Module 3 – VMT Mitigation & Steps to Policy Adoption

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

FEHR PEERS

Cohort: Marin County

Presented by: Meghan Weir, Sahar Shirazi & Monique Ho

Dates: September 20, 2022

Agenda

1 **Introduction & Review**

2 **VMT Mitigation**

Break *(5 min)*

3 **Policy Adoption & Implementation Considerations**

4 **Next Steps**

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

FEHR PEERS

Source: Wikimedia Commons

Introduction

1

Ground Rules

- Be an active participant – Let's learn from each other!

- Keep your video on if possible

- Ask questions by using the raise hand function or use the chat

- Take turns speaking and give others a chance to speak up, please mute when not speaking

Remember, this is **not** a webinar, we want it to be interactive!

Purpose & Goals of Technical Assistance

- VMT policy adoption is required for compliance with SB743
  - Promote the reduction of greenhouse gas emissions
  - Promote the development of multi-modal transportation networks
  - Promote a diversity of land uses
- Help you create VMT policies that support local values and other policies/goals (housing elements, climate action, etc.)
- Streamline VMT analysis for common land uses, and provide a framework for analyzing unique land uses

This TA program is designed to help you implement the basic steps through approachable templates and workshops, and free, one-on-one consultation assistance

Curriculum Overview

Phase 1a: Summer/Fall 2022 | **Phase 1b: Fall/Winter 2022**

1

Introduction to SB 743

- Overview of Technical Assistance
- Intro to SB 743 & VMT
- OPR Recommendations

2

Two-Step Adoption: Thresholds and Screens

- Application of VMT metrics, thresholds, and screens to your jurisdiction
- Review VMT data
- Peer examples

3

VMT Mitigation & Policy Adoption

- VMT mitigation concepts
- Available tools
- Adoption strategy and implementation considerations

Implementation Support

- Non-CEQA transportation
- Jurisdiction support
- Mitigation fees, banks, and exchanges

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION
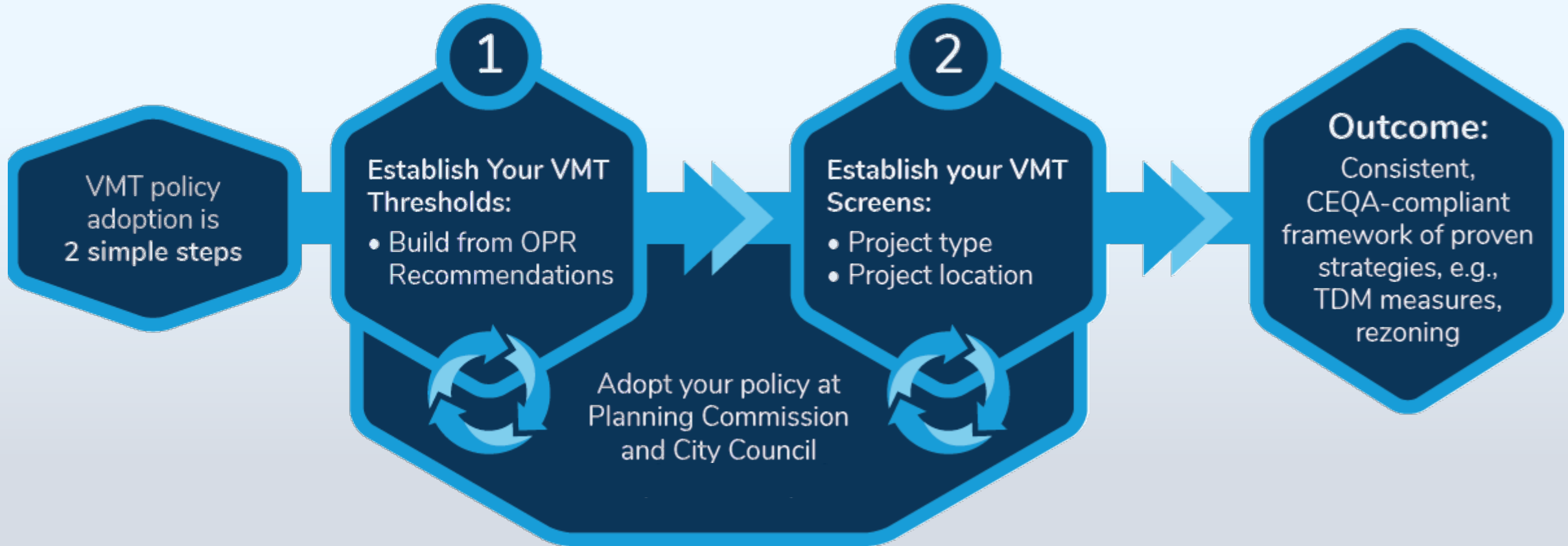
FEHR PEERS

Module 3 Learning Objectives

VMT Mitigation

- Understand VMT mitigation concepts and tools for quantifying effectiveness of Transportation Demand Management (TDM) measures

- Understand what policies you can adopt to support VMT mitigation

VMT Policy Adoption Strategy

- Review process to adopt VMT policy

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

FEHR ✦ PEERS

Module 2 Recap & Group Share

VMT policy adoption is 2 simple steps

1 Establish Your VMT Thresholds:
- Build from OPR Recommendations

Adopt your policy at Planning Commission and City Council

2 Establish your VMT Screens:
- Project type
- Project location

Outcome: Consistent, CEQA-compliant framework of proven strategies, e.g., TDM measures, rezoning

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

FEHR ✦ PEERS

Module 2 Recap & Group Share

Module 2 Memo Template – Group Share:

- Share experiences reviewing and filling out memo templates
- Any successful outcomes during this activity, such as conversations that helped to identify appropriate metrics and thresholds?
- Any challenges that arose during this activity?
- Is anyone ready to adopt these policies?

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

FEHR✦PEERS

VMT Mitigation

2

What is VMT Mitigation?

Mitigation: Jurisdictions must investigate and disclose all feasible measures to reduce impacts below the threshold of significance

How to reduce Vehicle Miles Traveled?

- Reduce the <u>number</u> of vehicle trips
  - Shift travel to non-driving modes
- Reduce the <u>length</u> of vehicle trips
  - Increase densities or encourage mixed uses

What is Transportation Demand Management (TDM)?

Traditional TDM Approach: On-site programs for employers such as commuter benefits, bicycle parking, etc.

TDM as a tool for VMT Mitigation can include:

- On-site programs for employees, residents, visitors
- On-site or near-site design features supporting active transportation or transit modes
- Parking management
- Community serving infrastructure and programs

Example VMT Mitigation Measures

Site-Specific Features

- Commute trip reduction program

- Price parking or provide parking "cash-out"

- Limit parking supply

- Integrate affordable housing

- Increase residential density

- Provide ridesharing program

- Provide subsidized transit passes

Community-Based Measures

- Provide community-based travel planning

- Charge for public parking

- Provide pedestrian network improvements

- Construct or improve bicycle facilities

- Expand transit network or service

- Improve bus stops and other transit-supportive roadway treatments

- Implement a carshare program

- Implement bike or scooter share program

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

FEHR PEERS

Related Plans & Programs

How is VMT mitigation related to other policies or programs?

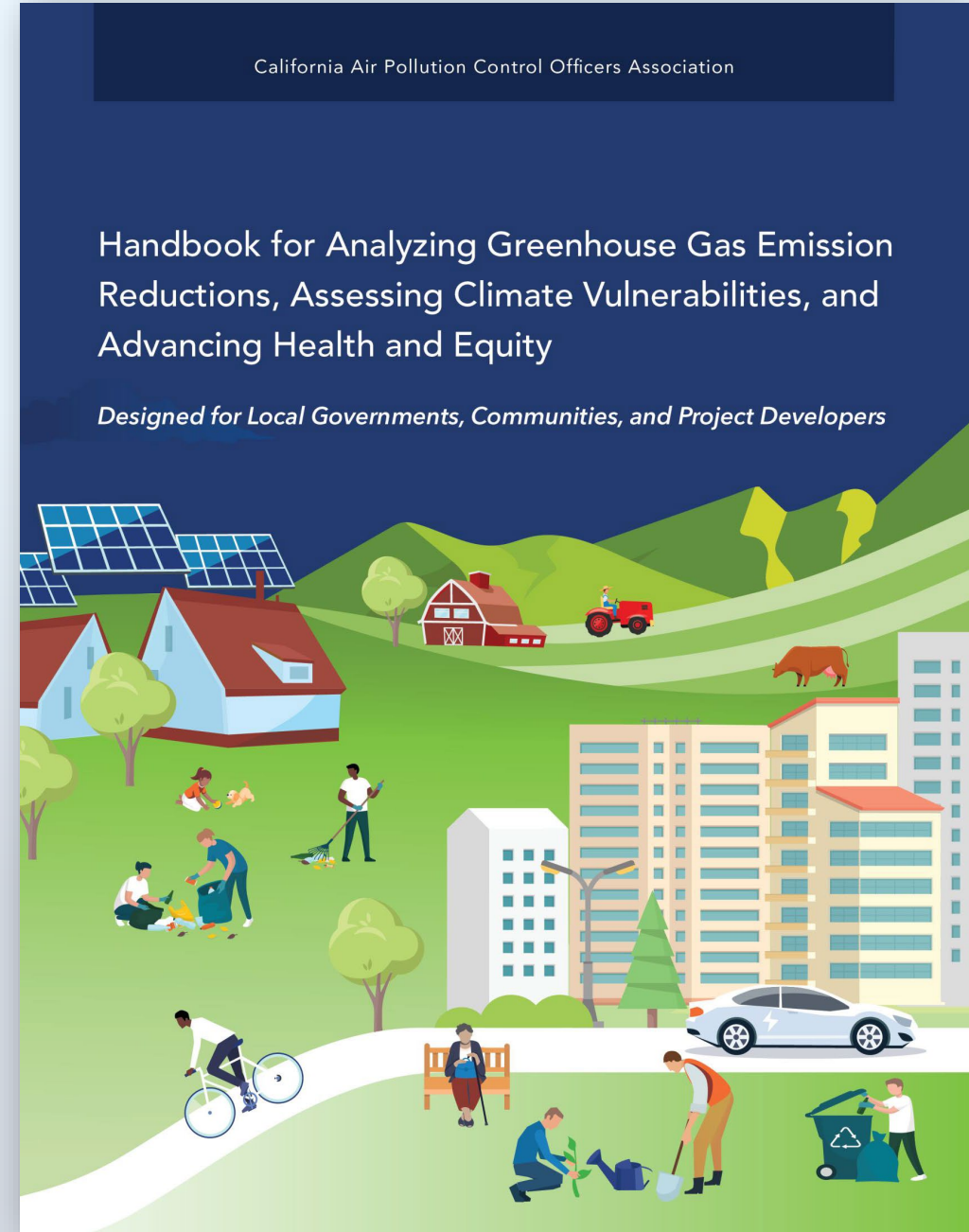- Existing trip reduction ordinances
- Parking & TDM ordinances

→ VMT mitigation can build on existing programs, but quantifying effectiveness should be based on the best available research.

→ Updating existing TDM ordinances is not required

What are some TDM plans, policies or programs that your city already has?

VMT Mitigation Resources

- CAPCOA Handbook Update
- California Emissions Estimator Model (CalEEMod)
- TDM+ tool through Caltrans

California Air Pollution Control Officers Association

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

Designed for Local Governments, Communities, and Project Developers

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

FEHR ‡ PEERS

VMT Mitigation Policy

After adopting thresholds and screening criteria, what VMT mitigation guideance should you provide?

Recommended an analytical approach for calculating mitigation effectiveness to remove guesswork:

- Use locally appropriate VMT mitigation tool, if available, or
- Reference resources for effectiveness calculations (e.g., CAPCOA or the latest available TDM research)

VMT Mitigation Policy

What other TDM or mitigation guidance would be helpful?

1. Review local TDM ordinance or requirements and determine if they need to be updated
   - Start by comparing local requirements to the list of CAPCOA measures presented at the end of the Module 2 memorandum

2. Identify off-site mitigation measures when impacts can't be mitigated on-site
   - VMT fee or exchange programs. For more information, see Module 3 memo template.

Module 2 Template

- Access [here](#)

Module 3 Preparation – VMT Mitigation Assessment

This table is intended to spark staff-level conversations about the types of VMT mitigation that are appropriate for your jurisdiction in preparation for Module 3, which will focus on VMT mitigation.

The CAPCOA handbook (https://www.caleemod.com/handbook/full_handbook.html) is a resource for California communities and developers to leverage in quantifying GHG emissions and VMT reductions. Using the latest research, handbook authors outline different GHG mitigating measures and how to estimate their predicted effectiveness in one's own jurisdiction.

Review of VMT Mitigation Strategies

CAPCOA 2021 ID	VMT Reduction Measure	Type of VMT Affected	Score 1 - most applicable 2 - somewhat applicable 3 - least applicable N/A	Notes (Related policies/plans/programs, opportunities for coordination, considerations for implementation, etc.)
Land Use – Higher Effectiveness				
T-1	Increase Residential Density	Project-generated trips		
T-2	Increase Job Density	Project-generated trips		
T-3	Provide Transit-Oriented Development	Project-generated trips		
T-4	Integrate Affordable and Below Market Rate Housing	Project-generated trips		
T-17	Improve Street Connectivity	All neighborhood/city trips		
Trip Reduction Programs – Medium Effectiveness				
T-5, T-6, T-7,	Implement Commute Trip Reduction Program	Employee commute trips		
T-8, T-11	Providing Rideshare and Vanpool Programs	Employee commute trips		
T-9	Implement Subsidized or Discounted Transit Program	Employee commute trips		
T-10	Provide End-of-Trip Bicycle Facilities	Employee commute trips		
T-12	Price Workplace Parking	Employee commute trips		
T-13	Implement Employee Parking Cash-Out	Employee commute trips		
T-23	Community-Based Travel Planning	Household trips		
Parking or Road Pricing/Management – Medium Effectiveness				
T-15	Limit Residential Parking	Project-generated		

Module 3 Template

- Access here

Table 1 below summarizes staff's recommendations for the tools that development and transportation projects should use to mitigate VMT impacts. **Table 2** presents follow up actions related to policy and ordinance updates that staff recommend to support VMT mitigation.

Table 1: VMT Mitigation Approach

Project Type	Available Tools and Resources	Staff Recommended Tool	Rationale
Land Use: Residential and Employment Uses	Countywide tool Statewide tools (e.g., CAPCOA, TDM+)			
Land Use: Other projects	Statewide tools (e.g., CAPCOA, TDM+)		
Transportation projects: Capacity increasing (vehicle capacity reducing projects are generally screened out)	Caltrans guidance		

Table 2: Additional Actions VMT Mitigation Policies and Ordinances

Policy, Program or Ordinance Type	Relationship to VMT Mitigation	Staff Recommendation	If yes, identify responsible City department
Provide programmatic guidance through one or more of the following: A) Identify menu of locally appropriate TDM measures, A) Adopt a local TDM ordinance, and/or B) Participate in a countywide TDM program	Provides locally appropriate guidance on TDM implementation, monitoring, and administrative requirements		
Update local parking standards	Reduced parking supply compared to traditional parking minimums can reduce VMT		
Update or create a transportation impact fee based on VMT	LOS-based TIF programs may increase VMT, while VMT TIF programs could reduce VMT		
Participate in a countywide or regional VMT mitigation fee program	Allows projects to fund off-site VMT-reducing improvements at a regional or countywide scale		
Create a local VMT mitigation fee program	Allows projects to fund off-site VMT-reducing improvements at a city scale		

Discussion

What other questions or concerns do you have about VMT mitigation?

Any questions about the Module 3 memo template?

Break

(5 minutes)

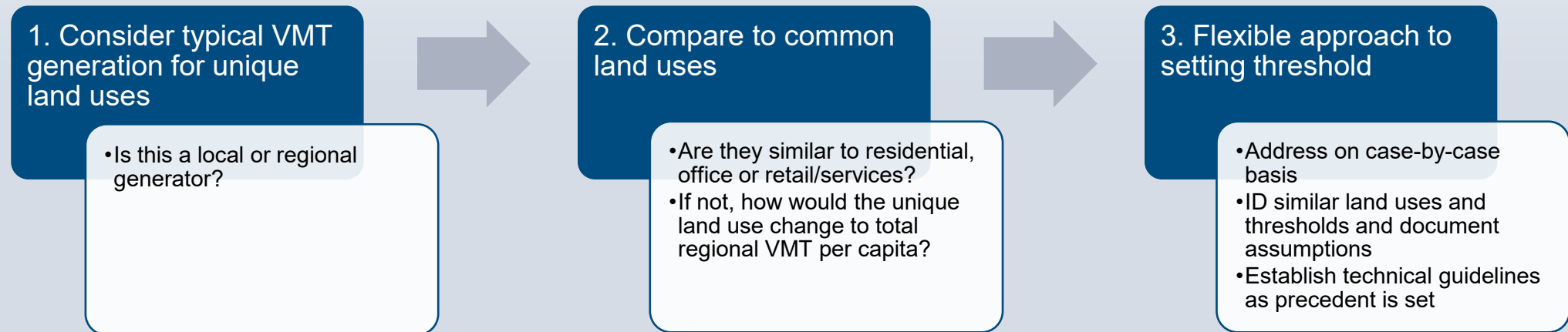# Adoption Strategy & Implementation Considerations
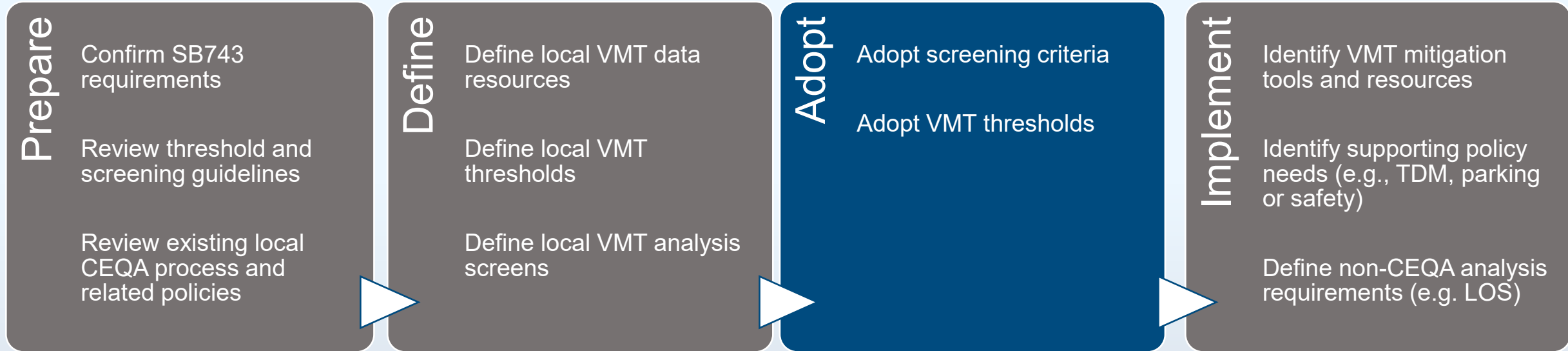
3

Goals for this Program

"Get the basics done first, then tackle the challenging stuff"

1. Streamline VMT analysis for common land uses
2. Establish a basis on which to guide future decisions about more complicated or unique land uses, which would include:

VMT Process for Unique Land Uses

1. Consider typical VMT generation for unique land uses

- Is this a local or regional generator?

➡

2. Compare to common land uses

- Are they similar to residential, office or retail/services?
- If not, how would the unique land use change to total regional VMT per capita?

➡

3. Flexible approach to setting threshold

- Address on case-by-case basis
- ID similar land uses and thresholds and document assumptions
- Establish technical guidelines as precedent is set

Steps to SB 743 Compliance

Prepare

Confirm SB743 requirements

Review threshold and screening guidelines

Review existing local CEQA process and related policies

Define

Define local VMT data resources

Define local VMT thresholds

Define local VMT analysis screens

Adopt

Adopt screening criteria

Adopt VMT thresholds

Implement

Identify VMT mitigation tools and resources

Identify supporting policy needs (e.g., TDM, parking or safety)

Define non-CEQA analysis requirements (e.g. LOS)

Typical Engagement

Internal Staff

Decision Makers

Internal Staff, may need decision maker input

52

Steps to SB 743 Compliance

Prepare
Confirm SB743 requirements

Review threshold and screening guidelines

Review existing local CEQA process and related policies

Define
Define local VMT data resources

Define local VMT thresholds

Define local VMT analysis screens

Adopt
Adopt screening criteria

Adopt VMT thresholds

Implement
Identify VMT approach, mitigation tools, and resources

Identify supporting policy needs (e.g., TDM, parking or safety)

Define non-CEQA analysis requirements (e.g. LOS)

Typical Engagement

Level of Effort ↓

	Internal Staff	Decision Makers	Internal Staff, may need decision maker input
Petaluma, Fremont	Technical Advisory Committee (TAC) or regular cross-department internal teams reviewed details	Planning Commission & Council study sessions and adoption hearings	Local VMT mitigation, TDM ordinance, transportation review guidelines to address CEQA and non-CEQA
Milpitas, Vacaville	Staff reports based on internal discussions	Planning Commission & Council presentation	General Plans used to evaluate other related policies

53

Steps to Adoption: Engaging Decision Makers

TA Materials:

- **Presentations:** Short council adoption or long study session

- **Staff reports and resolutions:** Templates and policy adoption language

- **Internal guidance documents**

What additional documents, tools, or resources would support you in moving forward with VMT policy adoption?

Review Public-Facing Materials

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

FEHR ᛘ PEERS

Next Steps

4

What's Next

- Feedback survey
- Office hours – *October 4, 2022 – 9:30 to 11:30 a.m.*
  - *"Learn from an early adopter"*
  - *VMT mitigation tools*
  - *Walk through memo templates and public-facing materials*
- Module 4 – *October 20, 2022 – 2:00 to 4:00 p.m.*

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

FEHR PEERS

Thank you!

Meghan Weir, Nelson\Nygaard: mweir@nelsonnygaard.com

Sahar Shirazi, Nelson\Nygaard: sshirazi@nelsonnygaard.com

Krute Singa, MTC/ABAG
Ksinga@bayareametro.gov