighborhood	Underserved Neighborhoods	Active Transportation	3	15	4	0	4	2	1	0	29	82.9
PED-UN16	Roeding Park Neighborhood	Underserved Neighborhoods	Active Transportation	3	9	4	4	4	2	0	0	26	74.3
PED-UN17	Scandinavian Neighborhood	Underserved Neighborhoods	Active Transportation	3	15	4	4	4	2	0	0	32	91.4
PED-UN18	West of Edison Area	Underserved Neighborhoods	Active Transportation	3	15	4	4	4	2	0	0	32	91.4
PED-UN19	Yosemite Middle School Neighborhood	Underserved Neighborhoods	Active Transportation	3	12	4	4	4	2	0	2	31	88.6
PED-PAA1	Downtown Fresno	Pedestrian Activity Areas	Active Transportation	3	12	4	4	4	2	0	2	31	88.6
PED-PAA2	Tower District - Olive Avenue	Pedestrian Activity Areas	Active Transportation	3	12	4	0	4	2	0	2	27	77.1
PED-PAA3	Van Ness Avenue - near Fresno City	Pedestrian Activity Areas	Active Transportation	3	12	4	0	4	2	0	2	27	77.1
PED-PAA4	Blackstone Avenue/Abby Street	Pedestrian Activity Areas	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
PED-PAA5	Ventura Avenue	Pedestrian Activity Areas	Active Transportation	3	12	4	4	4	2	0	2	31	88.6
PED-SA1	Blackstone Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	3	12	4	4	4	2	0	2	31	88.6
PED-SA2	Shaw Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	3	6	4	4	4	2	0	2	25	71.4
PED-SA3	Shaw Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
PED-SA4	West Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	3	12	4	4	4	2	0	2	31	88.6
PED-SA5	First Street	Pedestrian Safety Enhancement Corridors	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
PED-SA6	Cedar Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
PED-SA7	Cedar Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	3	15	4	2	4	2	0	2	32	91.4

Project Information				Connectivity Scoring									
Project ID	Street Name	Project Description	Project Type	C-1 Connectivity to Existing Network	C-2 Connectivity to Schools	C-3 Connectivity to Public Transit	C-4 Connectivity to Parks	C-5 Connectivity to Key Destinations	C-6 Connectivity to Future Network	C-7 Regional Significance	C-8 Place Type	Total	Weighted
PED-SA8	Kings Canyon Road	Pedestrian Safety Enhancement Corridors	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
PED-SA9	Chestnut Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
PED-SA10	Clovis Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	3	12	4	4	4	2	0	0	29	82.9
PED-SA11	Butler Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	3	15	4	4	4	2	0	2	34	97.1
B38	Southern Blackstone Avenue Smart Mobility Strategy	Class IV Bikeway	Active Transportation	3	15	4	4	4	2	0	0	32	91.4

Project Information				Access and Equity Scoring					
Project ID	Street Name	Project Description	Project Type	A-1 Accessibility	A-2 Equity	A-3 Community Identified Priority	A-4 Vehicle Ownership	Total	Weighted
T1		0 ADA Bus Stop Accessibility Improvements	Bus Stop Improvements	4	8	3	2	17	56.7
T14		0 Non-Revenue Vehicle Purchase	Support	0	0	3	0	3	10.0
T16		0 Passenger Amenities	Support	2	0	3	0	5	16.7
T19		0 Systemwide Traffic-Signal Priority	Support	0	8	3	2	13	43.3
T31		0 Right of Way Acquisition - For bus to achieve ADA compliance of boarding, alighting and passenger amenities.	Bus Stop Improvements	4	8	3	2	17	56.7
T38		0 Veterans Home System Expansion - Expand System to California Veterans Home	New Line	4	18	3	0	25	83.3
T39	Southern Industrial Area	Three new buses, 52 new ADA compliant stops for Southern Industrial service expansion.	New Line	4	18	3	2	27	90.0
T42	Cedar Ave	Cedar Ave Transit Signal Priority - Adaptive Signal Control on Cedar from Herndon to Jensen	Support	0	18	3	2	23	76.7
T45		0 Six new buses to increase service on Route 32	Frequency	0	18	3	2	23	76.7
T47	Ashlan Avenue	Two new buses and 10 new stops to increase service on Route 45	Frequency	0	13	3	2	18	60.0
T48		0 New/Expanded Bus yard Facilities Construction - Purchase property for new bus yard expansion	Support	0	0	3	0	3	10.0
T49		0 Mobility as a Service - Explore and Implement Rideshare, Car Share, and Bike Share	Mobility as Service	2	8	3	2	15	50.0
T50		0 Real Time Passenger Information - Real Time Bus Arrival and Departure	Support	0	0	3	0	3	10.0
T55		0 Back-Up Energy Storage - Large Scale Energy Storage for Backup and Emergency Power for EV Chargers	Support	0	0	3	0	3	10.0
T57		0 Ambassador Program - Travel Training Program for Schools and other Social Services	Plan, Policy, Study, Marketing	0	0	3	0	3	10.0
T58		0 Enhanced Marketing Public Outreach - Outreach of Service Expansions	Plan, Policy, Study, Marketing	0	0	3	0	3	10.0
T62		0 Associated Transit Improvements - Implement Passenger Amenity Improvements for Bus Stations, TIRCP funds for the high frequency network as reflected in the FTIP	Bus Stop Improvements	4	8	3	2	17	56.7
T63		0 Bike Racks - on FAX Buses	Active Transportation	0	0	3	0	3	10.0

Project Information				Access and Equity Scoring					
Project ID	Street Name	Project Description	Project Type	A-1 Accessibility	A-2 Equity	A-3 Community Identified Priority	A-4 Vehicle Ownership	Total	Weighted
T64		Zero Emissions Buses and Supporting Infrastructure - Purchase Zero Emission Buses and Supporting Infrastructure to replace current Fleet	Bus Purchase	0	0	3	0	3	10.0
T65		Zero Emissions Buses and Supporting Infrastructure - Purchase Zero Emission Buses and Supporting Infrastructure for transit expansion	Bus Purchase	0	0	3	0	3	10.0
T69		Transit Security Projects - Implement Security and Safety Projects on buses and at transit stations, access control, video surveillance, lighting, fire safety, etc.	Support	0	0	3	0	3	10.0
T86	Blackstone/Shaw	Queue Jump Lane	Support	0	0	3	0	3	10.0
T87	Blackstone/Shields	Queue Jump Lane	Support	0	13	3	0	16	53.3
T96	Clinton Avenue	Three new buses for 15 Minute Frequency on Route 39	Frequency	0	18	3	2	23	76.7
T102	Bullard Ave	Four new buses and 72 new stops for Bullard Ave Crosstown Route	New Line	4	13	3	0	20	66.7
T126	Church Ave	Four new buses and 68 new stops for Church Avenue Crosstown Service	New Line	4	18	3	0	25	83.3
T130	Willow Ave	Four new buses and 68 new stops for service from Willow Avenue from Shields and Clovis Community College	New Line	4	13	3	0	20	66.7
T134		Purchase and develop land in support of revitalization and mixed-use development along high capacity/high frequency transit corridors.	Frequency	0	0	3	0	3	10.0
T135		Passenger amenity improvements (bus stops/stations) throughout FAX route system, including concrete improvements, shelters, lighting, signage, etc. Annual average \$150k.	Bus Stop Improvements	4	0	3	0	7	23.3
B3	W Audubon Ave to W Nees Ave to Gravel Haul Rd to W Alluvial Ave to Harrison Ave	Priority Bikeway Network	Active Transportation	0	8	5	0	13	43.3
B4	E Shepherd Ave	Priority Bikeway Network	Active Transportation	4	0	5	0	9	30.0
B5	N Millbrook Ave [0.1 miles on E Bullard Ave]	Priority Bikeway Network	Active Transportation	4	8	5	0	17	56.7
B9	W Bullard Ave to W Sierra Ave to N Dante Ave to W San Jose Ave	Priority Bikeway Network	Active Transportation	4	8	5	0	17	56.7
B11	E Barstow Ave	Priority Bikeway Network	Active Transportation	4	8	5	2	19	63.3
B13	W Gettysburg Ave	Priority Bikeway Network	Active Transportation	4	13	5	0	22	73.3

Project Information				Access and Equity Scoring					
Project ID	Street Name	Project Description	Project Type	A-1 Accessibility	A-2 Equity	A-3 Community Identified Priority	A-4 Vehicle Ownership	Total	Weighted
B14	N Valentine Ave to N Emerson Ave to Herndon No. 39 Canal	Priority Bikeway Network	Active Transportation	4	13	5	0	22	73.3
B16	N Cornelia Ave	Priority Bikeway Network	Active Transportation	4	13	5	0	22	73.3
B17	Along Herndon No 39 Canal (section on E Shields Ave) to Mill No 36 Canal (section along E McKinley Ave) to N Clovis Ave	Priority Bikeway Network	Active Transportation	4	13	5	0	22	73.3
B18	E Dakota Ave	Priority Bikeway Network	Active Transportation	4	8	5	0	17	56.7
B20	N Maple Ave	Priority Bikeway Network	Active Transportation	4	13	5	0	22	73.3
B26	S Maple Ave	Priority Bikeway Network	Active Transportation	4	18	5	0	27	90.0
B28	N Clovis Ave to Fancher No 6 Canal to Central No 23 Canal	Priority Bikeway Network	Active Transportation	4	18	5	0	27	90.0
B37	E Church Ave	Priority Bikeway Network	Active Transportation	4	18	5	0	27	90.0
PED-UN2	Calimyrna Neighborhood	Underserved Neighborhoods	Active Transportation	0	8	5	0	13	43.3
PED-UN3	Chestnut/Belmont Neighborhood	Underserved Neighborhoods	Active Transportation	4	8	5	0	17	56.7
PED-UN4	Chestnut/Olive Neighborhood	Underserved Neighborhoods	Active Transportation	4	18	5	0	27	90.0
PED-UN5	Church/Elm Area	Underserved Neighborhoods	Active Transportation	0	18	5	0	23	76.7
PED-UN6	Del Mar Neighborhood	Underserved Neighborhoods	Active Transportation	4	8	5	0	17	56.7
PED-UN7	Florence Avenue to Balderas Elementary School	Underserved Neighborhoods	Active Transportation	4	18	5	0	27	90.0
PED-UN8	Herndon/41 Neighborhood	Underserved Neighborhoods	Active Transportation	0	8	5	0	13	43.3
PED-UN9	Hidalgo Elementary School Neighborhood	Underserved Neighborhoods	Active Transportation	4	18	5	0	27	90.0
PED-UN10	Jane Addams Neighborhood	Underserved Neighborhoods	Active Transportation	4	18	5	0	27	90.0
PED-UN11	Maple/Church Area	Underserved Neighborhoods	Active Transportation	4	18	5	0	27	90.0
PED-UN13	Norseman Elementary School Neighborhood	Underserved Neighborhoods	Active Transportation	4	8	5	0	17	56.7
PED-UN14	North Avenue Neighborhood	Underserved Neighborhoods	Active Transportation	4	18	5	0	27	90.0
PED-UN16	Roeding Park Neighborhood	Underserved Neighborhoods	Active Transportation	4	18	5	0	27	90.0
PED-UN17	Scandinavian Neighborhood	Underserved Neighborhoods	Active Transportation	4	13	5	0	22	73.3
PED-UN18	West of Edison Area	Underserved Neighborhoods	Active Transportation	4	18	5	0	27	90.0
PED-UN19	Yosemite Middle School Neighborhood	Underserved Neighborhoods	Active Transportation	4	18	5	0	27	90.0
PED-PAA1	Downtown Fresno	Pedestrian Activity Areas	Active Transportation	4	18	5	2	29	96.7
PED-PAA2	Tower District - Olive Avenue	Pedestrian Activity Areas	Active Transportation	4	8	5	0	17	56.7
PED-PAA3	Van Ness Avenue - near Fresno City College	Pedestrian Activity Areas	Active Transportation	4	8	5	0	17	56.7
PED-PAA4	Blackstone Avenue/Abby Street	Pedestrian Activity Areas	Active Transportation	4	18	5	2	29	96.7
PED-PAA5	Ventura Avenue	Pedestrian Activity Areas	Active Transportation	4	18	5	0	27	90.0
PED-SA1	Blackstone Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	4	18	5	0	27	90.0
PED-SA2	Shaw Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	4	13	5	0	22	73.3
PED-SA3	Shaw Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	4	8	5	0	17	56.7
PED-SA4	West Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	4	8	5	0	17	56.7

Project Information				Access and Equity Scoring					
Project ID	Street Name	Project Description	Project Type	A-1 Accessibility	A-2 Equity	A-3 Community Identified Priority	A-4 Vehicle Ownership	Total	Weighted
PED-SA5	First Street	Pedestrian Safety Enhancement Corridors	Active Transportation	4	18	5	0	27	90.0
PED-SA6	Cedar Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	4	18	5	0	27	90.0
PED-SA7	Cedar Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	4	18	5	0	27	90.0
PED-SA8	Kings Canyon Road	Pedestrian Safety Enhancement Corridors	Active Transportation	4	18	5	0	27	90.0
PED-SA9	Chestnut Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	4	18	5	0	27	90.0
PED-SA10	Clovis Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	4	13	5	0	22	73.3
PED-SA11	Butler Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	4	18	5	0	27	90.0
B38	Southern Blackstone Avenue Smart Mobility Strategy	Class IV Bikeway	Active Transportation	4	18	5	0	27	90.0

Project Information				Traffic Control, Mode Shift and User Comfort Scoring					
Project ID	Street Name	Project Description	Project Type	T-1 Bicycle or Pedestrian Collisions	T-2 Project Type	T-3 Potential for Mode Shift and Greenhouse Gas Reduction	T-4 Location Efficiency: Population Density	Total	Weighted
T1		0 ADA Bus Stop Accessibility Improvements	Bus Stop Improvements	15	4	4	2	25	71
T14		0 Non-Revenue Vehicle Purchase	Support	0	0	0	0	0	0
T16		0 Passenger Amenities	Support	0	0	0	0	0	0
T19		0 Systemwide Traffic-Signal Priority	Support	0	0	0	0	0	0
T31		0 Right of Way Acquisition - For bus to achieve ADA compliance of boarding, alighting and passenger amenities.	Bus Stop Improvements	0	0	0	0	0	0
T38		0 Veterans Home System Expansion - Expand System to California Veterans Home	New Line	0	0	4	2	6	55
T39	Southern Industrial Area	Three new buses, 52 new ADA compliant stops for Southern Industrial service expansion.	New Line	0	0	4	2	6	55
T42	Cedar Ave	Cedar Ave Transit Signal Priority - Adaptive Signal Control on Cedar from Herndon to Jensen	Support	0	0	6	4	10	91
T45		0 Six new buses to increase service on Route 32	Frequency	0	0	6	4	10	91
T47	Ashlan Avenue	Two new buses and 10 new stops to increase service on Route 45	Frequency	0	0	6	4	10	91
T48		0 New/Expanded Bus yard Facilities Construction - Purchase property for new bus yard expansion	Support	0	0	0	0	0	0
T49		0 Mobility as a Service - Explore and Implement Rideshare, Car Share, and Bike Share	Mobility as Service	0	0	0	0	0	0
T50		0 Real Time Passenger Information - Real Time Bus Arrival and Departure	Support	0	0	0	0	0	0
T55		0 Back-Up Energy Storage - Large Scale Energy Storage for Backup and Emergency Power for EV Chargers	Support	0	0	0	0	0	0
T57		0 Ambassador Program - Travel Training Program for Schools and other Social Services	Plan, Policy, Study, Marketing	0	0	0	0	0	0
T58		0 Enhanced Marketing Public Outreach - Outreach of Service Expansions	Plan, Policy, Study, Marketing	0	0	0	0	0	0

Project Information				Traffic Control, Mode Shift and User Comfort Scoring					
Project ID	Street Name	Project Description	Project Type	T-1 Bicycle or Pedestrian Collisions	T-2 Project Type	T-3 Potential for Mode Shift and Greenhouse Gas Reduction	T-4 Location Efficiency: Population Density	Total	Weighted
T62		Associated Transit Improvements - Implement Passenger Amenity Improvements for Bus Stations, TIRCP funds for the high frequency network as reflected in the FTIP	Bus Stop Improvements	0	0	0	0	0	0
T63		0 Bike Racks - on FAX Buses	Active Transportation	0	0	0	0	0	0
T64		Zero Emissions Buses and Supporting Infrastructure - Purchase Zero Emission Buses and Supporting Infrastructure to replace current Fleet	Bus Purchase	0	0	0	0	0	0
T65		Zero Emissions Buses and Supporting Infrastructure - Purchase Zero Emission Buses and Supporting Infrastructure for transit expansion	Bus Purchase	0	0	0	0	0	0
T69		Transit Security Projects - Implement Security and Safety Projects on buses and at transit stations, access control, video surveillance, lighting, fire safety, etc.	Support	0	0	0	0	0	0
T86	Blackstone/Shaw	Queue Jump Lane	Support	0	0	7	1	8	73
T87	Blackstone/Shields	Queue Jump Lane	Support	0	0	7	1	8	73
T96	Clinton Avenue	Three new buses for 15 Minute Frequency on Route 39	Frequency	0	0	6	4	10	91
T102	Bullard Ave	Four new buses and 72 new stops for Bullard Ave Crosstown Route	New Line	0	0	6	4	10	91
T126	Church Ave	Four new buses and 68 new stops for Church Avenue Crosstown Service	New Line	0	0	4	4	8	73
T130	Willow Ave	Four new buses and 68 new stops for service from Willow Avenue from Shields and Clovis Community College	New Line	0	0	6	4	10	91
T134		0 Purchase and develop land in support of revitalization and mixed-use development along high capacity/high frequency transit corridors.	Frequency	0	0	0	0	0	0
T135		0 Passenger amenity improvements (bus stops/stations) throughout FAX route system, including concrete improvements, shelters, lighting, signage, etc. Annual average \$150k.	Bus Stop Improvements	0	0	0	0	0	0

Project Information				Traffic Control, Mode Shift and User Comfort Scoring					
Project ID	Street Name	Project Description	Project Type	T-1 Bicycle or Pedestrian Collisions	T-2 Project Type	T-3 Potential for Mode Shift and Greenhouse Gas Reduction	T-4 Location Efficiency: Population Density	Total	Weighted
B3	W Audubon Ave to W Nees Ave to Gravel Haul Rd to W Alluvial Ave to Harrison Ave	Priority Bikeway Network	Active Transportation	10	4	6	1	21	60
B4	E Shepherd Ave	Priority Bikeway Network	Active Transportation	8	4	6	2	20	57
B5	N Millbrook Ave [0.1 miles on E Bullard Ave]	Priority Bikeway Network	Active Transportation	15	4	4	3	26	74
B9	W Bullard Ave to W Sierra Ave to N Dante Ave to W San Jose Ave	Priority Bikeway Network	Active Transportation	8	4	4	3	19	54
B11	E Barstow Ave	Priority Bikeway Network	Active Transportation	10	4	6	2	22	63
B13	W Gettysburg Ave	Priority Bikeway Network	Active Transportation	8	4	4	1	17	49
B14	N Valentine Ave to N Emerson Ave to Herndon No. 39 Canal	Priority Bikeway Network	Active Transportation	0	4	4	2	10	29
B16	N Cornelia Ave	Priority Bikeway Network	Active Transportation	8	4	4	2	18	51
B17	Along Herndon No 39 Canal (section on E Shields Ave) to Mill No 36 Canal (section along E McKinley Ave) to N Clovis Ave	Priority Bikeway Network	Active Transportation	20	4	7	4	35	100
B18	E Dakota Ave	Priority Bikeway Network	Active Transportation	15	4	6	2	27	77
B20	N Maple Ave	Priority Bikeway Network	Active Transportation	0	4	4	1	9	26
B26	S Maple Ave	Priority Bikeway Network	Active Transportation	15	4	6	3	28	80
B28	N Clovis Ave to Fancher No 6 Canal to Central No 23 Canal	Priority Bikeway Network	Active Transportation	10	4	7	1	22	63
B37	E Church Ave	Priority Bikeway Network	Active Transportation	0	4	4	2	10	29
PED-UN2	Calimyrna Neighborhood	Underserved Neighborhoods	Active Transportation	0	4	7	0	11	31
PED-UN3	Chestnut/Belmont Neighborhood	Underserved Neighborhoods	Active Transportation	0	4	7	1	12	34
PED-UN4	Chestnut/Olive Neighborhood	Underserved Neighborhoods	Active Transportation	20	4	6	0	30	86
PED-UN5	Church/Elm Area	Underserved Neighborhoods	Active Transportation	0	4	4	1	9	26
PED-UN6	Del Mar Neighborhood	Underserved Neighborhoods	Active Transportation	0	4	6	1	11	31
PED-UN7	Florence Avenue to Balderas Elementary School	Underserved Neighborhoods	Active Transportation	10	4	4	1	19	54
PED-UN8	Herndon/41 Neighborhood	Underserved Neighborhoods	Active Transportation	0	4	7	0	11	31
PED-UN9	Hidalgo Elementary School Neighborhood	Underserved Neighborhoods	Active Transportation	15	4	7	1	27	77
PED-UN10	Jane Addams Neighborhood	Underserved Neighborhoods	Active Transportation	20	4	6	1	31	89
PED-UN11	Maple/Church Area	Underserved Neighborhoods	Active Transportation	8	4	4	1	17	49
PED-UN13	Norseman Elementary School Neighborhood	Underserved Neighborhoods	Active Transportation	8	4	6	1	19	54
PED-UN14	North Avenue Neighborhood	Underserved Neighborhoods	Active Transportation	20	4	6	1	31	89
PED-UN16	Roeding Park Neighborhood	Underserved Neighborhoods	Active Transportation	0	4	4	0	8	23
PED-UN17	Scandinavian Neighborhood	Underserved Neighborhoods	Active Transportation	20	4	7	1	32	91
PED-UN18	West of Edison Area	Underserved Neighborhoods	Active Transportation	0	4	0	0	4	11
PED-UN19	Yosemite Middle School Neighborhood	Underserved Neighborhoods	Active Transportation	20	4	7	1	32	91

Project Information				Traffic Control, Mode Shift and User Comfort Scoring					
Project ID	Street Name	Project Description	Project Type	T-1 Bicycle or Pedestrian Collisions	T-2 Project Type	T-3 Potential for Mode Shift and Greenhouse Gas Reduction	T-4 Location Efficiency: Population Density	Total	Weighted
PED-PAA1	Downtown Fresno	Pedestrian Activity Areas	Active Transportation	20	4	7	1	32	91
PED-PAA2	Tower District - Olive Avenue	Pedestrian Activity Areas	Active Transportation	10	4	4	1	19	54
PED-PAA3	Van Ness Avenue - near Fresno City College	Pedestrian Activity Areas	Active Transportation	8	4	4	1	17	49
PED-PAA4	Blackstone Avenue/Abby Street	Pedestrian Activity Areas	Active Transportation	20	4	7	2	33	94
PED-PAA5	Ventura Avenue	Pedestrian Activity Areas	Active Transportation	20	4	6	1	31	89
PED-SA1	Blackstone Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	15	4	7	0	26	74
PED-SA2	Shaw Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	20	4	7	1	32	91
PED-SA3	Shaw Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	20	4	7	2	33	94
PED-SA4	West Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	20	4	6	1	31	89
PED-SA5	First Street	Pedestrian Safety Enhancement Corridors	Active Transportation	20	4	6	3	33	94
PED-SA6	Cedar Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	20	4	6	2	32	91
PED-SA7	Cedar Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	15	4	4	1	24	69
PED-SA8	Kings Canyon Road	Pedestrian Safety Enhancement Corridors	Active Transportation	20	4	7	2	33	94
PED-SA9	Chestnut Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	20	4	6	1	31	89
PED-SA10	Clovis Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	20	4	7	1	32	91
PED-SA11	Butler Avenue	Pedestrian Safety Enhancement Corridors	Active Transportation	15	4	4	2	25	71
B38	Southern Blackstone Avenue Smart Mobility Strategy	Class IV Bikeway	Active Transportation	15	4	7	2	28	80

APPENDIX C

VMT MITIGATION PROJECT LIST AND SCORING

Appendix C - VMT Mitigation Project List and Scoring

										Weighting								
										50%	10%	10%	10%	10%	10%	100%	\$ 22,080,033	9,822
Project ID	Map Number	Project Name	Street Name	From	To	Project Description	Project Category	Project Cost	City/FAX Comments	VMT Reduction score	Connectivity Score	Access and Equity Score	Safety Score	Funding Score	Feasibility Score	Weighted Score	Fee Program Project Costs	VMT Reduction
Transportation Demand Management Projects																		
	1	Mobile Ticketing and Trip Planning App	Citywide			Mobile Ticketing Trip Planning App	TDM	2,500,000									2,500,000	-
	2	Transit Marketing Program	Citywide			Transit Marketing Program	TDM	500,000									500,000	-
	3	Transportation Demand Management Coordinator	Citywide			Transportation Demand Management Coordinator	TDM	525,960									525,960	-
	4	Bike/Pedestrian Trip Trackers	Citywide			Bike/Ped Trip Trackers	TDM	750,000									750,000	-
	5	Intermodal Signage	Citywide			Intermodal Signage to connect transit and bicycle/pedestrian networks	TDM	1,250,000									1,250,000	-
		VMT Nexus Study/CIP Administration and Update				Nexus Study Update, 2030		100,000									1,500,000	-
		VMT Fee Program Document and EIR				VMT Fee Program Document and Environmental Impact Report		500,000									500,000	-
Transit Projects																		
T96	6	Frequency enhancement-Route 39	Clinton Ave			Route Enhancement: Three new buses for 15 Minute Frequency on Route 39	Transit	4,500,000	3 buses at \$1.5m ea = \$4.5 mil (FAX would provide 10-20% match for buses, depending upon state or federal) (Note: the project cost should be increased to reflect the appropriate cost of the buses)	85.92	80.0	76.7	90.9	32.2	50.0	75.9	900,000	1311
T39	7	Accessibility Improvements-Route 34	Southern Industrial Area			Route Extension: 52 new ADA compliant stops for Southern Industrial service expansion-Route 34	Transit	1,700,000	52 stops x \$32.5k ea = \$1.7m (FAX would provide 20% match for bus stops)	68.18	94.3	90.0	54.5	15.0	100.0	69.5	340,000	1041
T102	8	New route-Bullard Ave	Bullard Ave		Fresno State	New Route: Four new buses and 72 new stops for Bullard Ave Crosstown Route	Transit	8,340,000	72 stops x \$32.5k ea = \$1.17m (FAX would provide 20% match for bus stops) 4 buses at \$1.5 ea = \$6 mil (FAX would provide 10-20% match for buses, depending upon state or federal)	74.92	91.4	66.7	90.9	3.8	50.0	67.7	1,668,000	1143
T126	9	New route-Church Ave	Church Ave			New Route: Four new buses and 68 new stops for Church Avenue Crosstown Service	Transit	8,200,000	68 stops x \$32.5k ea = \$2.2m (FAX would provide 20% match for bus stops) 4 buses at \$1.5 ea = \$6 mil (FAX would provide 10-20% match for buses, depending upon state or federal)	75.00	91.4	83.3	72.7	3.9	50.0	67.6	1,640,000	1145
T130	10	New route-Willow Ave	Willow Ave	Shields	Clovis Community College	New Route: Four new buses and 68 new stops for service on Willow Avenue from Shields and Clovis Community College	Transit	8,200,000	68 stops x \$32.5k ea = \$2.2m (FAX would provide 20% match for bus stops) 4 buses at \$1.5 ea = \$6 mil (FAX would provide 10-20% match for buses, depending upon state or federal)	61.52	25.7	66.7	90.9	3.2	50.0	54.4	1,640,000	939
T47	11	Route Extension, Route 45	Ashlan Ave			Route Extension: 10 new stops to increase service on Route 45 (Note: the 2 buses have already been purchased; the cost of the stop improvements is still needed)	Transit	325,000	10 stops x \$32.5k ea = \$325k (FAX would provide 20% match for bus stops): 10 new stops to increase service on Route 45 (Note: the 2 buses have already been purchased; the cost of the stop improvements is still needed)	42.96	68.6	60.0	90.9	5.7	100.0	54.0	65,000	656
T42	12	Route enhancement-Route 38	Cedar Ave	Herndon	Jensen	Route Enhancement on Route 38 Cedar Ave Transit Signal Priority - Adaptive Signal Control on Cedar from Herndon to Jensen	Transit	13,300,000	TSP plus curb, gutter, and sidewalk improvements as well as striping (FAX would provide 10% match for capital construction, depending upon state or federal) (Approx. \$500k/intersection) (Applied for TIRCP, award pending)	3.23	0.0	76.7	90.9	0.1	100.0	28.4	2,660,000	49
T45	13	Service Improvement, Route 32	First Street			Route Enhancement, Frequency : Six new buses to increase service on Route 32	Transit	9,000,000	6 buses at \$1.5 mil ea = \$9 mil (FAX would provide 10-20% match for buses, depending upon state or federal)	85.92	71.4	76.7	90.9	4.3	100.0	77.3	1,800,000	1311
Bicycle/Pedestrian Projects																		
B17	14	Priority Bikeway Network	Along Herndon No 39 Canal (section on E Shields Ave) to Mill No 36 Canal (section along E McKinley Ave) to N Clovis Ave	N Palm Ave	just north of E Shields Ave	Priority Bikeway Network/Midtown Trail	Bike	14,360,800	Class I -Midtown Trail - Fully Funded	8.58	97.1	73.3	100.0	0.2	100.0	41.4	-	131
B38	15	Southern Blackstone Improvements	Southern Blackstone Avenue Smart Mobility Strategy	Dakota Avenue	Highway 180	Class IV Bikeway	Bike	53,000,000		0.99	91.4	90.0	80.0	0.0	100.0	36.6	556,500	15
PED-SA5	16	Pedestrian Safety Enhancement Corridor	First Street	Dakota Avenue	Ventura Avenue	Pedestrian Safety Enhancement Corridors	Pedestrian	5,000,000	Class IV funded Olive to Tulare	20.39	97.1	90.0	94.3	1.5	50.0	43.5	573,500	311
PED-PAA1	17	Pedestrian Activity Areas	Downtown Fresno	South of Divisadero Street	Northeast of Highway 99, Northwest of Highway 41	Pedestrian Activity Areas	Pedestrian	12,281,903	not done	48.72	88.6	96.7	91.4	1.5	50.0	57.2	1,408,734	744
PED-UN14	18	Underserved Neighborhood	North Avenue Neighborhood			Underserved Neighborhoods	Pedestrian	761,400	Ivy underconstruction west of Lee not done	0.02	82.9	90.0	88.6	0.0	50.0	31.2	87,333	0.2
PED-SA8	19	Pedestrian Safety Enhancement Corridor	Kings Canyon Road/Cesar Chavez Blvd	Cedar Avenue	Clovis Avenue	Pedestrian Safety Enhancement Corridors	Pedestrian	2,200,000	Tupman west not done, west done County	25.74	97.1	90.0	94.3	4.4	50.0	46.4	252,340	393
PED-UN7	20	Underserved Neighborhood	Florence Avenue	Chestnut	Balderas Elementary School	Underserved Neighborhoods	Pedestrian	1,000,000	CDBG funded	0.01	82.9	90.0	54.3	0.0	50.0	27.7	110,000	0.1
PED-PAA2	21	Pedestrian Activity Areas	Tower District - Olive Avenue	Palm Avenue	Van Ness Avenue	Pedestrian Activity Areas	Pedestrian	4,038,063	Yosemite to Roosevelt completed recently	2.36	77.1	56.7	54.3	0.2	50.0	25.0	463,166	36
PED-UN19	22	Underserved Neighborhood	Yosemite Middle School Neighborhood			Underserved Neighborhoods	Pedestrian	896,904	CDBG funded	0.39	88.6	90.0	91.4	0.2	50.0	32.2	-	6
PED-PAA4	23	Pedestrian Activity Areas	Blackstone Avenue/Abby Street	Divisadero Street	Shaw Avenue	Pedestrian Activity Areas	Pedestrian	14,265,555		38.76	97.1	96.7	94.3	1.0	50.0	53.3	1,636,259	591
PED-UN17	24	Underserved Neighborhood	Scandinavian Neighborhood			Underserved Neighborhoods	Pedestrian	1,336,020	Sierra Vista complete Remaining long term - Per Streets	0.01	91.4	73.3	91.4	0.0	50.0	30.6	153,241	0.2

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Project ID	Map Number	Project Name	Street Name	From	To	Project Description	Project Category	Project Cost	City/FAX Comments	VMT Reduction score	Connectivity Score	Access and Equity Score	Safety Score	Funding Score	Feasibility Score	Weighted Score	Fee Program Project Costs	VMT Reduction
Back-Up Projects																		
PED-SA9			Chestnut Avenue	Tulare Street	Butler Avenue	Pedestrian Safety Enhancement Corridors	Pedestrian	54,000		8.47	97.1	90.0	88.6	58.8	50.0	42.7	6,194	129
T49						Mobility as a Service - Explore and Implement Rideshare, Car Share, and Bike Share	Transit	25,000,000	Capital cost assumed by other providers	36.09	94.3	50.0	0.0	0.5	100.0	42.5	-	551
PED-SA3			Shaw Avenue	Blackstone Avenue	Maple Avenue	Pedestrian Safety Enhancement Corridors	Pedestrian	600,000		17.84	97.1	56.7	94.3	11.1	50.0	39.8	68,820	272
T38						Veterans Home System Expansion - Expand System to California Verterans Home	Transit	2,000,000	Capital cost assumed by other providers	10.70	94.3	83.3	54.5	2.0	100.0	38.8	-	163
PED-SA6			Cedar Avenue	Dakota Avenue	Belmont Avenue	Pedestrian Safety Enhancement Corridors	Pedestrian	4,000,000		9.85	97.1	90.0	91.4	0.9	50.0	37.9	458,800	150
B26			S Maple Ave	E McKinley Ave	E Church Ave	Priority Bikeway Network	Bike	3,989,400	Class II	1.74	97.1	90.0	80.0	0.2	100.0	37.6	457,584	27
PED-SA1			Blackstone Avenue	Alluvial Avenue	Sierra Avenue	Pedestrian Safety Enhancement Corridors	Pedestrian	725,000	see blackstone smart mobility below	9.86	88.6	90.0	74.3	5.1	50.0	35.7	83,158	150
PED-SA11			Butler Avenue	First Street	Chestnut Avenue	Pedestrian Safety Enhancement Corridors	Pedestrian	2,300,000		9.01	97.1	90.0	71.4	1.5	50.0	35.5	263,810	138
B5			N Millbrook Ave [0.1 miles on E Bullard Ave]	E Shepherd Ave	E Barstow Ave	Priority Bikeway Network	Bike	621,200	Class II	1.51	97.1	56.7	74.3	0.9	100.0	33.7	71,252	23
PED-PAA5			Ventura Avenue	Downtown Fresno	Cedar Avenue	Pedestrian Activity Areas	Pedestrian	8,671,392		3.29	88.6	90.0	88.6	0.1	50.0	33.4	994,609	50
B18			E Dakota Ave	N Maroa Ave	N Millbrook Ave	Priority Bikeway Network	Bike	1,812,600	Class II	0.50	97.1	56.7	77.1	0.1	100.0	33.4	207,905	8
PED-SA2			Shaw Avenue	Brawley Avenue	Marks Avenue	Pedestrian Safety Enhancement Corridors	Pedestrian	50,000	missing near Valentine and Brawley	3.58	71.4	73.3	91.4	26.9	50.0	33.1	5,735	55
B11			E Barstow Ave	N Millbrook Ave	N Fruit Ave	Priority Bikeway Network	Bike	640,600	Class II	0.77	97.1	63.3	62.9	0.5	100.0	32.8	73,477	12
B28			N Clovis Ave to Fancher No 6 Canal to Central No 23 Canal	E McKinley Ave & N Clovis Ave	E Church Ave	Priority Bikeway Network	Bike	4,869,100	Class I	0.62	65.7	90.0	62.9	0.0	100.0	32.2	558,486	10
B16			N Cornelia Ave	W Gettysburg Ave	W McKinley Ave	Priority Bikeway Network	Bike	2,975,200	Class II	0.92	91.4	73.3	51.4	0.1	100.0	32.1	341,255	14
PED-SA7			Cedar Avenue	Kings Canyon Road	California Avenue	Pedestrian Safety Enhancement Corridors	Pedestrian	1,500,000		2.94	91.4	90.0	68.6	0.7	50.0	31.5	172,050	45
PED-UN9			Hidalgo Elementary School Neighborhood			Underserved Neighborhoods	Pedestrian	1,307,880	S/O 180 to Millbrook done except along 180 fencing	0.13	97.1	90.0	77.1	0.0	50.0	31.5	150,014	2
PED-UN10			Jane Addams Neighborhood			Underserved Neighborhoods	Pedestrian	479,760	Missing on Marks	0.02	82.9	90.0	88.6	0.0	50.0	31.2	55,028	0
B37			E Church Ave	S Maple Ave	S Peach Ave	Priority Bikeway Network	Bike	1,356,300	Floradora to Olive - missing	0.10	91.4	90.0	28.6	0.0	100.0	31.1	155,568	2
B13			W Gettysburg Ave	N Veterans Blvd	N Cornelia Ave	Priority Bikeway Network	Bike	4,374,700	Class II	0.29	85.7	73.3	48.6	0.0	100.0	30.9	501,778	4
PED-SA10			Clovis Avenue	Tulare Street	East Park Circle Drive	Pedestrian Safety Enhancement Corridors	Pedestrian	324,000	Fancher Creek project	0.94	82.9	73.3	91.4	1.1	50.0	30.3	37,163	14
PED-UN4			Chestnut/Olive Neighborhood			Underserved Neighborhoods	Pedestrian	807,240	Hammond btw Recreation & Chestnut - missing	0.04	77.1	90.0	85.7	0.0	50.0	30.3	92,590	1
B14			N Valentine Ave to N Emerson Ave to Herndon No. 39 Canal	W Barstow Ave	N Palm Ave	Priority Bikeway Network	Bike	1,793,600	Class I	0.52	97.1	73.3	28.6	0.1	100.0	30.2	205,726	8
B9			W Bullard Ave to W Sierra Ave to N Dante Ave to W San Jose Ave	Veterans Blvd	N Valentine Ave	Priority Bikeway Network	Bike	3,752,200	Class II	0.98	82.9	56.7	54.3	0.1	100.0	29.9	430,377	15
PED-SA4			West Avenue	Ashlan Avenue	Shields Avenue	Pedestrian Safety Enhancement Corridors	Pedestrian	2,500,000		2.79	88.6	56.7	88.6	0.4	50.0	29.8	286,750	43
B20			N Maple Ave	E Dakota Ave	E McKinley Ave	Priority Bikeway Network	Bike	544,600	Class II	0.12	97.1	73.3	25.7	0.1	100.0	29.7	62,466	2
B3			W Audubon Ave to W Nees Ave to Gravel Haut Rd to W Alluvial Ave to Harrison Ave	N Friant Rd	W Herndon Trail	Priority Bikeway Network	Bike	1,126,600	Class I	0.32	88.6	43.3	60.0	0.1	100.0	29.4	129,221	5
B4			E Shepherd Ave	N Willow Ave	N Friant Rd	Priority Bikeway Network	Bike	480,200	Class I	0.61	91.4	30.0	57.1	0.5	100.0	28.2	55,079	9
T1						ADA Bus Stop Accessibility Improvements	Transit	1,500,000	High Priority Assuming. \$500k per year for 3 years (FAX would provide 20% match for capital construction, assuming federal funding)	0.00	51.4	56.7	71.4	0.0	100.0	28.0	-	0
PED-UN11			Maple/Church Area			Underserved Neighborhoods	Pedestrian	301,440	not done	0.04	82.9	90.0	48.6	0.0	50.0	27.2	34,575	1
T19						Systemwide Traffic-Signal Priority	Transit	10,000,000	(Blackstone and Shaw Avenues completed) Cedar Avenue, First Street, Fresno Street, Palm Avenue next priority) TSP plus curb, gutter, and sidewalk improvements as well as striping. Approx. \$500k/intersection (FAX would provide 20% match for capital construction, assuming federal funding)	34.37	0.0	43.3	0.0	1.3	50.0	26.6	2,000,000	524
PED-UN13			Norseman Elementary School Neighborhood			Underserved Neighborhoods	Pedestrian	803,520	not done - longer term/difficult project per Streets	0.02	97.1	56.7	54.3	0.0	50.0	25.8	92,164	0
PED-UN18			West of Edison Area			Underserved Neighborhoods	Pedestrian	103,260	Geary is not a street	0.01	91.4	90.0	11.4	0.0	50.0	24.3	11,844	0
PED-PAA3			Van Ness Avenue - near Fresno City College	Olive Avenue	McKinley Avenue	Pedestrian Activity Areas	Pedestrian	2,823,300		1.26	77.1	56.7	48.6	0.2	50.0	23.9	323,832	19
PED-UN3			Chestnut/Belmont Neighborhood			Underserved Neighborhoods	Pedestrian	920,880	CMAQ Funded	0.02	97.1	56.7	34.3	0.0	50.0	23.8	-	0
PED-UN16			Roeding Park Neighborhood			Underserved Neighborhoods	Pedestrian	908,184	not done	0.00	74.3	90.0	22.9	0.0	50.0	23.7	104,169	0
PED-UN6			Det Mar Neighborhood			Underserved Neighborhoods	Pedestrian	1,197,720	Not done	0.01	91.4	56.7	31.4	0.0	50.0	23.0	137,378	0
T87			Blackstone/Shields			Queue Jump Lane	Transit	1,000,000	FAX not likely to pursue.	0.14	0.0	53.3	72.7	0.1	100.0	22.7	-	0
PED-UN5			Church/Elm Area			Underserved Neighborhoods	Pedestrian	86,340	Ivy complete	0.09	62.9	76.7	25.7	0.4	50.0	21.6	-	1
T31						Right of Way Acquisition - For bus to achieve ADA compliance of boarding, alighting and passegner amenities.	Transit	3,000,000	High Priority Assuming \$1 mil per year for 3 years (FAX would provide 20% match for capital, assuming federal funding)	0.00	51.4	56.7	0.0	0.0	100.0	20.8	-	0
T86			Blackstone/Shaw			Queue Jump Lane	Transit	1,000,000	\$1m/intersection (FAX would provide 30% match for capital, assuming federal funding)	0.14	0.0	10.0	72.7	0.1	100.0	18.3	300,000	2
PED-UN8			Herndon/41 Neighborhood			Underserved Neighborhoods	Pedestrian	470,640	Not done	0.06	54.3	43.3	31.4	0.0	50.0	17.9	53,982	1
PED-UN2			Calimyrna Neighborhood			Underserved Neighborhoods	Pedestrian	545,520	Bullard & Escalon not complete	0.07	48.6	43.3	31.4	0.0	50.0	17.4	62,571	1
T62						Associated Transit Improvements - Implement Passenger Amenity Improvements for Bus Stations, TIRCP funds for the high frequency network as reflected in the FTIP	Transit	12,000,000	Multiple funding sources. (FAX would provide 0-20% match for capital, depending upon state or federal funding)	0.00	0.0	56.7	0.0	0.0	100.0	15.7	1,200,000	0
T16						Passenger Amenities	Transit	2,059,000	Multiple funding sources. (FAX would provide 0-20% match for capital, depending upon state or federal funding)	0.00	0.0	16.7	0.0	0.0	100.0	11.7	-	0

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T48						New/Expanded Bus yard Facilities Construction - Purchase property for new bus yard expansion	Transit	150,000,000	(Study is line T26)	0.00	0.0	10.0	0.0	0.0	100.0	11.0	-	0
T50						Real Time Passenger Information - Real Time Bus Arrival and Departure	Transit	3,000,000	FAX would provide 10-20% match for capital, depending upon state or federal)	0.00	0.0	10.0	0.0	0.0	100.0	11.0	-	0
T55						Back-Up Energy Storage - Large Scale Energy Storage for Backup and Emergency Power for EV Chargers	Transit	10,000,000		0.00	0.0	10.0	0.0	0.0	100.0	11.0	-	0
T57						Ambassador Program - Travel Training Program for Schools and other Social Services	Transit	500,000	\$500k/ year. Revisit to see if this can reduce VMTs. High priority. FAX would provide 10-20% match for capital, depending upon state or federal)	0.00	0.0	10.0	0.0	0.0	100.0	11.0	-	0
T58						Enhanced Marketing Public Outreach - Outreach of Service Expansions	Transit	1,000,000	\$1 million/ year. Revisit to see if this can reduce VMTs. High priority. FAX would provide 10-20% match for capital, depending upon state or federal)	0.00	0.0	10.0	0.0	0.0	100.0	11.0	-	0
T63						Bike Racks - on FAX Buses	Transit	250,000		0.00	0.0	10.0	0.0	0.0	100.0	11.0	-	0
T64						Zero Emissions Buses and Supporting Infrastructure - Purchase Zero Emission Buses and Supporting Infrastructure to replace current Fleet	Transit	250,000,000		0.00	0.0	10.0	0.0	0.0	100.0	11.0	-	0
T65						Zero Emissions Buses and Supporting Infrastructure - Purchase Zero Emission Buses and Supporting Infrastructure for transit expansion	Transit	125,000,000		0.00	0.0	10.0	0.0	0.0	100.0	11.0	-	0
T134						Purchase and develop land in support of revitalization and mixed-use development along high capacity/high frequency transit corridors.	Transit	5,000,000		0.00	0.0	10.0	0.0	0.0	50.0	6.0	-	0
T69						Transit Security Projects - Implement Security and Safety Projects on buses and at transit stations, access control, video surveillance, lighting, fire safety, etc.	Transit	20,000,000		0.00	0.0	10.0	0.0	0.0	50.0	6.0	-	0

APPENDIX D

CAPITAL IMPROVEMENT PROJECTS

Appendix D - VMT Reduction Program: Capital Improvement Plan

													Projected Expenditures				
Project ID	Map Number	Project Name	Project Description	City/FAX Comments	Street Name	From	To	Project Category	Total Project Cost	Fee Program Project Costs	5 Year CIP Anticipated Expense	Non-Fee Funding Sources	Year 1	Year 2	Year 3	Year 4	Year 5
Transportation Demand Management Projects																	
	1	Mobile Ticketing and Trip Planning App	Mobile Ticketing Trip Planning App		Citywide			TDM	2,500,000	2,500,000	2,500,000	-	1,500,000	250,000	250,000	250,000	250,000
	2	Transit Marketing Program	Transit Marketing Program		Citywide			TDM	500,000	500,000	250,000	-	50,000	50,000	50,000	50,000	50,000
	3	Transportation Demand Management Coordinator	Transportation Demand Management Coordinator		Citywide			TDM	525,960	525,960	300,000	-	60,000	60,000	60,000	60,000	60,000
	4	Bike/Pedestrian Trip Trackers	Bike/Ped Trip Trackers		Citywide			TDM	750,000	750,000	375,000	-			75,000	300,000	
	5	Intermodal Signage	Intermodal Signage to connect transit and bicycle/pedestrian networks		Citywide			TDM	1,250,000	1,250,000	1,250,000	-			250,000	500,000	500,000
		VMT Nexus Study/CIP Administration and Update	Nexus Study Update, 2030						100,000	100,000	100,000	-				100,000	
		VMT Fee Program Document and EIR	VMT Fee Program Document and Environmental Impact Report						500,000	500,000	500,000	-			500,000		
Transit Projects																	
T96	6	Frequency enhancement-Route 39	Route Enhancement: Three new buses for 15 Minute Frequency on Route 39	3 buses at \$1.5m ea = \$4.5 mil (FAX would provide 10-20% match for buses, depending upon state or federal) (Note: the project cost should be increased to reflect the appropriate cost of the buses)	Clinton Ave			Transit	4,500,000	900,000	900,000	3,600,000	750,000	37,500	37,500	37,500	37,500
T39	7	Accessibility Improvements-Route 34	Route Extension: 52 new ADA compliant stops for Southern Industrial service expansion-Route 34	52 stops x \$32.5k ea = \$1.7m (FAX would provide 20% match for bus stops)	Southern Industrial Area			Transit	1,700,000	340,000	340,000	1,360,000		71,500	143,000	71,500	54,000
T102	8	New route-Bullard Ave	New Route: Four new buses and 72 new stops for Bullard Ave Crosstown Route	72 stops x \$32.5k ea = \$1.17m (FAX would provide 20% match for bus stops) 4 buses at \$1.5 ea = \$6 mil (FAX would provide 10-20% match for buses, depending upon state or federal)	Bullard Ave		Fresno State	Transit	8,340,000	1,668,000	1,668,000	6,672,000	0	1,204,000	308,000	104,000	52,000
T126	9	New route-Church Ave	New Route: Four new buses and 68 new stops for Church Avenue Crosstown Service	68 stops x \$32.5k ea = \$2.2m (FAX would provide 20% match for bus stops) 4 buses at \$1.5 ea = \$6 mil (FAX would provide 10-20% match for buses, depending upon state or federal)	Church Ave			Transit	8,200,000	1,640,000	1,640,000	6,560,000	1,104,000	204,000	204,000	104,000	24,000
T130	10	New route-Willow Ave	New Route: Four new buses and 68 new stops for service on Willow Avenue from Shields and Clovis Community College	68 stops x \$32.5k ea = \$2.2m (FAX would provide 20% match for bus stops) 4 buses at \$1.5 ea = \$6 mil (FAX would provide 10-20% match for buses, depending upon state or federal)	Willow Ave	Shields	Clovis Community College	Transit	8,200,000	1,640,000	1,640,000	6,560,000	0	0	1,104,000	268,000	268,000
T47	11	Route Extension, Route 45	Route Extension: 10 new stops to increase service on Route 45 (Note: the 2 buses have already been purchased; the cost of the stop improvements is still needed)	10 stops x \$32.5k ea = \$325k (FAX would provide 20% match for bus stops): 10 new stops to increase service on Route 45 (Note: the 2 buses have already been purchased; the cost of the stop improvements is still needed)	Ashlan Ave			Transit	325,000	65,000	65,000	260,000		65,000			
T42	12	Route enhancement-Route 38	Route Enhancement on Route 38 Cedar Ave Transit Signal Priority - Adaptive Signal Control on Cedar from Herndon to Jensen	TSP plus curb, gutter, and sidewalk improvements as well as striping (FAX would provide 10% match for capital construction, depending upon state or federal) (Approx. \$500k/intersection) (Applied for TIRCP, award pending)	Cedar Ave	Herndon	Jensen	Transit	13,300,000	2,660,000	2,660,000	10,640,000	532,000	532,000	532,000	532,000	532,000
T45	13	Service Improvement, Route 32	Route Enhancement, Frequency : Six new buses to increase service on Route 32	6 buses at \$1.5 mil ea = \$9 mil (FAX would provide 10-20% match for buses, depending upon state or federal)	First Street			Transit	9,000,000	1,800,000	1,800,000	7,200,000	0	1,500,000	300,000		

Appendix D - VMT Reduction Program: Capital Improvement Plan

													Projected Expenditures				
Project ID	Map Number	Project Name	Project Description	City/FAX Comments	Street Name	From	To	Project Category	Total Project Cost	Fee Program Project Costs	5 Year CIP Anticipated Expense	Non-Fee Funding Sources	Year 1	Year 2	Year 3	Year 4	Year 5
Bicycle/Pedestrian Projects																	
B17	14	Priority Bikeway Network	Priority Bikeway Network/Midtown Trail	Class I -Midtown Trail - Fully Funded	Along Herndon No 39 Canal (section on E Shields Ave) to Mill No 36 Canal (section along E McKinley Ave) to N Clovis Ave	N Palm Ave	just north of E Shields Ave	Bike	14,360,800	-	-	14,360,800					
B38	15	Southern Blackstone Improvements	Class IV Bikeway		Southern Blackstone Avenue Smart Mobility Strategy	Dakota Avenue	Highway 180	Bike	53,000,000	556,500		52,443,500					
PED-SA5	16	Pedestrian Safety Enhancement Corridor	Pedestrian Safety Enhancement Corridors	Class IV funded Olive to Tulare	First Street	Dakota Avenue	Ventura Avenue	Pedestrian	5,000,000	573,500	573,500	4,426,500				286,750	286,750
PED-PAA1	17	Pedestrian Activity Areas	Pedestrian Activity Areas	not done	Downtown Fresno	South of Divisadero Street	Northeast of Highway 99, Northwest of Highway 41	Pedestrian	12,281,903	1,408,734	704,367	10,873,169					704,367
PED-UN14	18	Underserved Neighborhood	Underserved Neighborhoods	Ivy underconstruction west of Lee not done Tupman west not done, west done	North Avenue Neighborhood			Pedestrian	761,400	87,333	87,333	674,067				43,666	43,666
PED-SA8	19	Pedestrian Safety Enhancement Corridor	Pedestrian Safety Enhancement Corridors	County	Kings Canyon Road/Cesar Chavez Blvd	Cedar Avenue	Clovis Avenue	Pedestrian	2,200,000	252,340	252,340	1,947,660				126,170	126,170
PED-UN7	20	Underserved Neighborhood	Underserved Neighborhoods	CDBG funded	Florence Avenue	Chestnut	Balderas Elementary School	Pedestrian	1,000,000	110,000	110,000	890,000				55,000	55,000
PED-PAA2	21	Pedestrian Activity Areas	Pedestrian Activity Areas	Yosemite to Roosevelt completed recently	Tower District - Olive Avenue	Palm Avenue	Van Ness Avenue	Pedestrian	4,038,063	463,166	463,166	3,574,897				231,583	231,583
PED-UN19	22	Underserved Neighborhood	Underserved Neighborhoods	CDBG funded	Yosemite Middle School Neighborhood			Pedestrian	896,904	-	-	896,904					
PED-PAA4	23	Pedestrian Activity Areas	Pedestrian Activity Areas		Blackstone Avenue/Abby Street	Divisadero Street	Shaw Avenue	Pedestrian	14,265,555	1,636,259	1,636,259	12,629,296				818,130	818,130
PED-UN17	24	Underserved Neighborhood	Underserved Neighborhoods	Sierra Vista complete Remaining long term - Per Streets	Scandinavian Neighborhood			Pedestrian	1,336,020	153,241	76,621	1,182,779					76,621
												Expenditure	3,996,000	3,974,000	3,813,500	3,938,300	4,169,800
												Revenue	3,978,436	3,978,436	3,978,436	3,978,436	3,978,436
												Surplus/Deficit	(17,564)	4,436	164,936	40,136	(191,364)

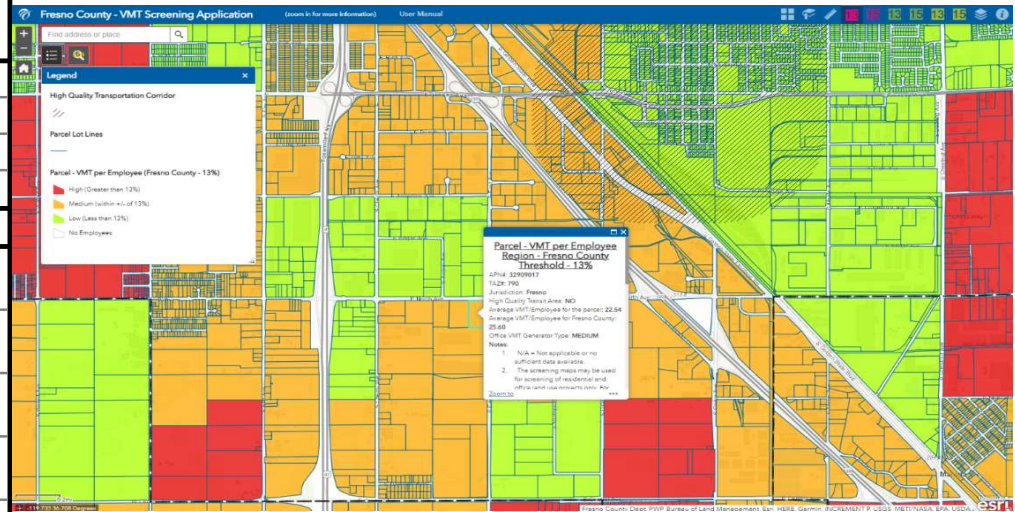
Total Expenditure	19,891,586
Total Revenue	19,892,178
Total Surplus/Deficit	592

APPENDIX E

SAMPLE FEE CALCULATIONS

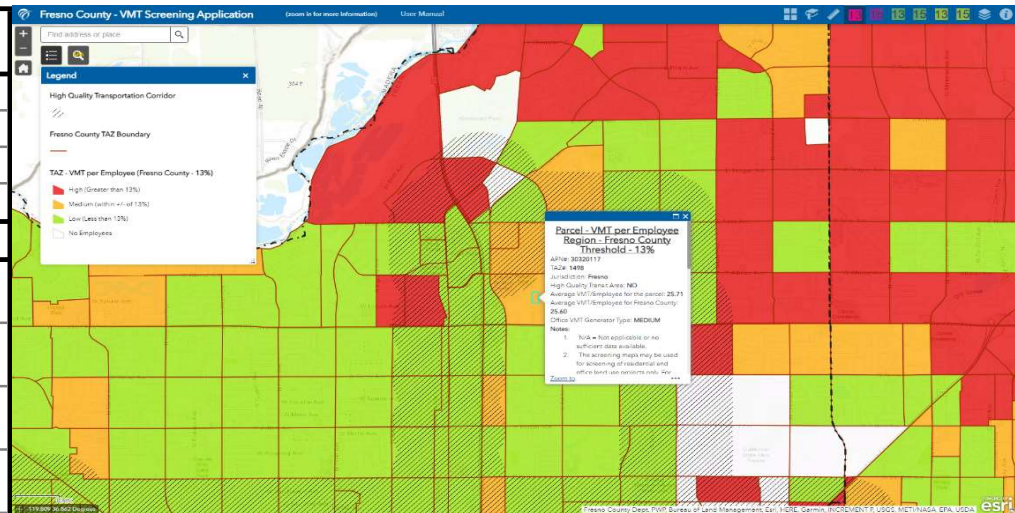
Industrial Facility - VMT Analysis

2019	Mitigation Fee
Project Non-Retail Square Footage (TSF) (a)	900
Project employment (b)	307
Project VMT per employee (c)	29.6
VMT per employee Threshold (d)	25.6
Project excess VMT per employee (e = c-d)	4.0
Total Project excess VMT (f=e*b)	1,228
Fee per 1 mile of VMT reduction (g)	\$ 295
Total VMT reduction fees (h=g*b)	\$ 362,260
VMT reduction fees per KSF (i=h/a)	\$ 403



Medical Building - VMT Analysis

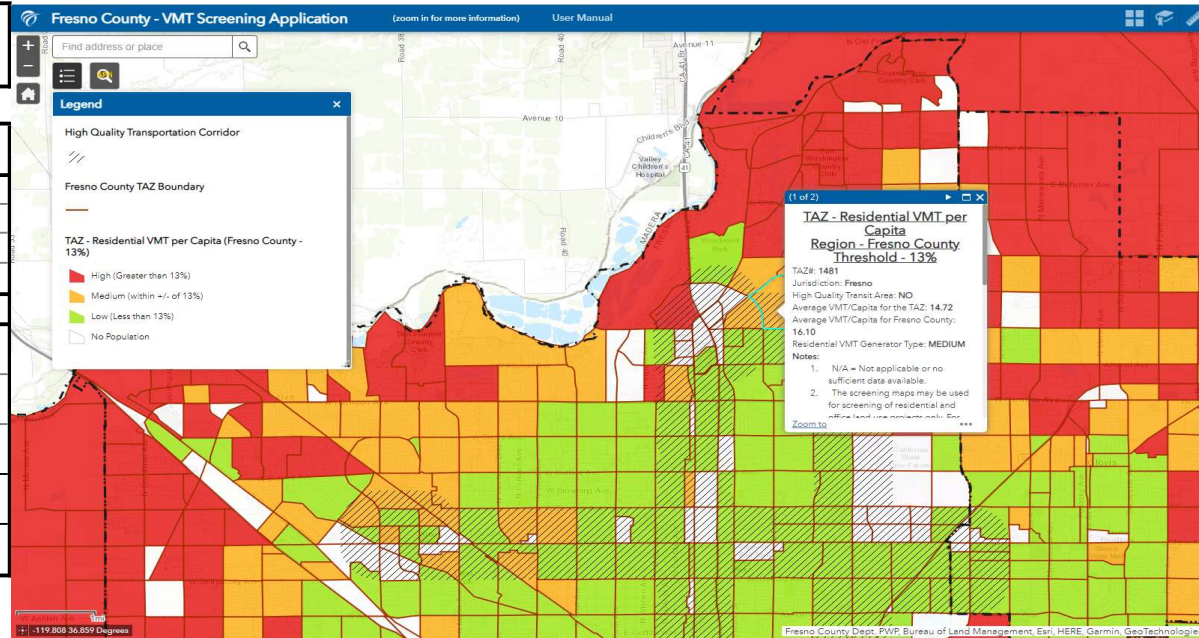
2019	Mitigation Fee
Project Non-Retail Square Footage (TSF) (a)	150
Project employment (b)	406
Project VMT per employee (c)	27.8
VMT per employee Threshold (d)	25.6
Project excess VMT per employee (e = c-d)	2.2
Total Project excess VMT (f=e*b)	893
Fee per 1 mile of VMT reduction (g)	\$ 295
Total VMT reduction fees (h=g*b)	\$ 263,378
VMT reduction fees per KSF (i=h/a)	\$ 1,756



Multi Family Residential Development - VMT Analysis

2019	Mitigation Fee
Project Households (a)	150
Project Population (b)	518
Project VMT per capita (c)	14.3
VMT per capita Threshold (d) ¹	14.0
Project excess VMT per capita (e=c-d)	0.3
Total Project excess VMT (f=e*b)	155
Fee per 1 mile of VMT reduction (g)	\$ 295
Total VMT reduction fees (h=g*b)	\$ 45,815
VMT reduction fees per household (i=h/a)	\$ 305

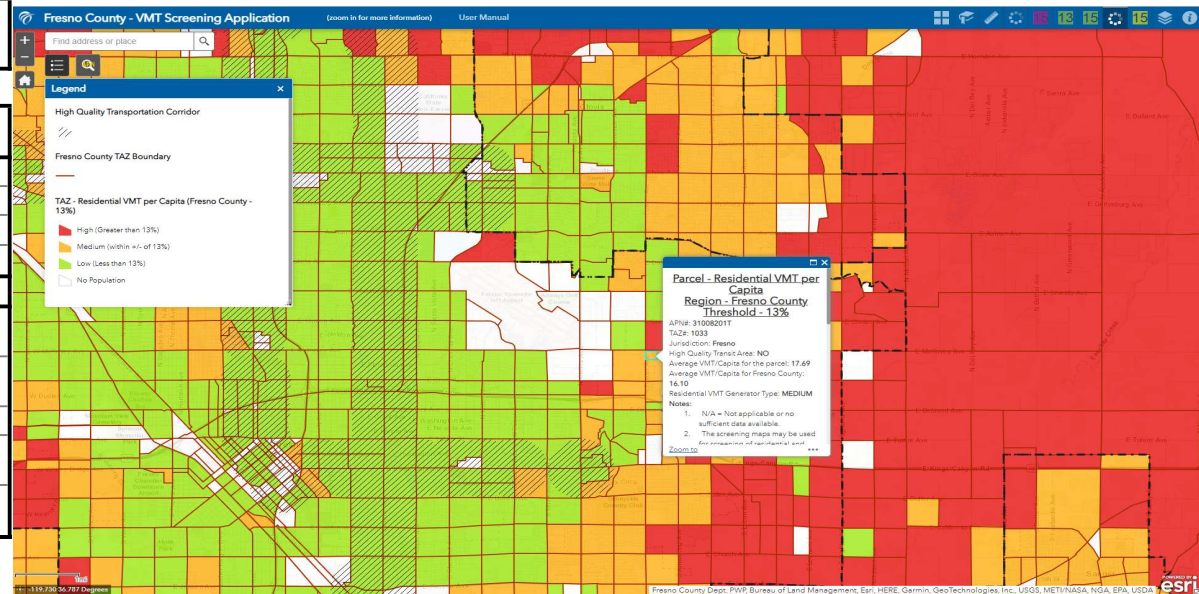
¹ VMT per capita threshold = 87% of County VMT per capita (16.1). County is the region used VMT calculator tool (v1.37) for VMT analysis.



Single Family Residential Development - VMT Analysis

2019	Mitigation Fee
Project Households (a)	200
Project Population (b)	610
Project VMT per capita (c)	17.6
VMT per capita Threshold (d) ¹	14.0
Project excess VMT per capita (e=c-d)	3.6
Total Project excess VMT (f=e*b)	2,196
Fee per 1 mile of VMT reduction (g)	\$ 295
Total VMT reduction fees (h=g*b)	\$ 647,809
VMT reduction fees per household (i=h/a)	\$ 3,239

¹ VMT per capita threshold = 87% of County VMT per capita (16.1). County is the region used VMT calculator tool (v1.37) for VMT analysis.



Retail Development - VMT Analysis

Within entire Fresno County

2019	Mitigation Fee
Project Retail Square Footage (TSF) (a)	100
Roadway VMT with project (b)	22,846,893
Roadway VMT without project (c)	22,843,672
Total Project excess VMT (d=b-c)	3,221
Fee per 1 mile of VMT reduction ('e)	\$ 295
Total VMT reduction fees (f=d*e)	\$ 950,068
VMT reduction fees per TSF (g=f/a)	\$ 9,501

