

Exhibit H
Powerpoint Presentation



Fresno City Council VEHICLE MILES TRAVELED THRESHOLDS

June 18, 2020



Agenda Title:

Hearing to consider adoption of Vehicle Miles Traveled Thresholds pursuant to Senate Bill 743, which requires local jurisdictions in California to adopt such thresholds by July 1, 2020:

- RESOLUTION - Adopting Vehicle Miles Traveled Thresholds as described in the “CEQA Guidelines for Vehicle Miles Traveled Thresholds” document dated June 18, 2020, prepared pursuant to the requirements of California Public Resources Code Section 21099, and CEQA Guidelines Sections 15064.3(b) and 15064.7.
- Direct staff to pursue a mitigation program that includes creation of a citywide mitigation bank, exchange, or other mechanism to allow more options for VMT mitigation.

Outline

- Background
- VMT Thresholds
- Mitigation
- Public Comment
- Recommendation

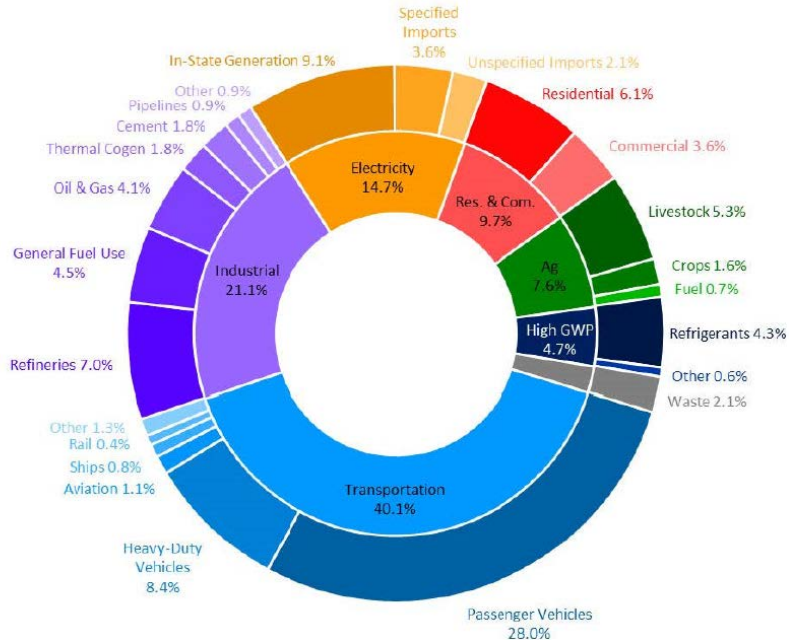
Background

- Definition
- Why VMT?
- What about LOS?

Definition

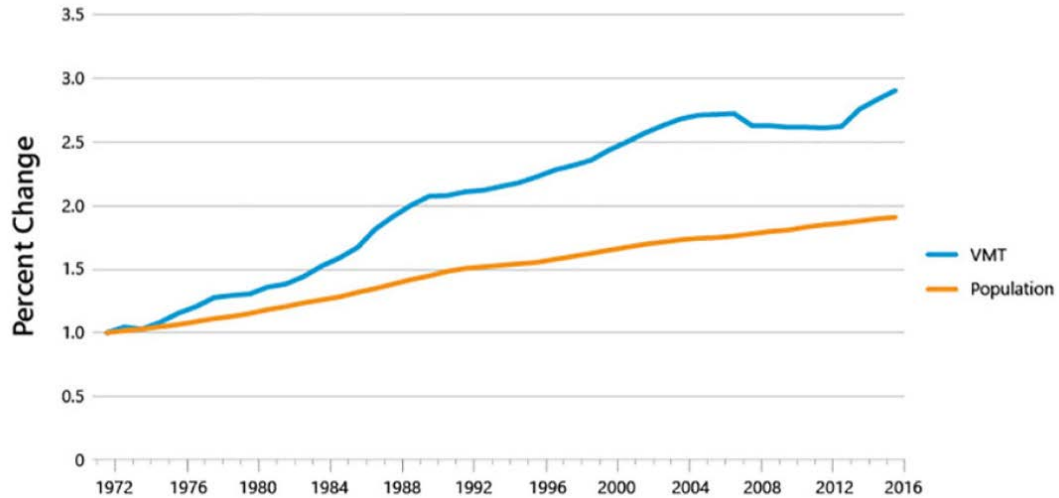
- Senate Bill 743, signed into law in 2013, requires that a new metric, vehicle miles traveled, be used to identify transportation-related impacts under CEQA starting July 1, 2020.
- VMT is the number of trips generated by a project multiplied by the distance of each trip in miles.
- VMT differs from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

Why VMT?



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

Why VMT?



Source: <https://ca50million.ca.gov/transportation/>



Benefits

- Reduced GHG emissions
- Public health benefits
- Improved air quality
- Fewer crash fatalities
- More walkable, bikeable, connected neighborhoods

How does LOS fit into the picture?

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

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

VMT Thresholds

- Development Projects
- Transportation Projects
- Land Use Plans



Development Projects

- Screening Criteria
- Thresholds

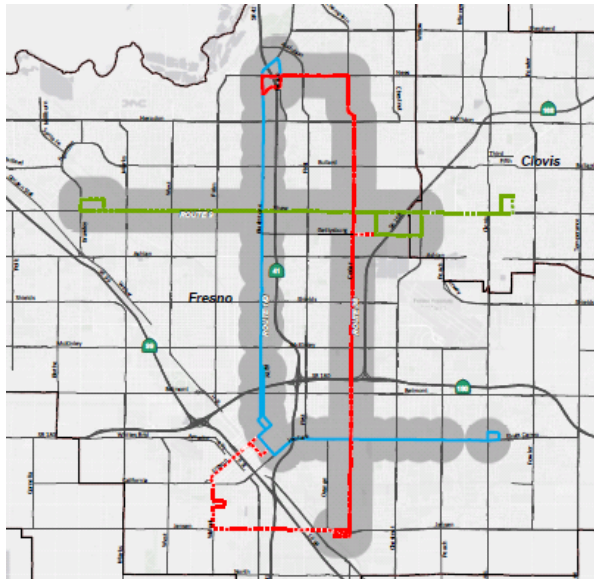
Screening Criteria

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

Transit Priority Areas & High-Quality Transit Corridors

In Fresno, these include areas within ½ mile of:

- Courthouse Park, the Amtrak Station, and the future HSR Station
- BRT Route 1 along Blackstone and Ventura/Kings Canyon;
- Route 9 along Shaw Ave
- Route 38 along Cedar Ave



Local Serving Retail



Projects Generating less than 500 Average Daily Trips

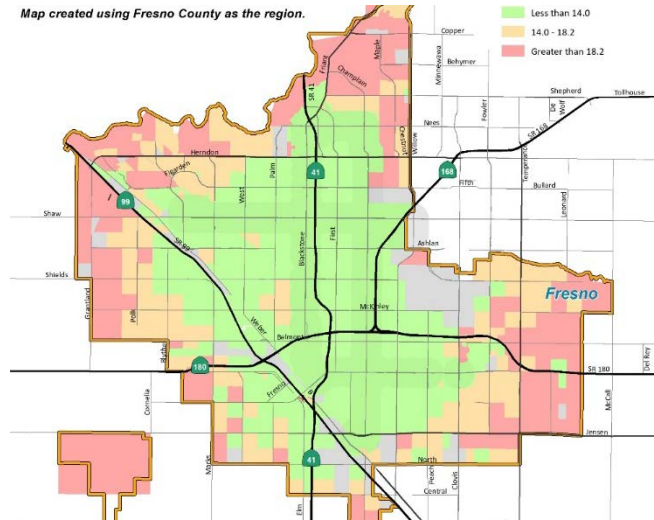
| Type of Development | # of Units or Square Feet (SF) |
|-------------------------|--------------------------------|
| Single Family Housing | 53 units |
| Low/Mid-Rise Apartments | 68/92 units |
| Retail | 13,250 SF |
| Office | 51,330 SF |
| Light Industrial | 100,800 SF |

Public Facilities



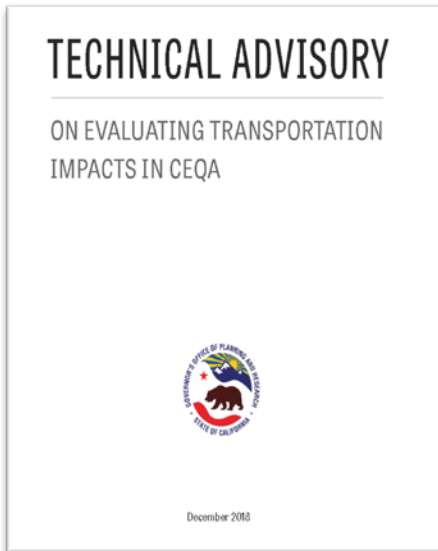
Areas with Low VMT

Map created using Fresno County as the region.

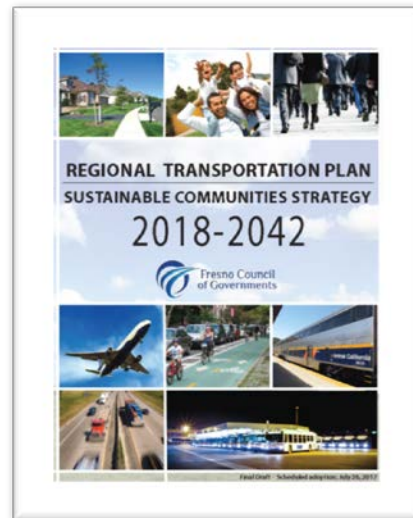


Thresholds

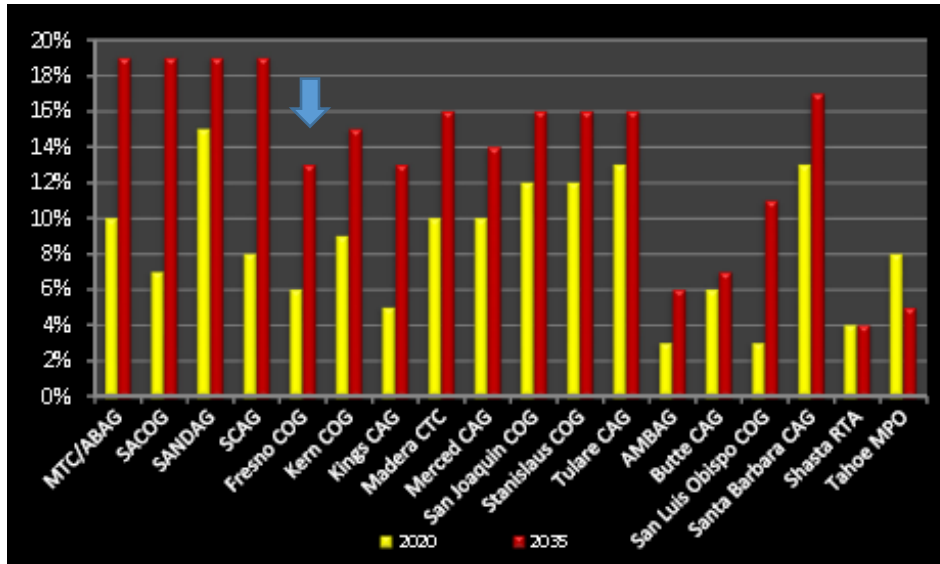
OPR Statewide Goal – **15%** Reduction



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



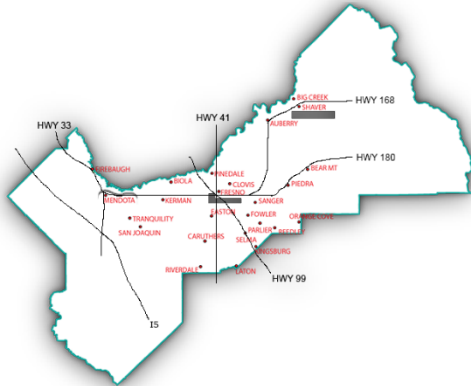
Regional Greenhouse Gas Reduction Targets



Source: <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>

VMT Region and Model

Fresno County selected as region



COG's new Activity Based Traffic Model (ABM) Used to Calculate Regional VMT



Two VMT Baselines

VMT Per Capita → residential threshold



VMT Per Employee → office threshold



Development Projects - Thresholds

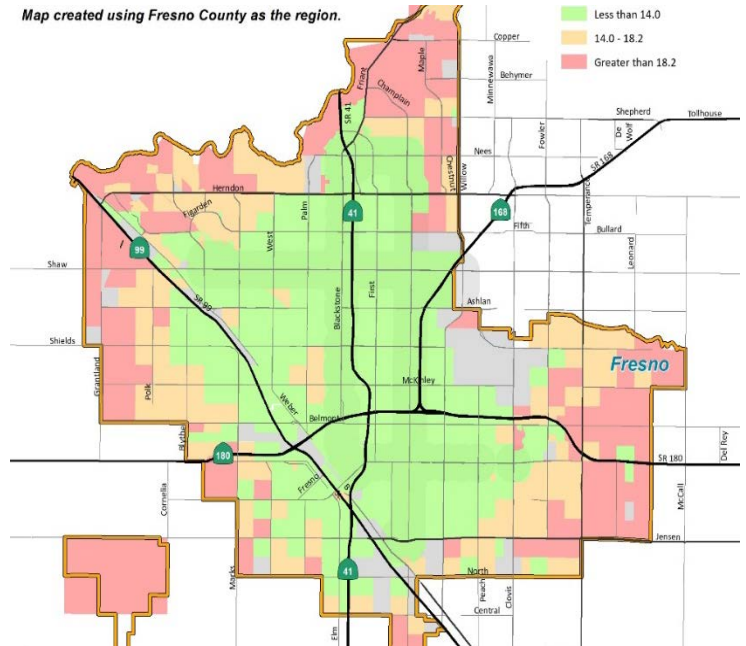
| Type of Project | Residential | Office/Industrial | Retail | Mixed Use | Public Facilities (e.g., police and fire stations, community centers) |
|---------------------|---|---|-------------------------------|--|---|
| Proposed Thresholds | 13% below existing regional VMT per capita | 13% below existing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

VMT/Capita Screening Map

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

Applies to Residential Land Uses

Map created using Fresno County as the region.



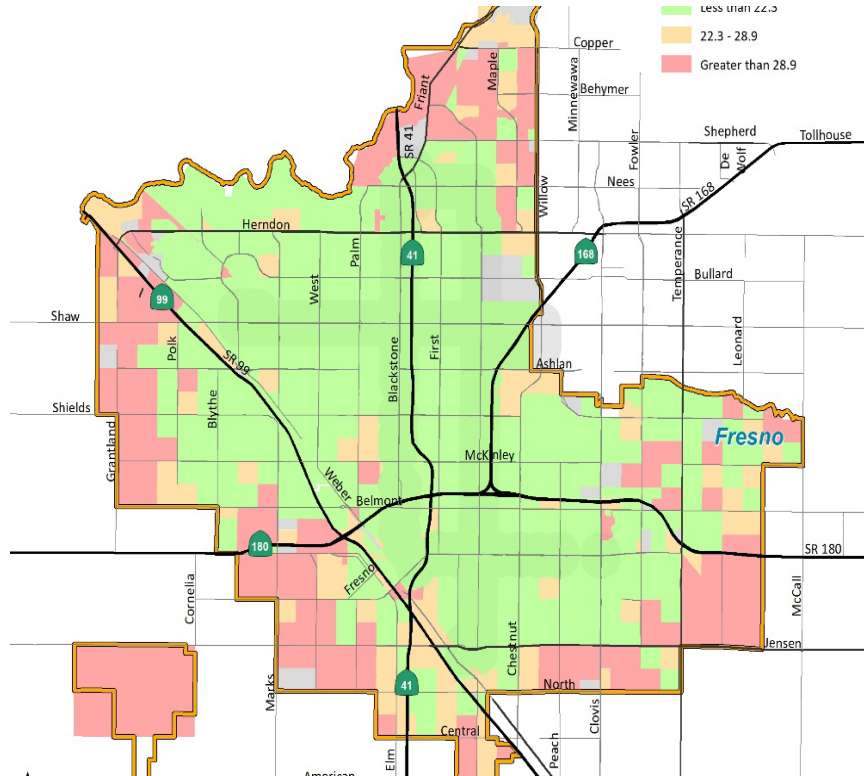
VMT/Employee Screening Map

County VMT per Employee: 25.6

13% Reduction = 3.3

VMT / Employee Threshold 22.3

Applies to Employee-Based Land Uses





Transportation Projects

- Screening Criteria
- Thresholds

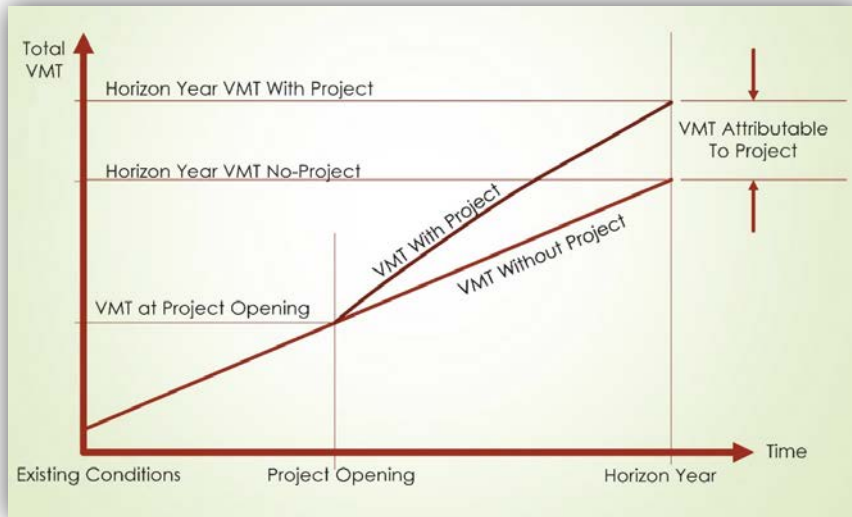
Screening Criteria

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

Transportation Projects - Thresholds

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

Transportation Projects - Thresholds



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



Land Use Plans

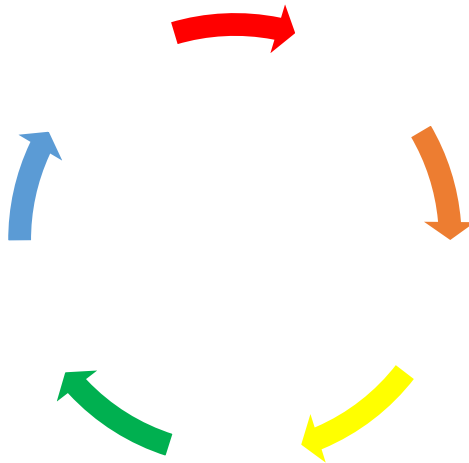
- Thresholds

Land Use Plan Threshold

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

Thresholds will likely change over time

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



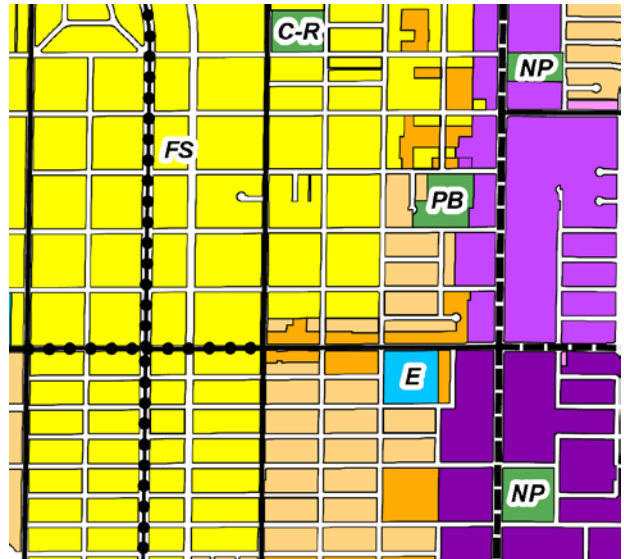
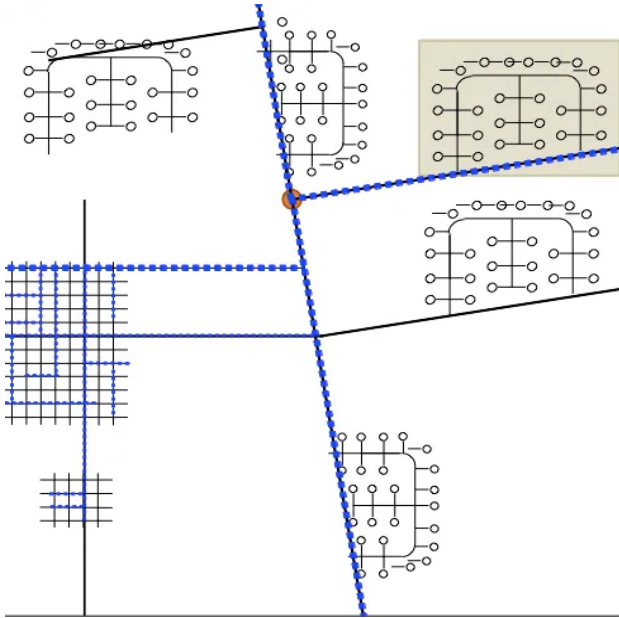
Mitigation

- Location, Design and Urban Form
- Public Works Improvements
- Transit Upgrades
- Transportation Demand Management

Look to General Plan for Mitigation Strategy

- **Goal 4:** Emphasize achieving **healthy air quality** and reduced greenhouse gas emissions
- **Goal 8:** Develop **complete neighborhoods** and districts with a diverse mix of residential densities, building types, and affordability, which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense of place, and that provide as many services as possible within walking distance.
- **Goal 10:** Emphasize increased land use intensity and **mixed-use development at densities supportive of greater use of transit** in Fresno;
- **Goal 11:** Emphasize and plan for **all modes of travel** on local and major streets in Fresno.

Location, Design & Urban Form



Examples:

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

Public Works Improvements



Examples

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

Transit Upgrades



Examples

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

Transportation Demand Management



[This Photo](#) by Unknown Author is licensed under [CC BY-NC-ND](#)

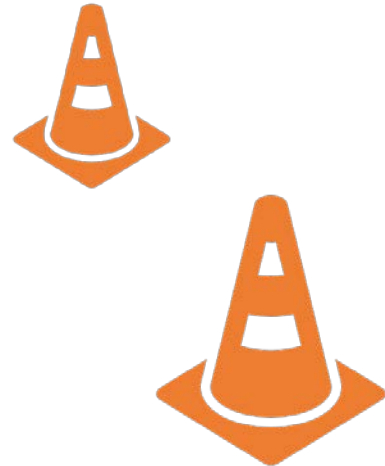


Examples

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

Mitigation Challenges

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



Mitigation Reminder

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



Outreach

- **August 2019** – Present: Participated in the Fresno COG’s VMT Guideline process. Member of Technical Advisory Committee, which has met six times. TAC includes 40-50 stakeholders, including local government staff, developers, consultants and Caltrans.
- **May 12, 2020** – VMT Webinar held – Attended by 123 participants
- **May 13, 2020** – VMT Guidelines posted on website; 21-day comment period announced
- **May 13, 2020** – BIA Monthly Meeting-VMT Draft Guidelines noted
- **May 22, 2020** – Public Hearing Notices posted in Fresno Bee, et al.
- **May 27, 2020** – Spanish Public Hearing Notice posted in in Vide en el Valle
- **June 2, 2020** – Revisions to VMT Guidelines distributed to stakeholders
- **June 3, 2020** – Planning Commission Meeting held

June Revisions to VMT Guidelines

- Pg. 26, Chapter 4: Significance Thresholds for Development Projects- Added text on the Caltrans Local Development Intergovernmental Review Program for land use projects in section 4.1 to incorporate the Caltrans VMT analysis process;
- Pg. 26: Chapter 4: Significance Thresholds for Development Projects - Defined “small” and “large” projects for the purposes of using the Fresno COG VMT Calculation Tool for residential and office projects based on observations from recent model runs;
- Pgs. 35-36, Chapter 5: Significance Thresholds for Transportation Projects- Added a paragraph on induced demand calculation methodologies at the end of the chapter, and also added a flowchart explaining the methodologies; and
- Pg. 43, Chapter 7: Mitigation Strategies, Section 7.2.1-Added text regarding some of the VMT mitigation measure reduction percentages being calculated by Fresno COG staff using the Fresno COG Activity Based Model (ABM) and locally available empirical data. A reference to the COG S SB 743 Guidelines document was also included.

Comments

- Email from Jeff Reid of McCormick Barstow et al LLC, dated June 3, 2020
- Letter from Mike Prandini of the Building Industry Association dated June 3, 2020

Concern: Reference to Caltrans in Chapter 4, pg 26

Revision adopted by Planning Commission and included in June 18, 2020 version of the Guidelines:

Projects that will influence Caltrans facilities ~~will~~ **may** be subject to the Caltrans Local Development-Intergovernmental Review program. **As part of that program**, Caltrans ~~will~~ **may** review the VMT analysis methodology, findings, and mitigation measures, ~~for each one of these land use projects~~ **with an eye toward statewide consistency.**

Recommendation

- RESOLUTION - Adopting Vehicle Miles Traveled Thresholds as described in the “CEQA Guidelines for Vehicle Miles Traveled Thresholds” document dated June 18, 2020, prepared pursuant to the requirements of California Public Resources Code Section 21099, and CEQA Guidelines Sections 15064.3(b) and 15064.7.
- Direct staff to pursue a mitigation program that includes creation of a citywide mitigation bank, exchange, or other mechanism to allow more options for VMT mitigation.