

Module 3 – VMT Mitigation & Steps to Policy Adoption



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

FEHR  PEERS

Cohort: Napa and Solano Counties
Presented by: Greg Goodfellow and
Charlie Knox, PlaceWorks
September 20, 2022

Agenda

1 Introduction & Review

2 VMT Mitigation

Break (5 min)

**3 Policy Adoption &
Implementation Considerations**

4 Next Steps



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

Module 3 Learning Objectives

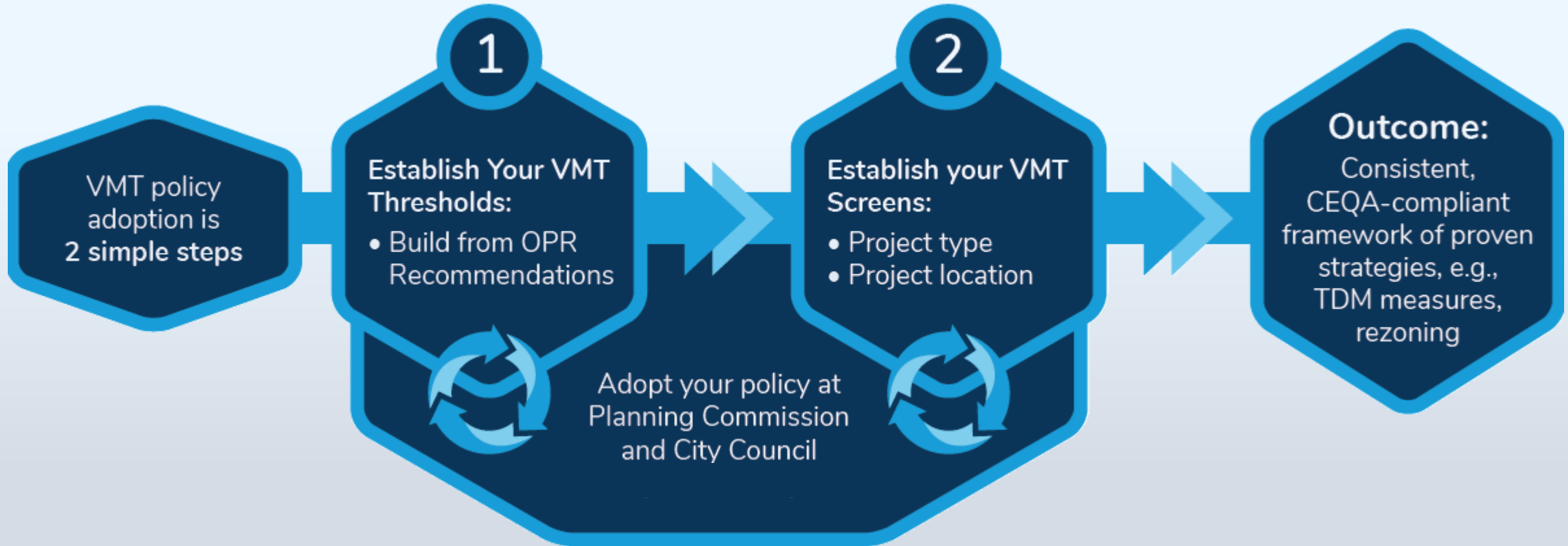
VMT Mitigation

- 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

Module 2 Recap & Group Share



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?

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 number of vehicle trips
 - Shift travel to non-driving modes
- Reduce the length 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

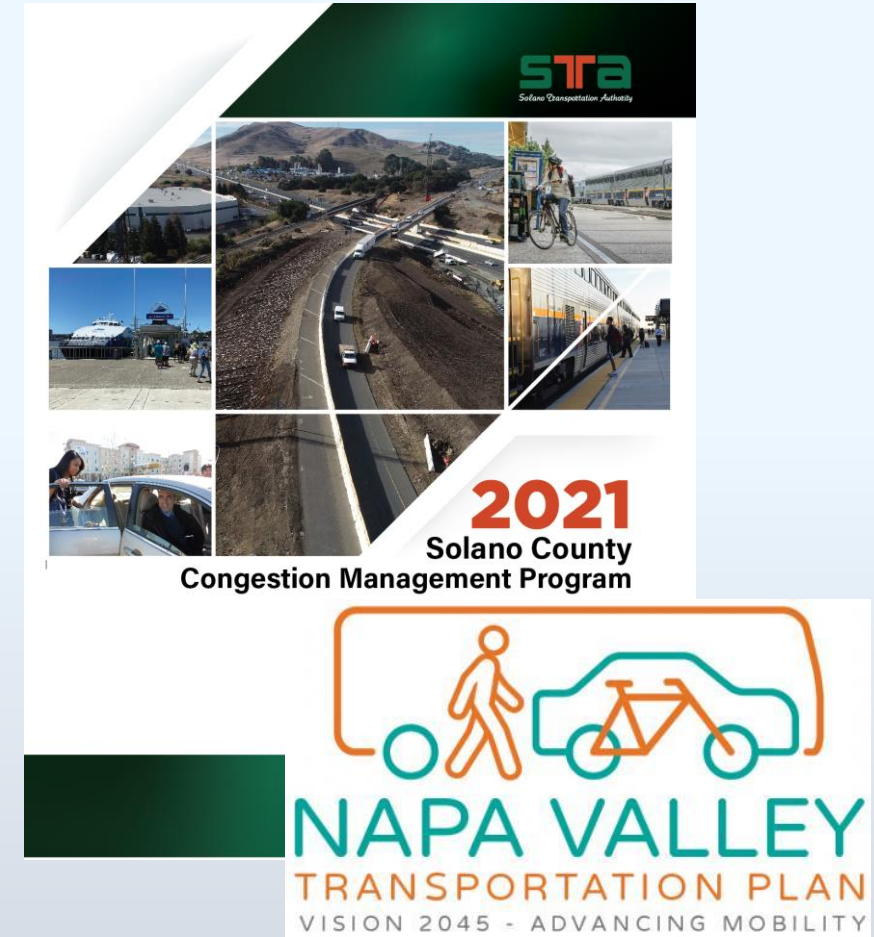
Community-Based Measures

- 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

Related Plans & Programs

How is VMT mitigation related to other policies or programs?

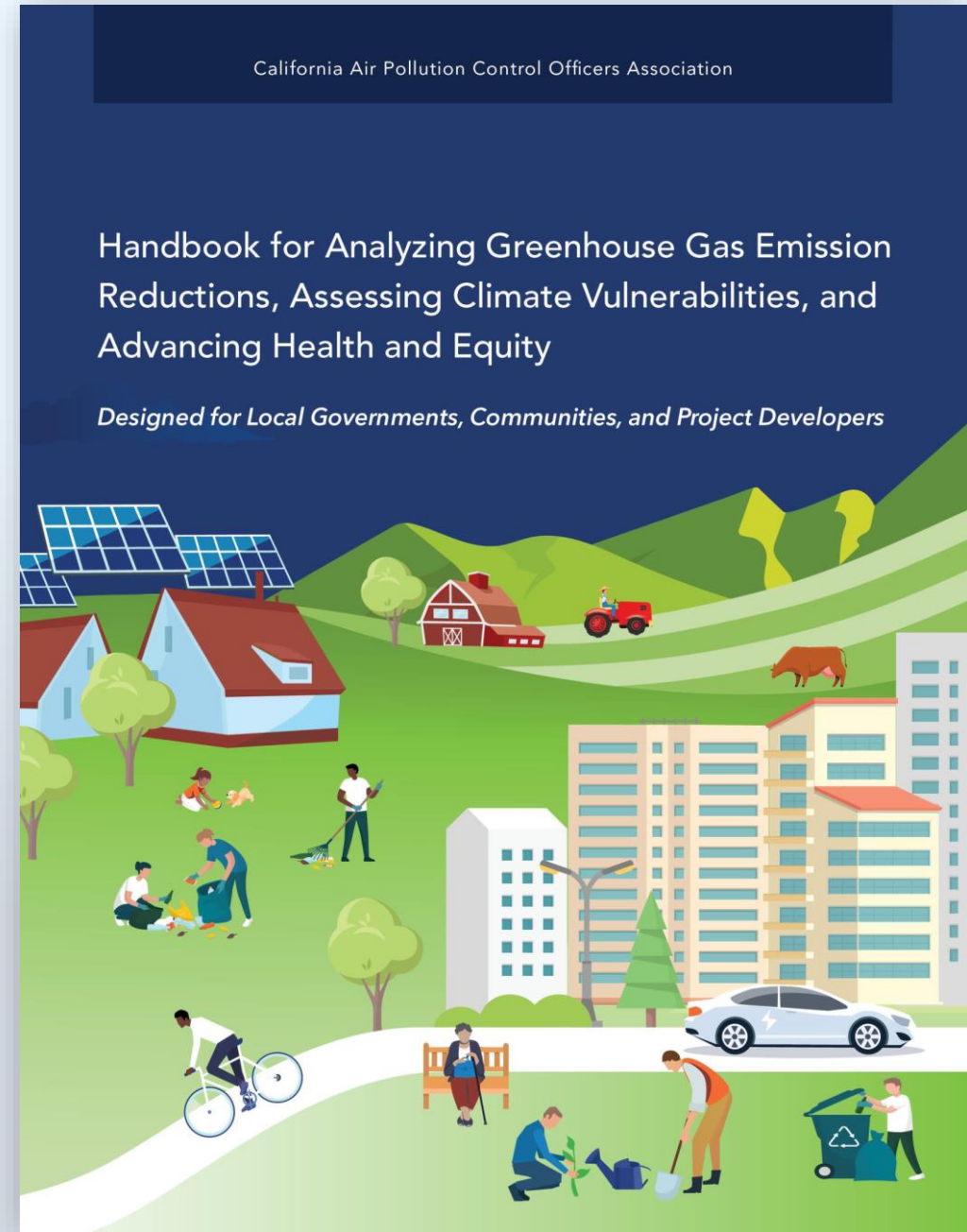
- Existing trip reduction ordinances
 - Parking & TDM ordinances
- VMT mitigation can build on existing programs, but quantifying effectiveness should be based on the best available research.
- Updating existing TDM ordinances is not required



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
- Solano Napa Activity Based Model (SNABM) VMT Tool



Solano Napa Activity Based Model (SNABM) VMT Tool



VMT Mitigation Calculation Tool

- Quantifies VMT mitigation for various strategies.
- It is based on the San Diego VMT Reduction Calculator. This tool has been the inspiration for a lot of similar tools.
- VMT reduction calculation is based on research work done for Federal authorities and data from all over the US. It is not specific to any city or state
- Tool can be used independently with ANY travel demand model.


VMT Mitigation Tool

- Original Mitigation Tool calculates % reduction in VMT
- Does not refer to any VMT metrics from the model
- The spreadsheet uses a small amount of land use information for some strategies (improve mixed use, mode shift to bikes etc.)
- If jurisdictions want to replace that with the data from their model, you can.
- **Tool can be completely independent of the model**

Implementation

- Consultant provides jurisdiction technical memo with recommendations
- Project level and Community Level Strategies
- Pick strategies that apply to your city.
- Remove the rest

NAPA VMT MITIGATION CALCULATOR TOOL



NAPA VALLEY TRANSPORTATION AUTHORITY

I. Overview

The Napa Mobility Management VMT Reduction Calculator Tool estimates the percent reduction in vehicle miles traveled (VMT) resulting from the application of mobility management strategies. The tool supports the goals of SB 743 (Steinberg, 2013) by providing jurisdictions and developers with a resource to quantify VMT reductions resulting from implementation of a variety of mitigation strategies at various scales. The tool also supports local government planning efforts including implementation of general and community plans, transportation demand management (TDM) ordinances, and climate action plans.

For every project site, the tool shows the project VMT and threshold VMT. In case the project VMT is higher than the acceptable threshold, the user can use this tool to calculate % reduction in VMT based on various mitigation strategies.

The tool operates at two geographic scales: project/site-level and community/city-level. Depending on the project location and project type, users can select appropriate strategies of interest for mitigating transportation impacts. Some strategies reduce VMT only from employee commute trips. Other strategies reduce VMT from all project-generated trips or all community/city trips. The type of VMT affected is shown on the Results pages and on the individual strategy pages. Each strategy requires that the user inputs values that are used to calculate the percent reduction in VMT. For many strategies, the tool offers default parameters that can be replaced with user-provided values if available.

This tool is a replica of the SANDAG VMT Mitigation Tool which has been used to develop similar such tools in several cities and counties in California. All county specific data has been updated with that of Napa County and some additional functionality has been added. This tool was developed by SANDAG as part of a project funded by a Caltrans Strategic Partnerships Planning Grant. The tool is available as a resource for local jurisdictions. Local jurisdictions are under no obligation to use this tool in their development approval processes or transportation analyses under SB 743. Users of the tool should exercise their professional judgment in reviewing, evaluating and analyzing VMT reduction estimate results from the tool. The Mobility Management Strategy Guidebook includes summary descriptions and resources for a variety of mobility management strategies.

II. Instructions

Follow the steps below:

- Under the "Project Information" section below, select the scale of analysis.
- Select the location of analysis, using the drop-down menus below. If San Diego City or Unincorporated San Diego County is selected, the user has the ability to select the Community Plan Area (Jurisdiction) location.
- Depending on the scale of analysis, different mobility management strategies are available for consideration. Click on a strategy of interest by selecting the strategy name. The hyperlink will take the user to that strategy page. Each strategy page requires the user to input data into cells to estimate the percent VMT reduction. See the **Legend** for a display of the different cell styles present in the strategy pages.
- Using hyperlinks, the user can navigate to the appropriate Results page to see the individual strategy and cumulative results.
- Additional strategies can be selected, and the Results page will reflect the combined impact of multiple strategies. If the user does not want to include a strategy with the cumulative results, click "Exclude from Results" on the strategy page (see **Legend**).
- Once the user has reviewed the individual strategy and cumulative results on the appropriate Results page, click the "Print Results" hyperlink to go to a printable page with a summary of project information, percent VMT reduction, and literature citations for the calculations at the selected scale of analysis.

III. Legend

Below are the different cell styles the user will see in the formulae of the strategy pages. Not all strategies use each cell style.

constant, coefficient, or default	= constant, coefficient, or default value, locked
user input	= required user input, values may be restricted, unlocked
user input, optional	= optional user input, values may be restricted, unlocked
overridden default	= optional input, default will be overridden, locked
	= hidden help text visible if user hovers cursor over cell, locked
calculation	= intermediate calculation in formula, locked
% change in VMT	= strategy output, locked
% change in VMT, max decrease	= strategy output, max achievable reduction, may be capped, locked
% change in VMT, increase	= strategy output, VMT increase, may be capped, locked
<input checked="" type="checkbox"/> Exclude from Results	= optional user input, check box to exclude a strategy output from results

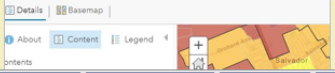
IV. Project Information

Project Name (optional):

Project Address (optional):

VI. Napa County VMT Heat Map

The VMT Heat Map is a color coded map that shows the VMT metrics of all traffic Analysis Zones in the County



Main
Project-Level Results
Community-Level Results
1A VCTR program
1B CTR program
1C carpool
1D transit subsidy
1E vanpool
1F telecommuting

TDM-VCommute



Public Transportation



Bus, ferry, and rail are the best way to get around!

511.org



For up-to-date transit and commuter information across the Bay Area.

Carpool



Driving alone adds to traffic. Consider a carpool!

Biking | Walking



Bicyclist and pedestrians are commuters, too!

Vanpool



Yep, there's a vanpool program! Let us show you all about #vanlife 🚐

Guaranteed Ride Home



What happens if I carpool or take transit to work but have to get home for an emergency? There's a program for that!

VMT Mitigation Policy

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

Recommend 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.

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

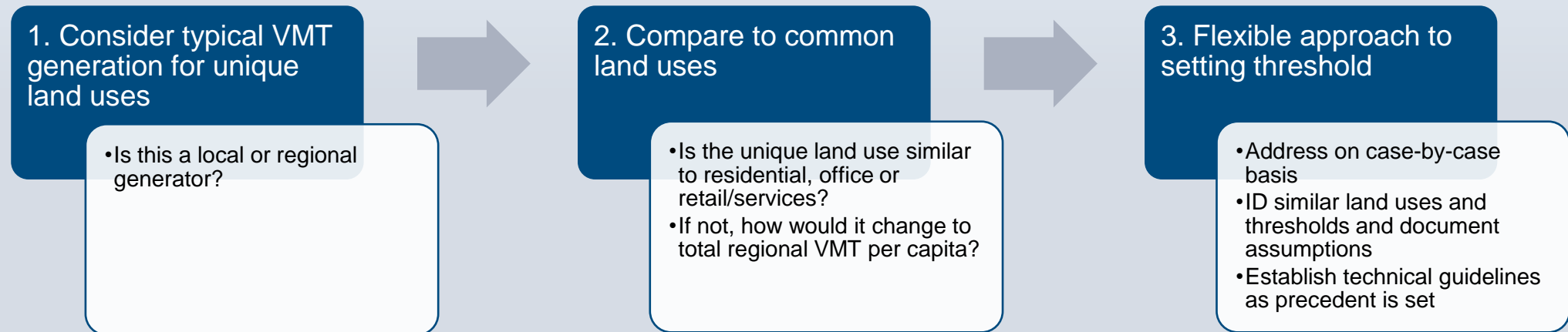
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Goals for this Program

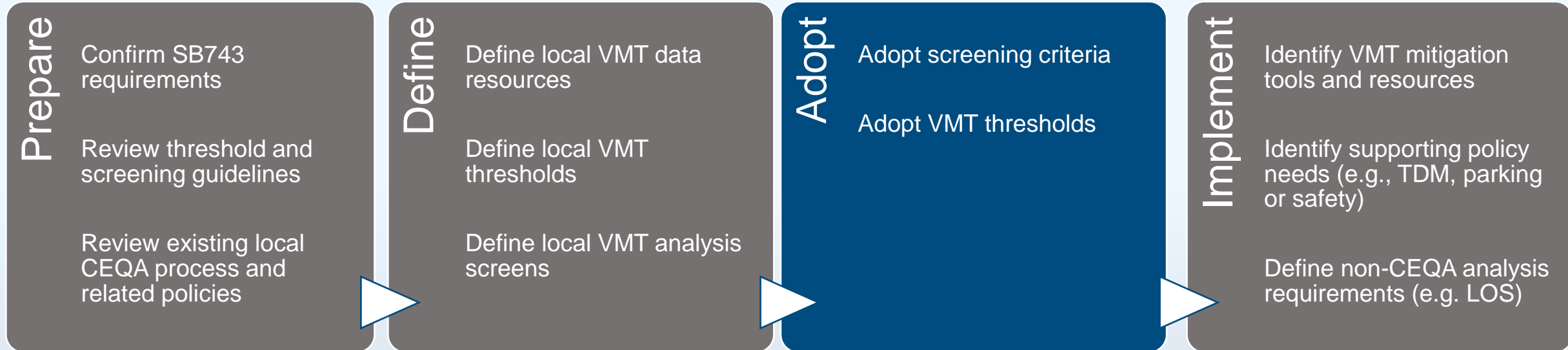
“Get the basics done first, then tackle the challenging stuff”

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



Steps to SB 743 Compliance



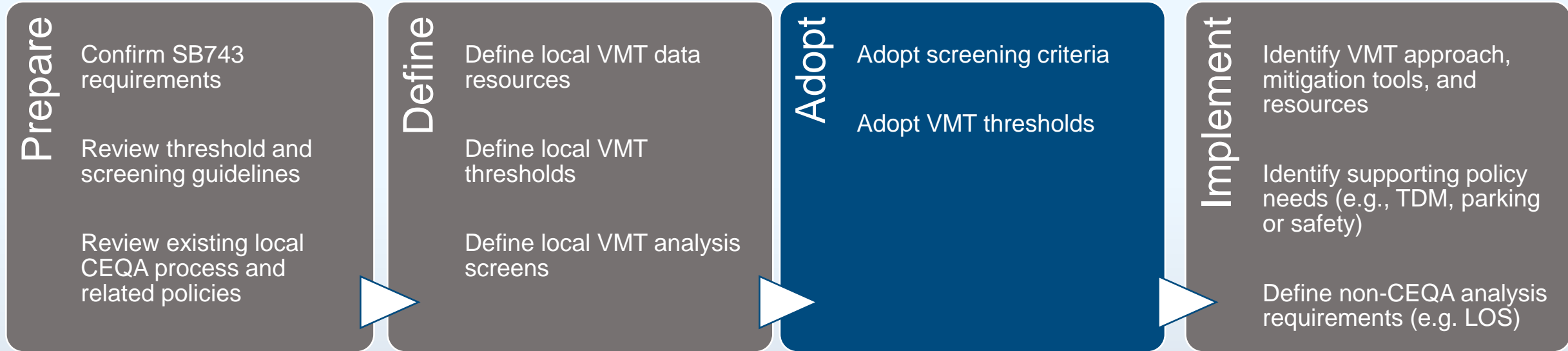
**Typical
Engagement**

Internal Staff

Decision Makers

*Internal Staff, may
need decision
maker input*

Steps to SB 743 Compliance



Typical Engagement

Internal Staff

Decision Makers

Internal Staff, may need decision maker input

Level of Effort



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

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?

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
CHULA VISTA ADOPTING THE CHULA VISTA
TRANSPORTATION STUDY GUIDELINES IMPLEMENTING
SENATE BILL 743**

WHEREAS, Senate Bill 743, which replaces Level of Service (LOS) with Vehicle Miles Traveled (VMT) as the metric for determining the significance of transportation impacts under the California Environmental Quality Act (CEQA), requires municipalities to adopt guidelines to implement the provisions of SB 743 by July 1, 2020; and

WHEREAS, the guidelines will assist applicants, professionals, City personnel, and other stakeholders to prepare, review, and process CEQA transportation studies as required by SB 743; and

WHEREAS, in accordance with Resolution 2019-236, the City retained a multidisciplinary consulting team led by Fehr & Peers, a recognized expert in the area of SB 743 implementation, to advise City staff in developing the Transportation Study Guidelines; and

WHEREAS, the development of the Transportation Study Guidelines involved review of a wide range of guidance documents and practices, including the Governor's Office of Planning and Research's Technical Advisory; the Institute of Transportation Engineers' Guidelines for Transportation Impact Studies in the San Diego Region; and implementation procedures developed by other agencies; and

WHEREAS, the development of the Transportation Study Guidelines carefully considered the unique characteristics and community values of the City of Chula Vista; and

WHEREAS, the Transportation Study Guidelines provides specific direction for conducting a Transportation Study for CEQA review, and provides guidance on VMT estimation, thresholds of significance, and procedures for screening certain projects considered unlikely to have a significant impact; and

WHEREAS, the Transportation Study Guidelines also provides direction on how to analyze a project's effect on transit, pedestrian, and bicycles facilities, and on LOS; and

WHEREAS, the Transportation Study Guidelines may be modified from time to time with the approval of the City Manager or designee.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Chula Vista, that it adopts the City of Chula Vista SB 743 Transportation Study Guidelines.

Presented by _____ Approved as to form by _____

Kelly G. Broughton, FASLA
Development Services Director

Glen R. Googins
City Attorney

Review Public-Facing Materials

Next Steps

4

What's Next

- Feedback survey
- Office hours – *October 6, 2022, 10 am to 12 pm*
 - *“Learn from an early adopter”*
 - *VMT mitigation tools*
 - *Walk through memo templates and public-facing materials*
- Module 4 – *October 18, 2022, 10 am to 12 pm*

Thank you!

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