

RESOLUTION NO.	
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A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, ADOPTING A VEHICLE MILES TRAVELED NEXUS STUDY, REDUCTION PROGRAM, AND CAPITAL IMPROVEMENT PLAN AS DESCRIBED IN THE VEHICLE MILES TRAVELED REDUCTION PROGRAM AND NEXUS STUDY DOCUMENT DATED SEPTEMBER 2025, PREPARED PURSUANT TO THE REQUIREMENTS OF CALIFORNIA PUBLIC RESOURCES CODE SECTION 21099. CEQA GUIDELINES SECTIONS 15064.3(B), 15064.7, AND 15126.4, AND THE MITIGATION FEE ACT

WHEREAS, on September 27, 2013, the Governor of the State of California approved Senate Bill 743, which included the addition of Section 21099 to the Public Resources Code, calling for the development and adoption of criteria for determining the significance of traffic impacts and consideration of vehicle miles traveled (VMT) as the metric; and

WHEREAS, on December 28, 2018, the California Office of Administrative Law issued a Notice of Approval of Regulatory Action, approving the California Natural Resources Agency's amendments and updates to the California Environmental Quality Act (CEQA) Guidelines (2018 CEQA Amendments); and

WHEREAS, the 2018 CEQA Amendments included the addition of CEQA Guidelines Section 15064.3 which establishes that VMT is the most appropriate measure of transportation impacts and sets forth criteria for analyzing transportation impacts; and

WHEREAS, CEQA Guidelines Section 15064.3(b) authorizes a lead agency to choose the most appropriate methodology to evaluate a project's VMT impacts and states that the provisions of Section 15064.3 shall apply statewide as of July 1, 2020; and

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Date Adopted: Date Approved: Effective Date:

City Attorney Approval: 568915v1

Resolution No.

WHEREAS, CEQA Guidelines Appendix G, Section XVII pertaining to transportation impacts requires the lead agency to determine if a project would have a significant impact with respect to VMT; and

WHEREAS, CEQA Guidelines Section 15064.7(a) defines a threshold of significance as "an identifiable quantitative, qualitative, or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant; and

WHEREAS, CEQA Guidelines Section 15067.7(b) states that "[t]hresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and supported by substantial evidence"; and

WHEREAS, in order to facilitate orderly development within the City of Fresno and implement a threshold of significance that is relevant to the City's development patterns and established based upon data unique to the region, and in order to ensure consistency in significance determinations for projects within the City of Fresno, the City elected to adopt a citywide threshold of significance to measure VMT; and

WHEREAS, on June 25, 2020, the City Council adopted "CEQA Guidelines for Vehicle Miles Traveled Thresholds" (VMT Thresholds) which established VMT thresholds for the City of Fresno pursuant to CEQA Guidelines Sections 15064.3 and 15064.7; and

WHEREAS, CEQA Guidelines Section 15126.4 requires mitigation measures for significant impacts identified in the environmental analysis process; and

WHEREAS, a citywide program is the most effective mechanism for reducing VMT; and

WHEREAS, individual development projects with significant VMT impacts can mitigate their project-level impacts by participating in a citywide program; and

WHEREAS, in August 2021, the City hired LSA, Associates Inc., a local full-service planning consultant to develop the VMT Reduction Program and Nexus Study (VMT Program) for use in mitigating the environmental impacts of projects within the City and establishing proper nexus for establishing a VMT mitigation fee; and

WHEREAS, in June 2023, the City subsequently amended the contract with LSA Associates Inc., to include environmental analysis of the VMT Program pursuant to the California Environmental Quality Act; and

WHEREAS, the VMT Program consists of an Urban Design Calculator which recommends project design features that reduce VMT, a VMT Mitigation Fee which funds citywide transportation-related projects, services, and amenities that reduce VMT, a Nexus Study supporting the City's adoption of the VMT Mitigation Fee, and a Capital Improvement Plan; and

WHEREAS, the transportation-related projects to be funded by the VMT Mitigation Fee were previously identified in City of Fresno transportation plans including the Fresno Area Express Short-Range and Long-Range Transit Plans, the Active Transportation Plan and the Southern Blackstone Smart Mobility Strategy and received public input through those planning processes; and

WHEREAS, the VMT Mitigation Fee has been prepared in conformance with the Mitigation Fee Act set forth in California Government Code Title 7, Division 1, Chapter 5 (commencing with Section 66000), Chapter 6 (commencing with Section 66010), Chapter 7 (commencing with Section 66012), Chapter 7.5 (commencing with Section 66015),

Chapter 8 (commencing with Section 66016), and Chapter 9 (commencing with Section 66020); and

WHEREAS, the Mitigation Fee Act grants cities the authority to establish fees to be imposed as a condition of approval on development projects to defray all or a portion of the cost of public facilities related to the development project; and

WHEREAS, Section 66000(d) of the Mitigation Fee Act defines "public facilities" to include public improvements, public services, and community amenities; and

WHEREAS, on September 25, 2025, the City Council voted to continue the duly noticed public hearing to October 16, 2025; and

WHEREAS, on October 16, 2025, the Fresno City Council held the continued public hearing to consider the VMT Program and received both oral testimony and written information presented at the hearing regarding the Program.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno, based upon the testimony and information presented at the hearing and upon review and consideration of the documentation provided, as follows:

- Section 1. The above recitals are true and correct, are material to the adoption of this resolution, and are incorporated herein by reference.
- Section 2. In addition to the findings set forth in the recitals, the City Council hereby finds and determines as follows:
 - A. The Council has reviewed the "Vehicle Miles Traveled Reduction Program and Nexus Study" (VMT Program) dated September 2025 prepared by LSA Associates, Inc. setting forth recommendations for VMT reducing projects and measures, a VMT Mitigation Fee, and necessary financial requirements.

- B. The purpose of the VMT Program is to provide a means for development projects to mitigate VMT impacts and streamline compliance with SB 743 by providing a consistent methodology for calculating VMT reduction, facilitating VMT reducing project design through the use of the Urban Design Calculator, and generating revenue for citywide VMT reducing projects by levying a VMT Mitigation Fee for projects that have a VMT impact above the threshold of significance set forth in the City's adopted VMT Thresholds.
- C. VMT reducing projects are to be implemented citywide, are collected in a mitigation bank, and are evaluated with detailed scoring criteria in order to facilitate the most effective mechanisms for reducing citywide VMT.
- D. The purpose of the VMT Mitigation Fee is to contribute funds toward the implementation of the top 24 ranked VMT mitigation bank projects identified in Appendix C to the VMT Program and to allocate those costs to development projects that have a significant VMT impact within the city when analyzed using the VMT Thresholds.
- E. The VMT Mitigation Fee revenues are to be used to contribute funds toward public facilities, public services, and community amenities including Transportation Demand Management (TDM) projects, transit projects, and pedestrian and bicycle projects that have the ability to provide a quantifiable reduction in VMT.
- F. The VMT Mitigation Fee complies with the Mitigation Fee Act by demonstrating the reasonable relationship between the fee's use and the types of development that will be subject to the fee; the reasonable relationship between

the need for the VMT reducing projects and the types of development that will be subject to the fee; the reasonable relationship between the amount of the fee and the cost of the VMT reducing projects that are attributable to the developments that will be subject to the fee; and the reasonable relationship and proportionality between the calculated fee and the VMT impact caused by development projects that will be subject to the fee. One unit of VMT credit purchased in the mitigation bank by the fee corresponds to the cost of reducing one vehicle mile traveled.

- G. Square footage is not the appropriate metric for calculating the VMT fee for development projects whether they are residential or non-residential because square footage does not accurately reflect a given project's VMT impacts, and as such an alternative calculation of the fee based upon VMT generated above the City's adopted VMT threshold is the appropriate metric for calculating the VMT Mitigation Fee.
- H. The VMT Mitigation Fee is directly related to the VMT impact caused by the developments that are subject to the fee, and thus the alternative calculation bears a reasonable relationship between the fee charged and the burden posed by the development.
- I. Because the VMT Mitigation Fee imposed on a development is determined by the actual quantified VMT impact of that development, smaller developments will not be charged a disproportionate fee.
- J. Because the VMT Mitigation Fee is calculated to provide a portion of the Funding for VMT reducing projects, the charge does not exceed the cost of providing the public facilities.

- K. The VMT Program, as a whole, complies with CEQA Guidelines Sections 15064.3(B), 15064.7, and 15126.4 by providing the means for development projects to implement feasible and enforceable mitigation of VMT impacts consistent with the City's VMT Thresholds.
- L. Pursuant to California Government Code Section 66016, at least 14 days before the public hearing, the City mailed notice of the public hearing and the City's consideration of the VMT Program to any party that filed a written request for mailed notice of meetings on new or increased fees or service charges that included a general explanation of the matter to be considered and a statement that the data indicating the amount of the cost, or estimated costs, required to mitigate VMT for which the VMT Mitigation Fee is imposed and the revenue sources anticipated to provide the service, is publicly available.
- M. Pursuant to California Government Code Sections 66016, 66018, and 6062a at least 10 days before the public hearing, the City made available to the public data indicating the amount of costs, or estimated costs, required to provide the service for which the fee or service charge is levied and the revenue sources anticipated to provide the service, including General Fund revenues. The notice was published in the Fresno Bee on September 12, 2025. The published information included the notice of the public meeting on September 25, 2025 at 9:15 a.m. in the Council Chambers of the City of Fresno, 2600 Fresno Street, Fresno, CA 93721, as part of a regularly scheduled City Council meeting and the locations where the public data could be viewed.

- N. Pursuant to California Government Code Sections 54955 and 54955.1, the City Council voted to continue the public hearing to October 16, 2025 at 9:15 a.m. in the Council Chambers of the City of Fresno, 2600 Fresno Street, Fresno, CA 93721, as part of a regularly scheduled City Council meeting during which the City Council gave members of the public the opportunity to make oral or written presentations to the City Council on the proposed VMT Mitigation Fee and the analysis included in the VMT Program.
- O. After considering the specific VMT Program components, cost estimates, and VMT Mitigation Fee contributions to each project, the City Council approves such cost estimates, finds them reasonable as the basis for calculating and imposing the VMT Mitigation Fee, and finds that the VMT Reduction Program and Nexus Study satisfies the requirements of a nexus study in support of the VMT Mitigation Fee, as required by California Government Code Section 66016.5.
- P. After considering the project list, proposed cost estimates, anticipated revenues, and anticipated expenditures set forth in the Capital Improvement Plan (CIP) attached as Appendix D to the VMT Program, the City Council finds that the CIP satisfies the requirements of a CIP pursuant to California Government Code Section 66002, and is consistent with the Fresno General Plan.
- Q. The Council finds that the public facilities, public services, and community amenities contemplated by the Program individually and collectively are necessary to contribute to the reduction of VMT citywide, in furtherance of the purpose for which the fee is collected.

- R. After considering the Urban Design Calculator as well as the VMT Mitigation Project List and Scoring included as Appendix C to the VMT Program, the City Council finds that the project scoring criteria, including quantifiable VMT reduction, connectivity, access and equity, safety, funding, feasibility, and additionality has resulted in a list of projects that constitute feasible mitigation, that use of the Urban Design Calculator and/or payment of the VMT Mitigation Fee pursuant to the VMT Program constitute enforceable mitigation, and that payment of the VMT Mitigation Fee as determined by the VMT Program constitutes mitigation that is roughly proportional to the impact mitigated pursuant to CEQA Guidelines Section 15126.4.
- S. On October 16, 2025 at 9:15 a.m., the City held a duly noticed and subsequently continued public hearing in the Council Chambers of the City of Fresno, 2600 Fresno Street, Fresno, CA 93721, to consider oral and written presentations regarding the proposed VMT Program, inclusive of the VMT Mitigation Fee as set forth in this resolution.

Following consideration of all comments at the public meeting, the City Council determined to establish the structure and fees and charges detailed herein for the purpose of reducing VMT impacts in the City of Fresno and that establishment of the VMT Mitigation Fee is in the best interests of the City of Fresno.

Section 3. The Nexus Study reflected in the LSA Associates, Inc. VMT Reduction Program and Nexus Study is hereby adopted as the nexus study in support of the VMT Mitigation Fee pursuant to the Mitigation Fee Act.

Section 4. The Capital Improvement Plan reflected in Appendix D of the VMT Reduction Program and Nexus Study is hereby adopted as the Capital Improvement Plan required by the Mitigation Fee Act

Section 5. The VMT Reduction Program and Nexus Study, inclusive of the Urban Design Calculator (as may be updated when necessary), the VMT Mitigation Fee, the Nexus Study and the Capital Improvement Program, attached hereto as Exhibit A, is hereby adopted in its entirety and the VMT Mitigation Fee is hereby adopted as the VMT Mitigation Fee for all development projects within the City.

Section 6. The funds generated by the imposition of the VMT Mitigation Fee shall be deposited in a separate VMT Mitigation Fee account and will be used solely for the purposes for which the fees were collected and/or for reimbursing the City for funding VMT reducing projects in an amount that was anticipated to be paid by VMT Mitigation Fee revenues. The VMT Mitigation Fees shall be deposited, accounted for, and expended in accordance with the Mitigation Fee Act and all other applicable provisions of law.

Section 7. The City Manager or their designee is hereby authorized and directed to execute documents pertaining to this resolution and the VMT Program for and on behalf of the City of Fresno.

Section 8. Any judicial action or proceeding to attach, review, set aside, void, or annul this resolution shall be brought pursuant to California Government Code Section 66022.

Section 9. Pursuant to California Government Code Section 66017(a), this resolution shall become effective and in full force and effect at 12:01 a.m. on the sixty-first day after its final passage.

STATE OF CALIFORNIA) COUNTY OF FRESNO) ss. CITY OF FRESNO I, TODD STERMER, City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2025. AYES NOES ABSENT : ABSTAIN: TODD STERMER, MMC City Clerk Date Deputy APPROVED AS TO FORM: CITY ATTORNEY'S OFFICE

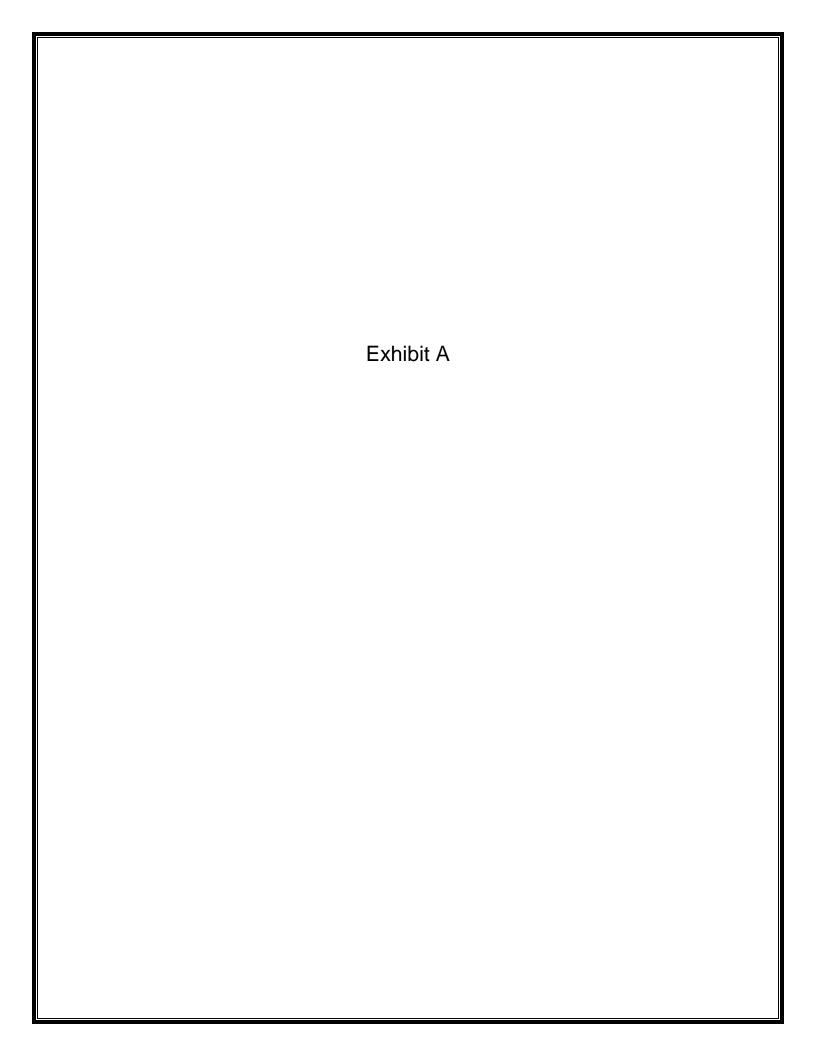
Attachment: Exhibit A - VMT Reduction Program and Nexus Study

Date

By: _

Talia Kolluri

Assistant City Attorney



VEHICLE MILES TRAVELED REDUCTION PROGRAM AND NEXUS STUDY

CITY OF FRESNO FRESNO COUNTY, CALIFORNIA



September 2025

VEHICLE MILES TRAVELED REDUCTION PROGRAM AND NEXUS STUDY

CITY OF FRESNO FRESNO COUNTY, CALIFORNIA

Submitted to:

Sophia Pagoulatos City of Fresno 2600 Fresno Street, 3rd Floor Fresno, California 93721

Prepared by:

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Project No. CFO2101



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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- C: VMT MITIGATION PROJECT LIST AND SCORING
- D: CAPITAL IMPROVEMENT PLAN PROJECTS
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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 Implementing SB 743 Policy Report

TRB Transportation Research Board

UDC Urban Design Calculator

VMT vehicle miles traveled

VMT Guidelines CEQA Guidelines for Vehicle Miles Traveled Thresholds

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

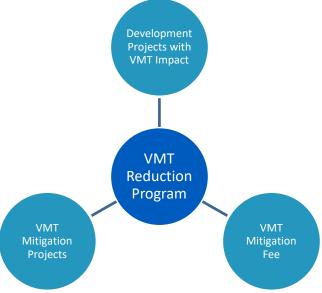
development. Under SB 743, the nexus of a project's requirement to pay a fee would only be triggered when a project has a significant VMT impact and is not able to mitigate its impact. As discussed previously, the extent of VMT impact is also a key factor in determining the fees. This is dependent on 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.
- Identify the use of the fee, including identifying any public facilities (defined broadly to include "public improvements, services, and community amenities") to be funded.
- 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 Terner 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

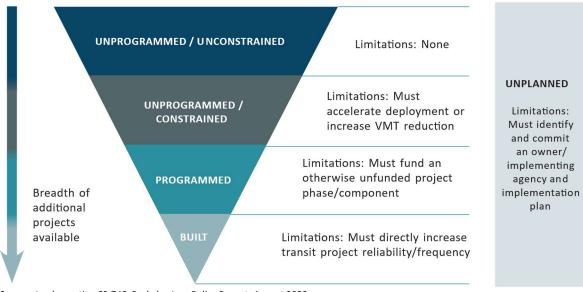
Additionality under CEQA refers to the concept that investments made to mitigate environmental impacts should provide benefits that otherwise would not have occurred absent the mitigation program. While neither CEQA nor SB 743 explicitly refers to the term "additionality" as a statutory requirement, 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

VMT MITIGATION ADDITIONALLY FRAMEWORK FOR TRANSPORTATION AGENCIES



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, onsite 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

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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.

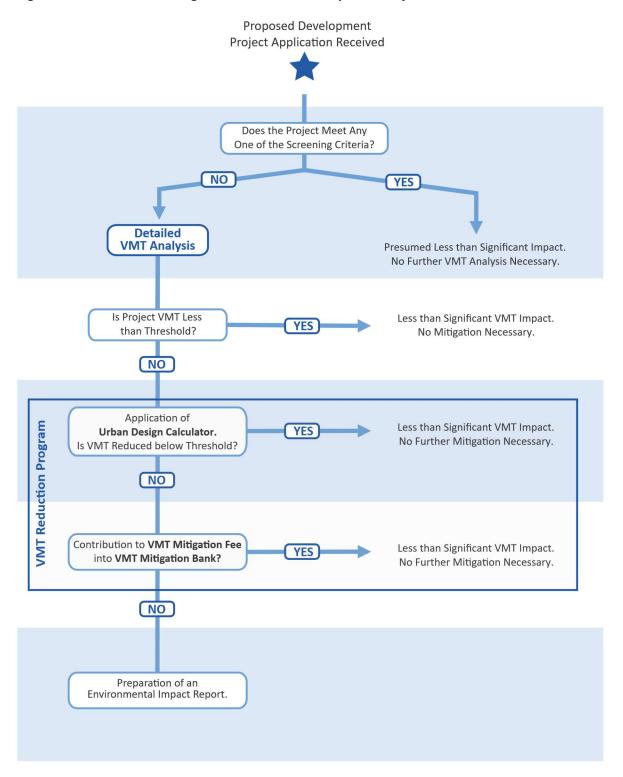
Figure 2 shows a flowchart of the VMT mitigation progress under the VMT Reduction Program.

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
 - o Integrate Affordable and Below Market Rate Housing
 - Increase Job Density
 - Improve Street Connectivity

Figure 2: VMT Reduction Program Process for Development Projects



Design

- o Provide Pedestrian Network Improvement
- Expand Bikeway Network
- Implement Conventional Carshare Program
- o Implement Electric Carshare Program
- o Implement Pedal (Non-Electric) Bikeshare Program
- o Implement Electric Bikeshare Program
- o Implement Scooter Share Program

Transit

- o Implement Transit-Supportive Roadway Treatments
- Parking Pricing/Management
 - o 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

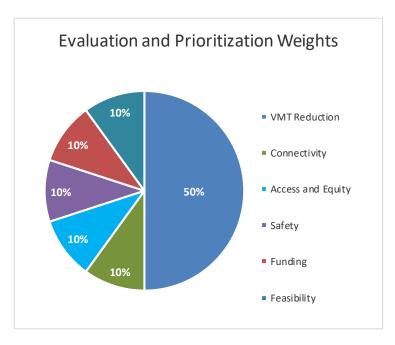
The list of VMT mitigation bank projects to be funded by the VMT Reduction Program was based on existing local planning documents for active transportation, transit-related infrastructure, capital improvement projects, and other mobility-related projects suggested by project stakeholders. These local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

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 Frequnecy
- •T-27) Implement Transit-Supportive Roadway Treatments

Model (ABM), Census/American Community Survey, and local factors identified in the CAPCOA

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)

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

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

each of these projects was evaluated using the following components:

- 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

Access and Equity

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

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:

- 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

- •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

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:

- 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.

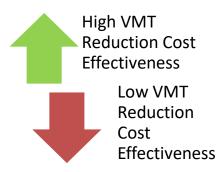


• Location Efficiency: Population Density – Prioritizing VMT mitigation projects in areas with a higher population density has a higher likelihood of supporting higher levels of non-motorized travel and transit use than areas that are lower density.

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

Feasibility

- Feasible
- Probably Feasible
- Infeasible

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.

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:

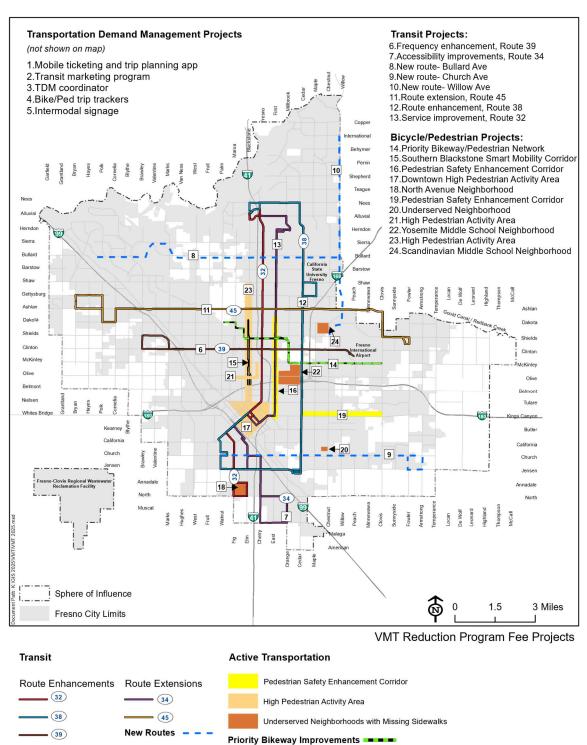
- Mobile Ticketing and Trip Planning App Mobility as a Service (MAAS) trip making and
 mobile ticketing software, including fare validation equipment installed on buses. This
 software and on-bus equipment enables transit riders to easily plan local trips, integrate
 various transportation options, learn 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.

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



Southern Blackstone Smart Mobility Strategy -

45

Table A: VMT Reduction Program Projects

Project ID	Map Number	Project Name	Street Name	From	То	Project Description	Project Category	Project Cost*	VMT Reduction
	1 11	Management Projects	Street Name	110		rioject bescription	cutchory	1 Toject cost	neudelion
	1	Mobile Ticketing and Trip Planning App	Citywide			Mobile Ticketing Trip Planning App	TDM	2,500,000	
	2	Transit Marketing Program	Citywide			Transit Marketing Program	TDM	500,000	
	3	Transportation Demand Management Coordinator	Citywide			Transportation Demand Management Coordinator	TDM	525,960	
	4	Bike/Pedestrian Trip Trackers	Citywide	tywide Bike/Ped Trip Trac		Bike/Ped Trip Trackers	TDM	750,000	
	5	Intermodal Signage	Citywide			Intermodal Signage to connect transit and bicycle/pedestrian networks	TDM	1,250,000	
ransit Project	ts								
96	6	Frequency enhancement-Route 39	Clinton Ave			Route Enhancement: Three new buses for 15 Minute Frequency on Route 39	Transit	4,500,000	1,311
39	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	1,041
102	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	1,143
126	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	1,145
130	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	939
47	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	656
						Route Enhancement on Route 38 Cedar Ave Transit Signal Priority - Adaptive Signal Control on Cedar from Herndon			
42	12	Route enhancement-Route 38	Cedar Ave	Herndon	Jensen	to Jensen	Transit	13,300,000	49
45		Service Improvement, Route 32	First Street			Route Enhancement, Frequency : Six new buses to increase service on Route 32	Transit	9,000,000	1,311
Bicycle/Pedest	trian Projec	ts		T				I	
317	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	justnorth of E ShieldsAve	Priority Bikeway Network/Midtown Trail	Bike	14.360.800	131
,1,	14	THORICY DIREWay Network	CIOVIS AVE	N I dill Ave	justiloi di Ci SillelusAve	THOTEY DIREWBY NEEWORYWINGOWN THAI	DIKE	14,300,000	151
338	15	Southern Blackstone Improvements	Southern Blackstone Avenue Smart Mobility Strategy	Dakota Avenue	Highway 180	Class IV Bikeway	Bike	53.000.000	15
PED-SA5		Pedestrian Safety Enhancement Corridor	First Street	Dakota Avenue	Ventura Avenue	Pedestrian Safety Enhancement Corridors	Pedestrian	5,000,000	
PED-PAA1		Pedestrian Activity Areas	Downtown Fresno	South of Divisadero Street	Northeast of Highway 99, Northwest of Highway 41	Pedestrian Activity Areas	Pedestrian	12.281.903	
ED-UN14		Underserved Neighborhood	North Avenue Neighborhood			Underserved Neighborhoods	Pedestrian	761,400	
ED-SA8		Pedestrian Safety Enhancement Corridor	Kings Canyon Road/Cesar Chavez Blvd	Cedar Avenue	Clovis Avenue	Pedestrian Safety Enhancement Corridors	Pedestrian	2,200,000	
PED-UN7		Underserved Neighborhood	Florence Avenue	Chestnut	Balderas Elementary School	Underserved Neighborhoods	Pedestrian	1,000,000	0.1
PED-PAA2	21	Pedestrian Activity Areas	Tower District - Olive Avenue	Palm Avenue	Van Ness Avenue	Pedestrian Activity Areas	Pedestrian	4,038,063	36
ED-UN19	22	Underserved Neighborhood	Yosemite Middle School Neighborhood			Underserved Neighborhoods	Pedestrian	896,904	6
PED-PAA4	23	Pedestrian Activity Areas	Blackstone Avenue/Abby Street	Divisadero Street	Shaw Avenue	Pedestrian Activity Areas	Pedestrian	14,265,555	591
PED-UN17	24	Underserved Neighborhood	Scandinavian Neighborhood			Underserved Neighborhoods	Pedestrian	1,336,020	0.2

Notes

*This is the total project cost. However, the cost considered to develop the VMT fees accounted for funding available from other sources. This funding was taken out from the total project cost to calculate the fees.

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

	Annual Pro					
Adjusted (For City Growth Projections)	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.
- 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.

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

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.

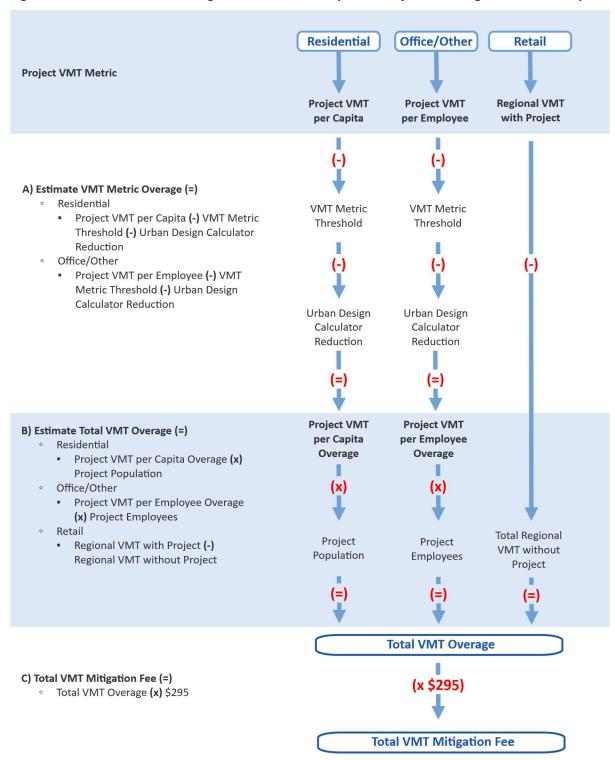
CALCULATION OF PROJECT MITIGATION FEE

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).
- 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. Project VMT metric overage = Project VMT metric from ABM VMT reduction from UDC 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



 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:
 - 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	Туре	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

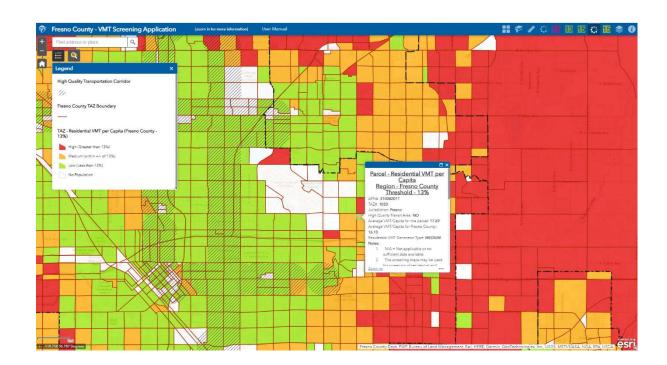
^{*}Actual VMT Mitigation Fee will vary based on location and proximity of other diverse land uses

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*f)	\$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: CADCOA Handbook for Applying Grouphouse Car Emission Padusting, According Climate Vulnerabilities, and Advancing Health and Equity Company

	Definitions								
	User defined input								
	Input not applicable - Depending on project land use, some inputs are not applicable.								
	Vehicle Miles Traveled (VMT) Reduction Output Resul	lts .							
Variable	Summary	Detailed Description							
Basic Information	1								
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 charateristics 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 Res	idential 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 Aff	ordable and Below Market Rate Housing [Project]								
%	Percent of multifmaily 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 Sti	reet 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								
		ESIGN VEHICLE MILES TRAVELED CALCULATOR or Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity						
Design Subsector		, a control of the second of t						
T-18: Provide Ped	estrian 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 Bike								
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 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: Implemen	t 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						
	t Electric Carshare Program	the service area.						
vehicles	Number of electric vehicles deployed in plan/community. t Pedal (Non-Electric) Bikeshare Program	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.						
·	Percent of residences in plan/community with access							
%	to bikeshare system without measure. Percent of residences in plan/community with access	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						
%	to bikeshare system with measure.	access.						
1-22B: Implemen	t 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						
%	Percent of residences in plan/community with access to electric bikeshare system with measure.	area would have access.						
T-22C: Implemen	t 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						
%	to scootershare system with measure.	area would have access.						
Transit Subsector								
T-27: Implement	Transit-Supportive Roadway Treatments	The persont of transit routes in the plan (community getting ready as improvements, e.g. guera improvements)						
%	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.						
	lanagement Subsector							
1-14: Provide Ele	ctric Vehicle Charging Infrastructure	The number of electric vehicle chargers that will be installed at the project site beyond what is required by the 2022						
# of chargers		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.						
# of parking	ential Parking Supply Residential parking demand (Parking demand based	The user can calculate the parking demand in the ITE Parking Generation Manual based on the project building square						
spaces	on ITE Parking Generation Manual).	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 R	esidential 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.						
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.						
DU - dwelling uni	; ac - acres							

City of Fresno URBAN DESIGN VEHICLE MILES TRAVELED CALCULATOR

	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

Residential density of project development: dwelling unit/ac

Residential density of typical development: 9.1 dwelling unit/ac

VMT Reduction: 0.00 %

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

Percent of multifamily units permanently dedicated as affordable:

VMT Reduction:

0.00

%

T-2: Increase Job Density [Project]

T-1: Increase Residential Density [Project]

Job density of project development: jobs/acre

Job density of typical development: 145 jobs/acre

VMT Reduction: 0.00 %

T-17: Improve Street Connectivity [Community]

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

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

Connections

connections

connections

intersections

VMT Reduction:

0.00

%

Total Land Use VMT Reduction

Land Use Project Scale VMT Reduction:

0.00

9

Land Use Community Scale VMT Reduction:

0.00

9

City of Fresno

URBAN DESIGN VEHICLE MILES TRAVELED CALCULATOR

Design Subsector

T-18: Provide Pedestrian Network Improvement



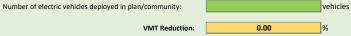
T-20: Expand Bikeway Network



T-21A: Implement Conventional Carshare Program



Number of electric vehicles deployed in plan/community:



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



T-22B: Implement Electric Bikeshare Program



T-22C: Implement Scootershare Program

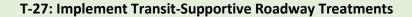


Total Design VMT Reduction:

Design VMT Reduction:	0.00		9
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City of Fresno URBAN DESIGN VEHICLE MILES TRAVELED CALCULATOR

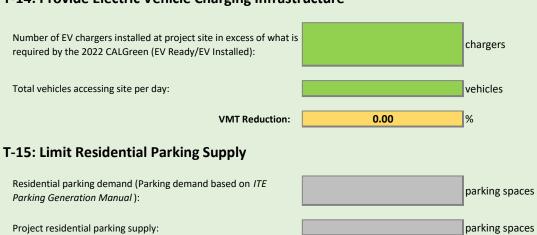
Transit Subsector





Parking Pricing/Management Subsector

T-14: Provide Electric Vehicle Charging Infrastructure



Percentage of Project VMT Generated by Residents:

T-16: Unbundle Residential Parking Costs from	n Property Cost	
Annual parking cost per space:		\$ per year
VMT Reduction:	0.00	%
Total VMT Reduction		
Transit Subsector VMT Reduction:	0.00	%
Parking Pricing/Management Subsector VMT Reduction:	0.00	%

VMT Reduction:

0.00

City of Fresno

URBAN DESIGN VEHICLE MILES TRAVELED CALCULATOR

Source: CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Asses	ssing 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/Magement Subsector	0.00	
Results of Urban Form VMT Analysis		
Project Vehicles Miles Traveled (VMT):	15.0 VMT per employee	!
Baseline VMT Threshold:	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
		ADA Bus Stop Accessibility											
T1			Bus Stop Improvements	C			_			-	0	18	51.4
T14			Support	0								0	0.0
T16		0 Passenger Amenities	Support	0	0	0	0	0	0	0	0	0	0.0
T19		0 Systemwide Traffic-Signal Priority	Support	0	0	0	0	0	0	0	0	0	0.0
		Right of Way Acquisition - For bus to achieve ADA compliance of boarding,											
T31		0 alighting and passegner amenities.	Bus Stop Improvements	C	9	4	. 2	. 3	C	0	0	18	51.4
T38		Veterans Home System Expansion - Expand System to California Verterans 0 Home	New Line	3	3 15	4	. 4	. 4	. 2	2 1	0	33	94.3
		Three new buses, 52 new ADA compliant stops for Southern Industrial											
T39	Southern Industrial Area	service expanion. Cedar Ave Transit Signal Priority - Adaptive Signal Control on Cedar from	New Line	3	3 15	4	4	. 4	2	2 1	0	33	94.3
T42	Cedar Ave		Support	0	0	0	0	0	C	0	0	0	0.0
T45		0 Route 32	Frequency	0	12	4	. 4	. 4	0	1	0	25	71.4
143		Two new buses and 10 new stops to	riequency		1 12	4	4	4		, 1	U	23	71.4
T47	Ashlan Avenue		Frequency		12	4	. 4	. 4	0	0	0	24	68.6
	Tional Treate	New/Expanded Bus yard Facilities Construction - Purchase property for	Hoquitoy										00.0
T48		0 new bus yard expansion	Support	0	0	0	0	0	0	0	0	0	0.0
		Mobility as a Service - Explore and Implement Rideshare, Car Share, and											
T49		0 Bike Share	Mobility as Service	3	15	4	. 4	. 4	2	2 1	0	33	94.3
T50		Real Time Passenger Information - O Real Time Bus Arrival and Departure	Support	0	0	0	0	0	0	0	0	0	0.0
		Back-Up Energy Storage - Large Scale Energy Storage for Backup and											
T55		0 Emergency Power for EV Chargers	Support	0	0	0	0	0	O	0	0	0	0.0
		Ambassador Program - Travel Training Program for Schools and other Social											
T57		0 Services	Plan, Policy, Study, Marketing	0	0	0	0	0	C	0	0	0	0.0
T58		Enhanced Marketing Public Outreach - Outreach of Service Expansions	Plan, Policy, Study, Marketing	0	0	0	0	0	O	0	0	0	0.0
T00		Associated Transit Improvements - Implement Passenger Amenity Improvements for Bus Stations, TIRCP funds for the high frequency network as										_	
T62			Bus Stop Improvements	0						-	0	0	0.0
T63		0 Bike Racks - on FAX Buses	Active Transportation	0	0	0	0	0	0	0	0	0	0.0

	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		
		Zero Emissions Buses and Supporting Infrastructure - Purchase Zero													
T64		Emission Buses and Supporting Infrastructure to replace current Fleet	Bus Purchase	0	0	0	0	0	0	0	0		0.0		
T65		Zero Emissions Buses and Supporting Infrastructure - Purchase Zero Emission Buses and Supporting O Infrastructure for transit expansion	Bus Purchase	0	0	0	0	0	0	0 0	0		0.0		
		Transit Security Projects - Implement Security and Safety Projects on buses and at transit stations, access control, video surveillance, lighting, fire safety,													
T69			Support	0			-	-		-	-		0.0		
	Blackstone/Shaw	<u> </u>	Support	0			-						0.0		
T87	Blackstone/Shields	Queue Jump Lane Three new buses for 15 Minute	Support	0	0	0	0	0	0	0	0		0.0		
T96	Clinton Avenue		Frequency	0	15	4	4	. 4	. 0	1	0	28	80.0		
190	Cunton Avenue		riequency	0	13	4	4	4		, 1	. 0	20	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		
	Church Ave	Four new buses and 68 new stops for	New Line	3			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	2 0	0		25.7		
		Purchase and develop land in support of revitalization and mixed-use development along high capacity/high													
<u>T134</u>		0 frequency transit corridors. Passenger amenity improvements (bus stops/stations) throughout FAX route system, including concrete improvements, shelters, lighting,	Frequency	0	0	0	0	0	0	0	0		0.0		
T135			Bus Stop Improvements	0	9	0	2	. 4	. 2	2 1	. 0	18	51.4		
	W Audubon Ave to W Nees Ave														
	to Gravel Haul Rd to W Alluvial														
	Ave to Harrison Ave	Priority Bikeway Network	Active Transportation	3					_			_			
	E Shepherd Ave	Priority Bikeway Network	Active Transportation	3	12	4	4	. 4	. 2	2 1	. 2	32	91.4		
	N Millbrook Ave [0.1 miles on E Bullard Ave]	Priority Bikeway Network	Active Transportation	3	15	4	4	. 4	. 2	2 0	2	34	97.1		
	W Bullard Ave to W Sierra Ave to														
	N Dante Ave to W San Jose Ave		Active Transportation	3					_						
B11	E Barstow Ave		Active Transportation	3											
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			
	N Valentine Ave to N Emerson Ave to															
B14	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			
	Along Herndon No 39 Canal (section o	n														
	E Shields Ave) to Mill No 36 Canal															
	(section along E McKinley Ave) to N															
B17	Clovis Ave	Priority Bikeway Network	Active Transportation	3					_		2	34	97.1			
B18	E Dakota Ave	Priority Bikeway Network	Active Transportation	3							2		97.1			
B20	N Maple Ave	Priority Bikeway Network	Active Transportation	3							2		97.1			
B26	S Maple Ave	Priority Bikeway Network	Active Transportation	3	15	4	4	4	2	2 0	2	34	97.1			
DOO	N Clovis Ave to Fancher No 6	Daiseite Bileson Materials	A ation Transportation			4						00	05.7			
B28 B37	Canal to Central No 23 Canal E Church Ave	Priority Bikeway Network	Active Transportation	3	_				_		0	23 32	65.7 91.4			
PED-UN2	Calimyrna Neighborhood	Priority Bikeway Network Underserved Neighborhoods	Active Transportation Active Transportation	3							2		48.6			
PED-UN2 PED-UN3	Chestnut/Belmont Neighborhood	Underserved Neighborhoods	Active Transportation	3							2		97.1			
PED-UN4	Chestnut/Olive Neighborhood	Underserved Neighborhoods	Active Transportation Active Transportation	3						-	0		77.1			
PED-UN5	Church/Elm Area	Underserved Neighborhoods	Active Transportation Active Transportation	3							0		62.9			
PED-UN6	Del Mar Neighborhood	Underserved Neighborhoods	Active Transportation Active Transportation	3				_		-	2		91.4			
I LD-ONO	Florence Avenue to Balderas	Onderserved renginbornoods	Active transportation	-	10	-		-	2	. 0		32	31.4			
PED-UN7	Elementary School	Underserved Neighborhoods	Active Transportation	3	12	4	. 4	. 4			0	29	82.9			
PED-UN8	Herndon/41 Neighborhood	Underserved Neighborhoods	Active Transportation	3	-				_	-	2		54.3			
I LD-ONO	Hidalgo Elementary School	Onderserved renginbornoods	Active transportation	-		-	0	-				13	34.5			
PED-UN9	Neighborhood	Underserved Neighborhoods	Active Transportation	3	15	4	4	. 4	. 2		2	34	97.1			
PED-UN10	Jane Addams Neighborhood	Underserved Neighborhoods	Active Transportation	3					_		0					
PED-UN11	Maple/Church Area	Underserved Neighborhoods	Active Transportation Active Transportation	3						-	0					
LED-ONII	Norseman Elementary School	Oliderserved Neighborhoods	Active transportation	1	12	4	4	4	2	. 0	0	23	62.5			
PED-UN13	Neighborhood	Underserved Neighborhoods	Active Transportation	3	15	4	4	. 4			2	34	97.1			
PED-UN14	North Avenue Neighborhood	Underserved Neighborhoods	Active Transportation	3						-	0					
PED-UN16	Roeding Park Neighborhood	Underserved Neighborhoods	Active Transportation	3			_				0		74.3			
PED-UN17	Scandinavian Neighborhood	Underserved Neighborhoods	Active Transportation	3					_		0		91.4			
PED-UN18	West of Edison Area	Underserved Neighborhoods	Active Transportation	3					_		0					
1 20 01110	West of Edison Aled	Onderserved Heighborhoods	Netwe Hansportation	+		_	_				•	02	51.4			
PED-UN19	Yosemite Middle School Neighborhoo	d 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							2		88.6			
PED-PAA2	Tower District - Olive Avenue	Pedestrian Activity Areas	Active Transportation	3							2		77.1			
PED-PAA3	Van Ness Avenue - near Fresno City	Pedestrian Activity Areas	Active Transportation	3			. 0			0	2		77.1			
PED-PAA4	Blackstone Avenue/Abby Street	Pedestrian Activity Areas	Active Transportation	3							2		97.1			
PED-PAA5	Ventura Avenue	Pedestrian Activity Areas	Active Transportation	3			4			. 0	2		88.6			
		Pedestrian Safety Enhancement														
PED-SA1	Blackstone Avenue	Corridors	Active Transportation	3	12	4	. 4	. 4	. 2	. 0	2	31	88.6			
		Pedestrian Safety Enhancement														
PED-SA2	Shaw Avenue	Corridors	Active Transportation	3	. 6	4	. 4	. 4	. 2	. 0	2	25	71.4			
		Pedestrian Safety Enhancement														
PED-SA3	Shaw Avenue	Corridors	Active Transportation	3	15	4	. 4	. 4	. 2	. 0	2	34	97.1			
		Pedestrian Safety Enhancement		1			<u> </u>				_					
PED-SA4	West Avenue	Corridors	Active Transportation	3	12	4	. 4	. 4	. 2	0	2	31	88.6			
-		Pedestrian Safety Enhancement	1 17 1 1	1							_					
PED-SA5	First Street	Corridors	Active Transportation	3	15	4	. 4	. 4	. 2	0	2	34	97.1			
	-	Pedestrian Safety Enhancement	1 17 1 1	1							_					
PED-SA6	Cedar Avenue	Corridors	Active Transportation	3	15	4	. 4	. 4	. 2	0	2	34	97.1			
		Pedestrian Safety Enhancement									_	-				
PED-SA7	Cedar Avenue	Corridors	Active Transportation	3	15	4	. 2	4	. 2	. 0	2	32	91.4			

	Project Information							Connectivity	Scoring	70										
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							
		Pedestrian Safety Enhancement																		
PED-SA8	Kings Canyon Road	Corridors	Active Transportation	3	15	4	4	4	2	0	2	34	97.1							
		Pedestrian Safety Enhancement																		
PED-SA9	Chestnut Avenue	Corridors	Active Transportation	3	15	4	4	4	2	0	2	34	97.1							
		Pedestrian Safety Enhancement																		
PED-SA10	Clovis Avenue	Corridors	Active Transportation	3	12	4	4	4	2	0	0	29	82.9							
		Pedestrian Safety Enhancement																		
PED-SA11	Butler Avenue	Corridors	Active Transportation	3	15	4	4	4	2	0	2	34	97.1							
	Southern Blackstone Avenue Smart																			
B38	Mobility Strategy	Class IV Bikeway	Active Transportation	3	15	4	4	4	2	0	0	32	91.4							

		Project Information				Access and E	quity 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		17	56.7
T14		0 Non-Revenue Vehicle Purchase	Support	0	0	3		3	10.0
T16		0 Passenger Amenities	Support	2	0	3		5	16.7
T19		0 Systemwide Traffic-Signal Priority	Support	0	8	3	2	13	43.3
		Right of Way Acquisition - For bus to achieve							
		ADA compliance of boarding, alighting and							
T31		0 passegner amenities.	Bus Stop Improvements	4	8	3	2	17	56.7
		Veterans Home System Expansion - Expand							
T38		0 System to California Verterans Home	New Line	4	18	3	0	25	83.3
		Three new buses, 52 new ADA compliant stops	6						
T39	 Southern Industrial Area	for Southern Industrial service expanion.	New Line	4	18	3	2	27	90.0
		Cedar Ave Transit Signal Priority - Adaptive							
		Signal Control on Cedar from Herndon to							
T42	Cedar Ave	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
		Two new buses and 10 new stops to increase							
T47	Ashlan Avenue	service on Route 45	Frequency	0	13	3	2	18	60.0
		New/Expanded Bus yard Facilities							
		Construction - Purchase property for new bus							
T48		0 yard expansion	Support	0	0	3	0	3	10.0
		Mobility as a Service - Explore and Implement							
T49		0 Rideshare, Car Share, and Bike Share	Mobility as Service	2	8	3	2	15	50.0
		Real Time Passenger Information - Real Time							
T50		0 Bus Arrival and Departure	Support	0	0	3	0	3	10.0
		Back-Up Energy Storage - Large Scale Energy							
		Storage for Backup and Emergency Power for							
T55		0 EV Chargers	Support	0	0	3	0	3	10.0
		Ambassador Program - Travel Training Progran	n						
T57		0 for Schools and other Social Services	Plan, Policy, Study, Marketing	0	0	3	0	3	10.0
		Enhanced Marketing Public Outreach -	, ,,						
T58		0 Outreach of Service Expansions	Plan, Policy, Study, Marketing	0	0	3	0	3	10.0
		Associated Transit Improvements - Implement	:						
		Passenger Amenity Improvements for Bus							
		Stations, TIRCP funds for the high frequency							
T62		0 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			
110,000115	Street Nume	· ·	110,0001,000	7.0000001Ditity	Equity	Thomas	- Cimeromp	Total	Wolgittou			
		Zero Emissions Buses and Supporting Infrastructure - Purchase Zero Emission										
		Buses and Supporting Infrastructure to										
T64		0 replace current Fleet	Bus Purchase	0	0	3	. 0	2	10.0			
104		Zero Emissions Buses and Supporting	Dus Fulcilase	0	U	3	O O	3	10.0			
		Infrastructure - Purchase Zero Emission Buses										
		and Supporting Infrastructure for transit	1									
T65		0 expansion	Bus Purchase	0	0	3	0	2	10.0			
100		0 expansion	Dus Fulcilase	0	U	3	O O		10.0			
		Transit Security Projects - Implement Security and Safety Projects on buses and at transit stations, access control, video surveillance,										
T69		0 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			
		Three new buses for 15 Minute Frequency on										
T96	Clinton Avenue	Route 39	Frequency	0	18	3	2	23	76.7			
		Four new buses and 72 new stops for Bullard										
T102	Bullard Ave	Ave Crosstown Route	New Line	4	13	3	0	20	66.7			
		Four new buses and 68 new stops for Church										
T126	Church Ave	Avenue Crosstown Service	New Line	4	18	3	0	25	83.3			
		Four new buses and 68 new stops for service										
		from Willow Avenue from Shields and Clovis										
T130	Willow Ave	Community College	New Line	4	13	3	0	20	66.7			
		Purchase and develop land in support of revitalization and mixed-use development along high capacity/high frequency transit										
T134		o corridors.	Frequency	0	0	3	. 0	3	10.0			
		Passenger amenity improvements (bus stops/stations) throughout FAX route system, including concrete improvements, shelters,										
T135	M/ Auduban Ava ta M/ No ta Ava	0 lighting, signage, etc. Annual average \$150k.	Bus Stop Improvements	4	0	3	0	/	23.3			
	W Audubon Ave to W Nees Ave to Gravel Haul Rd to W Alluvial											
D2	Ave to Harrison Ave	Priority Bikeway Network	Active Transportation	0	8	5	0	13	43.3			
B3 B4	E Shepherd Ave	Priority Bikeway Network Priority Bikeway Network	Active Transportation Active Transportation	4				9				
υ 4	N Millbrook Ave [0.1 miles on E	Thomas bikeway inetwork	Active Hallsportation	4	0	3	U		30.0			
B5	Bullard Ave]	Priority Bikeway Network	Active Transportation	4	8	5	0	17	56.7			
	W Bullard Ave to W Sierra Ave to	I Horry Bikoway Network	Active Humoportation				0	1/	30.7			
B9	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			19				
B13	W Gettysburg Ave	Priority Bikeway Network	Active Transportation	4				22				

		Project Information				Access and E	quity 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
	N Valentine Ave to N Emerson Ave to Herndon	·	, , , , ,			-			
B14	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		22	73.3
	Along Herndon No 39 Canal (section on E Shields Ave) to Mill No 36 Canal (section along E	,	·						
B17	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		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		27	90.0
PED-UN8	Herndon/41 Neighborhood	Underserved Neighborhoods	Active Transportation	0	8	5		13	43.3
PED-UN9	Hidalgo Elementary School Neighborhood	Underserved Neighborhoods	Active Transportation	4	18	5		27	90.0
PED-UN10	Jane Addams Neighborhood	Underserved Neighborhoods	Active Transportation	4	18	5		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		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 E	quity 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
	Southern Blackstone Avenue Smart Mobility								
B38	Strategy	Class IV Bikeway	Active Transportation	4	18	5	0	27	90.0

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

		Project Information			Traffic Co	ntrol, Mode SI	hift and User	Comfort Scori	ing
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	Total	Weighted
		Associated Transit Improvements - Implement Passenger Amenity Improvements for Bus Stations, TIRCP funds for the high frequency							
T62		network as reflected in the FTIP	Bus Stop Improvements	0	0		0	0	-
T63	0	Bike Racks - on FAX Buses	Active Transportation	0	0	0	0	0	0
T64	0	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	0	Zero Emissions Buses and Supporting Infrastructure - Purchase Zero Emission Buses and Supporting Infrastructure for transit expansion	Bus Purchase	0	0	0	0	0	0
		Transit Security Projects - Implement Security and Safety Projects on buses and at transit stations, access control, video surveillance,						<u> </u>	
T69		lighting, fire safety, etc.	Support	0	0			0	
	Blackstone/Shaw	Queue Jump Lane	Support	0				8	
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
T100	Church Ava	Four new buses and 68 new stops for Church	Newline	0	0	4	4	8	73
	Church Ave	Avenue Crosstown Service Four new buses and 68 new stops for service from Willow Avenue from Shields and Clovis	New Line		-				
	Willow Ave	Community College Purchase and develop land in support of revitalization and mixed-use development along high capacity/high frequency transit	New Line	0	0			10	
T134		Passenger amenity improvements (bus stops/stations) throughout FAX route system, including concrete improvements, shelters,	Frequency	0	0			0	
T135	0	lighting, signage, etc. Annual average \$150k.	Bus Stop Improvements	0	0	0	0	0	0

Project ID Street Name Project Description Project Type WAudubon Ave to W Nees Ave to Gravel Hault Rd to W Aluvial B3 Ave to Harrison Ave Priority Bikeway Network Active Transportation B5 Bullard Ave B7 Notifizero B7 Notifizero B8 Ave B7 Notifizero B7 Notifizero B7 Notifizero B8 Bullard Ave B7 Notifizero B8 Bullard B7 Notifizero B8 B1 B1 B1 B2 Notifizero B7 Notifizero	Total Weighte 21 20 26 19 22 17 10 18	y: on Total 1 21 2 20 3 26 3 19 2 22 1 17 2 10	T-4 Location Efficiency: Population Density 1 2 3 3 2 1	for Mode Shift and Greenhouse Gas Reduction 6 6 4 4	T-2 Project Type 4 4 4	or Pedestrian Collisions	Active Transportation Active Transportation	Priority Bikeway Network	W Audubon Ave to W Nees Ave to Gravel Haul Rd to W Alluvial Ave to Harrison Ave	Project ID
to Gravel Haut Rd to W Altuvial B3	20 26 19 22 17 10 18	2 20 3 26 3 19 2 22 1 17 2 10	2 3 3 2 1	4 4 6	4	15	Active Transportation		to Gravel Haul Rd to W Alluvial Ave to Harrison Ave	
B3 Ave to Harrison Ave Priority Bikeway Network Active Transportation 10 4 6 1 B4 E Shepherd Ave Priority Bikeway Network Active Transportation 8 4 6 2 N Millbrook Ave [0.1 miles on E	20 26 19 22 17 10 18	2 20 3 26 3 19 2 22 1 17 2 10	2 3 3 2 1	4 4 6	4	15	Active Transportation		Ave to Harrison Ave	
E Shepherd Ave Priority Bikeway Network Active Transportation 8 4 6 2 N Hillbrook Ave [0.1 miles on E	20 26 19 22 17 10 18	2 20 3 26 3 19 2 22 1 17 2 10	2 3 3 2 1	4 4 6	4	15	Active Transportation			
N Millbrook Ave [0.1 miles on E B5 Bullard Ave] Priority Bikeway Network Active Transportation 15 4 4 3 W Bullard Ave to W Sierra Ave to B9 N Dante Ave to W Sierra Ave to B9 N Dante Ave to W Sierra Ave to B11 E Barstow Ave Priority Bikeway Network Active Transportation 10 4 6 2 W Gettysburg Ave Priority Bikeway Network Active Transportation 10 4 6 2 N Valentine Ave to N Emerson Ave to Herndon B14 N O.3 9 Canal Priority Bikeway Network Active Transportation 0 4 4 2 N Cornelia Ave Priority Bikeway Network Active Transportation 0 4 4 2 Along Herndon No 39 Canal (section on E Shields Ave) to Mill No 36 Canal (section along E B17 McKinley Ave) to N Clovis Ave Priority Bikeway Network Active Transportation 20 4 7 4 B18 E Dakota Ave Priority Bikeway Network Active Transportation 15 4 6 2 B20 N Maple Ave Priority Bikeway Network Active Transportation 15 4 6 2 B26 S Maple Ave Priority Bikeway Network Active Transportation 0 4 4 1 1 B26 N Covis Ave to Fancher No 6 B26 S Maple Ave Priority Bikeway Network Active Transportation 0 4 4 1 1 S N Clovis Ave to Fancher No 6 B28 Canal to Central No 23 Canal Priority Bikeway Network Active Transportation 0 4 7 1 1 B37 E Church Ave Priority Bikeway Network Active Transportation 0 4 7 0 0 PED-UN2 Calimyma Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 1 1 PED-UN5 Chestnut/Ube Neighborhood Underserved Neighborhoods Active Transportation 0 4 4 1 1 PED-UN6 Del Mar Neighborhood Underserved Neighborhoods Active Transportation 0 4 4 6 1 PED-UN7 Florence Avenue to Balderas Elementary School Underserved Neighborhoods Active Transportation 0 4 6 1 1	26 19 22 17 10 18	3 26 3 19 2 22 1 17 2 10	3 3 2 1	4 6	4	15	·	Priority Bikeway Network	lear i ia	B3
Bullard Ave Priority Bikeway Network	19 22 17 10 18	3 19 2 22 1 17 2 10	3 2 1	4	4		Active Transportation		E Snepnera Ave	B4
W Bultard Ave to W Sierra Ave to B9 N Dante Ave to W San Jose Ave Priority Bikeway Network Active Transportation 10 4 6 2 B11 E Barstow Ave Priority Bikeway Network Active Transportation 10 4 6 2 B13 W Gettysburg Ave Priority Bikeway Network Active Transportation 8 4 4 1 N Valentine Ave to N Emerson Ave to Herndon No. 39 Canal Priority Bikeway Network Active Transportation 0 4 4 2 B16 N Cornelia Ave Priority Bikeway Network Active Transportation 8 4 4 2 Along Herndon No 39 Canal (section on E Shields Ave) to Mill No 36 Canal (section along E B17 McKinley Ave) to N Clovis Ave Priority Bikeway Network Active Transportation 20 4 7 4 B18 E Dakota Ave Priority Bikeway Network Active Transportation 15 4 6 2 B20 N Maple Ave Priority Bikeway Network Active Transportation 15 4 6 2 B20 S Maple Ave Priority Bikeway Network Active Transportation 15 4 6 3 N Clovis Ave to Fancher No 6 Canal to Central No 23 Canal Priority Bikeway Network Active Transportation 15 4 6 3 N Clovis Ave to Fancher No 6 Canal to Central No 23 Canal Priority Bikeway Network Active Transportation 10 4 7 1 B37 E Church Ave Priority Bikeway Network Active Transportation 10 4 7 0 PED-UN2 Calimyna Neighborhood Underserved Neighborhoods Active Transportation 0 4 4 7 0 PED-UN4 Chestnut/Olive Neighborhood Underserved Neighborhoods Active Transportation 0 4 6 0 PED-UN5 Church/Elm Area Underserved Neighborhoods Active Transportation 0 4 7 1 PED-UN6 Del Mar Neighborhood Underserved Neighborhoods Active Transportation 0 4 6 1 PED-UN7 Florence Avenue to Balderas Elementary School Underserved Neighborhoods Active Transportation 0 4 6 11	19 22 17 10 18	3 19 2 22 1 17 2 10	3 2 1	4	4		Active Transportation		_	
B9 N Dante Ave to W San Jose Ave Priority Bikeway Network Active Transportation 10 4 6 2 B13 W Gettysburg Ave Priority Bikeway Network Active Transportation 10 4 6 2 N Valentine Ave to N Emerson Ave to Herndon No. 39 Canal Priority Bikeway Network Active Transportation 0 4 4 2 B16 N Cornelia Ave Priority Bikeway Network Active Transportation 0 4 4 2 B17 McKinley Ave) to N Eliver School Schoo	22 17 10 18	2 22 1 17 2 10	2 1 2	6		8		Priority Bikeway Network	· · · · · · · · · · · · · · · · · · ·	B5
B11 E Barstow Ave Priority Bikeway Network Active Transportation 10 4 6 2 B13 W Gettysburg Ave Priority Bikeway Network Active Transportation 8 4 4 1 N Valentine Ave to N Emerson Ave to Herndon B14 N. 39 Canal Priority Bikeway Network Active Transportation 0 4 4 2 B16 N Cornelia Ave Priority Bikeway Network Active Transportation 8 4 4 2 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 B18 E Dakota Ave Priority Bikeway Network Active Transportation 15 4 6 2 B20 N Maple Ave Priority Bikeway Network Active Transportation 0 4 4 1 B26 S Maple Ave Priority Bikeway Network Active Transportation 15 4 6 3 N Clovis Ave to Fancher No 6 B28 Canal to Central No 23 Canal Priority Bikeway Network Active Transportation 10 4 7 1 B37 E Church Ave Priority Bikeway Network Active Transportation 0 4 4 2 2 PED-UN2 Catimyrna Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 1 PED-UN4 Chestnut/Olive Neighborhood Underserved Neighborhoods Active Transportation 0 4 6 0 PED-UN5 Church/Elm Area Underserved Neighborhoods Active Transportation 0 4 6 1 PED-UN7 Florence Avenue to Balderas Elementary School Underserved Neighborhoods Active Transportation 0 4 6 6 1	22 17 10 18	2 22 1 17 2 10	2 1 2	6		8				
B13 W Gettysburg Ave Priority Bikeway Network Active Transportation 8 4 4 1 N Valentine Ave to N Emerson Ave to Herndon B14 No. 39 Canal Priority Bikeway Network Active Transportation 0 4 4 2 B16 N Cornelia Ave Priority Bikeway Network Active Transportation 8 4 4 2 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 B18 E Dakota Ave Priority Bikeway Network Active Transportation 15 4 6 2 B20 N Maple Ave Priority Bikeway Network Active Transportation 0 4 4 1 1 B26 S Maple Ave Priority Bikeway Network Active Transportation 15 4 6 3 N Clovis Ave to Fancher No. 6 B28 Canal to Central No. 23 Canal Priority Bikeway Network Active Transportation 10 4 7 1 B37 E Church Ave Priority Bikeway Network Active Transportation 0 4 4 2 PED-UN2 Calimyrna Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 0 PED-UN3 Chestnut/Belmont Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 1 PED-UN4 Chestnut/Olive Neighborhood Underserved Neighborhoods Active Transportation 0 4 6 1 PED-UN5 Church/Elm Area Underserved Neighborhoods Active Transportation 0 4 6 1 PED-UN6 Del Mar Neighborhood Underserved Neighborhoods Active Transportation 0 4 6 1 PED-UN7 Florence Avenue to Balderas Elementary School Underserved Neighborhoods Active Transportation 0 4 6 1 PED-UN7 Florence Avenue to Balderas Elementary School Underserved Neighborhoods Active Transportation 0 7 8 6 1	17 10 18 35	1 17 2 10	1 2	-	1					
N Valentine Ave to N Emerson Ave to Herndon No. 39 Canal (section on E Shields Ave) to Mill No 36 Canal (section along E Shields Ave) to Mill No 36 Canal (section along E Shields Ave) to N Clovis Ave Priority Bikeway Network Active Transportation Active Transportation Default Transportation	10 18 35	2 10	2	4			· ·			
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B16 N Cornelia Ave Priority Bikeway Network Active Transportation 8 4 4 4 2 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 B18 E Dakota Ave Priority Bikeway Network Active Transportation 15 4 6 2 B20 N Maple Ave Priority Bikeway Network Active Transportation 0 4 4 1 B26 S Maple Ave Priority Bikeway Network Active Transportation 15 4 6 3 N Clovis Ave to Fancher No 6 B28 Canal to Central No 23 Canal Priority Bikeway Network Active Transportation 10 4 7 1 B37 E Church Ave Priority Bikeway Network Active Transportation 0 4 4 2 PED-UN2 Calimyrna Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 0 PED-UN3 Chestnut/Belmont Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 1 PED-UN4 Chestnut/Olive Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 1 PED-UN5 Church/Elm Area Underserved Neighborhoods Active Transportation 0 4 6 0 PED-UN6 Del Mar Neighborhood Underserved Neighborhoods Active Transportation 0 4 4 1 PED-UN6 Del Mar Neighborhood Underserved Neighborhoods Active Transportation 0 4 6 1 PED-UN7 Florence Avenue to Balderas Elementary School Underserved Neighborhoods Active Transportation 0 4 6 1	18 35									
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B17 McKinley Ave) to N Clovis Ave Priority Bikeway Network Active Transportation 20 4 7 4 B18 E Dakota Ave Priority Bikeway Network Active Transportation 15 4 6 2 B20 N Maple Ave Priority Bikeway Network Active Transportation 0 4 4 1 B26 S Maple Ave Priority Bikeway Network Active Transportation 15 4 6 3 N Clovis Ave to Fancher No 6 B28 Canal to Central No 23 Canal Priority Bikeway Network Active Transportation 10 4 7 1 B37 E Church Ave Priority Bikeway Network Active Transportation 0 4 4 2 PED-UN2 Calimyrna Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 0 PED-UN3 Chestnut/Belmont Neighborhood Underserved Neighborhoods Active Transportation 20 4 6 0 PED-UN5 Church/Elm Area Underserved Neighborhoods Active Transportation 0 4 4 1 PED-UN6 Del Mar Neighborhood Underserved Neighborhoods Active Transportation 0 4 4 1 PED-UN7 Florence Avenue to Balderas Elementary School Underserved Neighborhoods Active Transportation 0 4 4 1			2	4	4	8	Active Transportation	Priority Bikeway Network	Along Herndon No 39 Canal (section on E	B16
B18 E Dakota Ave Priority Bikeway Network Active Transportation 15 4 6 2 B20 N Maple Ave Priority Bikeway Network Active Transportation 0 4 4 1 B26 S Maple Ave Priority Bikeway Network Active Transportation 15 4 6 3 N Clovis Ave to Fancher No 6 B28 Canal to Central No 23 Canal Priority Bikeway Network Active Transportation 10 4 7 1 B37 E Church Ave Priority Bikeway Network Active Transportation 0 4 4 2 PED-UN2 Calimyrna Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 0 PED-UN3 Chestnut/Belmont Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 1 PED-UN4 Chestnut/Olive Neighborhood Underserved Neighborhoods Active Transportation 20 4 6 0 PED-UN5 Church/Elm Area Underserved Neighborhoods Active Transportation 0 4 1 PED-UN6 Del Mar Neighborhood Underserved Neighborhoods Active Transportation 0 4 6 1 PED-UN7 Florence Avenue to Balderas Elementary School Underserved Neighborhoods Active Transportation 10 4 4 1		1 35	4	7	1	20	Active Transportation	Priority Rikeway Network	, , , , , , , , , , , , , , , , , , , ,	R17
B20 N Maple Ave Priority Bikeway Network Active Transportation 0 4 4 1 1 826 S Maple Ave Priority Bikeway Network Active Transportation 15 4 6 3 N Clovis Ave to Fancher No 6	271			- 1	•		· · · · · · · · · · · · · · · · · · ·			
B26 S Maple Ave Priority Bikeway Network Active Transportation 15 4 6 3 N Clovis Ave to Fancher No 6 B28 Canal to Central No 23 Canal Priority Bikeway Network Active Transportation 10 4 7 1 B37 E Church Ave Priority Bikeway Network Active Transportation 0 4 4 2 PED-UN2 Calimyrna Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 0 PED-UN3 Chestnut/Belmont Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 1 PED-UN4 Chestnut/Olive Neighborhood Underserved Neighborhoods Active Transportation 20 4 6 0 PED-UN5 Church/Elm Area Underserved Neighborhoods Active Transportation 0 4 1 PED-UN6 Del Mar Neighborhood Underserved Neighborhoods Active Transportation 0 4 6 1 PED-UN7 Florence Avenue to Balderas Elementary School Underserved Neighborhoods Active Transportation 10 4 4 1	9				•		·			
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PED-UN2 Calimyrna Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 0 PED-UN3 Chestnut/Belmont Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 1 PED-UN4 Chestnut/Olive Neighborhood Underserved Neighborhoods Active Transportation 20 4 6 0 PED-UN5 Church/Elm Area Underserved Neighborhoods Active Transportation 0 4 1 PED-UN6 Del Mar Neighborhood Underserved Neighborhoods Active Transportation 0 4 6 1 PED-UN7 Florence Avenue to Balderas Elementary School Underserved Neighborhoods Active Transportation 10 4 1	22				4				N Clovis Ave to Fancher No 6	
PED-UN3 Chestnut/Belmont Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 1 PED-UN4 Chestnut/Olive Neighborhood Underserved Neighborhoods Active Transportation 20 4 6 0 PED-UN5 Church/Elm Area Underserved Neighborhoods Active Transportation 0 4 1 PED-UN6 Del Mar Neighborhood Underserved Neighborhoods Active Transportation 0 4 6 1 PED-UN7 Florence Avenue to Balderas Elementary School Underserved Neighborhoods Active Transportation 10 4 1	10	2 10	2	4	4	0	Active Transportation	Priority Bikeway Network	E Church Ave	B37
PED-UN4 Chestnut/Olive Neighborhood Underserved Neighborhoods Active Transportation 20 4 6 0 PED-UN5 Church/Elm Area Underserved Neighborhoods Active Transportation 0 4 1 PED-UN6 Del Mar Neighborhood Underserved Neighborhoods Active Transportation 0 4 6 1 PED-UN7 Florence Avenue to Balderas Elementary School Underserved Neighborhoods Active Transportation 10 4 1	11	0 11	0	7	4	0	Active Transportation	Underserved Neighborhoods	Calimyrna Neighborhood	PED-UN2
PED-UN5 Church/Elm Area Underserved Neighborhoods Active Transportation 0 4 4 1 PED-UN6 Del Mar Neighborhood Underserved Neighborhoods Active Transportation 0 4 6 1 PED-UN7 Florence Avenue to Balderas Elementary School Underserved Neighborhoods Active Transportation 10 4 1	12	1 12	1	7	4	0	Active Transportation	Underserved Neighborhoods	Chestnut/Belmont Neighborhood	PED-UN3
PED-UN6 Del Mar Neighborhood Underserved Neighborhoods Active Transportation 0 4 6 1 PED-UN7 Florence Avenue to Balderas Elementary School Underserved Neighborhoods Active Transportation 10 4 4 1	30	0 30	0	6	4	20	Active Transportation	Underserved Neighborhoods	Chestnut/Olive Neighborhood	PED-UN4
PED-UN7 Florence Avenue to Balderas Elementary School Underserved Neighborhoods Active Transportation 10 4 1	9	1 9	1	4	4	0	Active Transportation	Underserved Neighborhoods	Church/Elm Area	PED-UN5
, , , , , , , , , , , , , , , , , , ,	11	1 11	1	6	4	0	Active Transportation	Underserved Neighborhoods	Del Mar Neighborhood	PED-UN6
	19	1 19	1	4	4	10	Active Transportation	Underserved Neighborhoods	Florence Avenue to Balderas Elementary School	PED-UN7
PED-UN8 Herndon/41 Neighborhood Underserved Neighborhoods Active Transportation 0 4 7 0	11	0 11	0	7	4	0		-		PED-UN8
PED-UN9 Hidalgo Elementary School Neighborhood Underserved Neighborhoods Active Transportation 15 4 7 1	27	1 27	1	7	4	15	Active Transportation	Underserved Neighborhoods	Hidalgo Elementary School Neighborhood	PED-LIN9
PED-UN10 Jane Addams Neighborhood Underserved Neighborhoods Active Transportation 20 4 6 1	31			6	4			_		
PED-UN11 Maple/Church Area Underserved Neighborhoods Active Transportation 8 4 1	17			4	4			-	-	
	19			6	1		·	-		
PED-UN13 Norseman Elementary School Neighborhood Underserved Neighborhoods Active Transportation 8 4 6 1 PED-UN14 North Avenue Neighborhood Underserved Neighborhoods Active Transportation 20 4 6 1	31				•		•			
PED-UN16 Roeding Park Neighborhood Underserved Neighborhoods Active Transportation 0 4 4 0	31						•		-	
PED-UN17 Scandinavian Neighborhood Underserved Neighborhoods Active Transportation 20 4 7 1	g l	-			•	-	· · · · · · · · · · · · · · · · · · ·			
PED-UN18 West of Edison Area Underserved Neighborhoods Active Transportation 0 4 0 0	8	32			•		· · · · · · · · · · · · · · · · · · ·	-	-	
PED-UN19 Vosemite Middle School Neighborhood Underserved Neighborhoods Active Transportation 20 4 7 1	8 32	0 4	U				·	<u> </u>		

		Project Information			Traffic Co	ntrol, Mode S	hift and User	Comfort Scori	ng
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		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 Southern Blackstone Avenue Smart Mobility	Pedestrian Safety Enhancement Corridors	Active Transportation	15	4	4	2	25	71
B38	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
							Droinet			VMT Reduction		Access and	Cofotu	Funding	Fooribility	Maightad	Foo Drogram	VAAT
Project ID M	an Number	Project Name	Street Name	From	То	Project Description	Project Category	Project Cost	City/FAX Comments	VMT Reduction score	Connectivity Score	Access and	Safety Score	Funding Score	Feasibility Score	Weighted Score	Fee Program Project Costs	VMT Reduction
Transportation De		-						,	20,7	-	,						,	
Transportation 20	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																		
									3 buses at \$1.5m ea = \$4.5 mil (FAX would provide 10-209	6								
									match for buses, depending upon state or federal) (Note:									
	_					2 . 5		4.500.000	the project cost should be increased to reflect the	l								
Т96	6	Frequency enhancement-Route 39	Clinton Ave			Route Enhancement: Three new buses for 15 Minute Frequency on Route 39	Transit	4,500,000	appropriate cost of the buses)	85.92	80.0	76.7	90.9	32.2	50.0	75.9	900,000	1311
	_		6 11 1 1 1 1 1 1			Route Extension: 52 new ADA compliant stops for Southern Industrial service		4 700 000	52 stops x \$32.5k ea = \$1.7m (FAX would provide 20%	50.40				45.0	400.0	co =	242 222	
T39	7	Accessibility Improvements-Route 34	Southern Industrial Area			expansion-Route 34	Transit	1,700,000	match for bus stops)	68.18	94.3	90.0	54.5	15.0	100.0	69.5	340,000	1041
									72 stops x \$32.5k ea = \$1.17m (FAX would provide 20%									
									match for bus stops)									
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		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
1102	•	New route-buildru Ave	Buildi d Ave		Tresito State	New Route. Four flew buses and 72 flew stops for building Ave crosstown Route	Hansic	8,340,000	materi for buses, depending upon state or rederary	74.92	91.4	00.7	90.9	3.6	50.0	67.7	1,000,000	1145
									50 . 400 51 40.0 (54)									
									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%									
T126	9	New route-Church Ave	Church Ave			New Route: Four new buses and 68 new stops for Church Avenue Crosstown Service	Transit	9 200 000	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
1120		New route charanties	Charen Ave			New House. Four new buses and on new stops for church Avenue crosscown service	Transic	0,200,000	materi for bases, depending aport state of reactary	73.00	31.4	03.3	72.7	3.5	50.0	07.0	1,040,000	1145
									68 stops x \$32.5k ea = \$2.2m (FAX would provide 20%									
									match for bus stops)									
					Clovis Communit	ty New Route: Four new buses and 68 new stops for service on Willow Avenue from			4 buses at \$1.5 ea = \$6 mil (FAX would provide 10-20%									
T130	10	New route-Willow Ave	Willow Ave	Shields	College	Shields and Clovis Community College	Transit	8,200,000	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
						,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		-,,	,	-							_,,	
																		.
									10 stops x \$32.5k ea = \$325k (FAX would provide 20%									
									match for bus stops): 10 new stops to increase service on									.
						Route Extension: 10 new stops to increase service on Route 45 (Note: the 2 buses			Route 45 (Note: the 2 buses have already been purchased	ı;								
T47	11	Route Extension, Route 45	Ashlan Ave			have already been purchased; the cost of the stop improvements is still needed)	Transit	325,000	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
									TSP plus curb, gutter, and sidewalk improvements as well									
									as striping (FAX would provide 10% match for capital									
						Route Enhancement on Route 38 Cedar Ave Transit Signal Priority - Adaptive Signal			construction, depending upon state or federal) (Approx.									
T42	12	Route enhancement-Route 38	Cedar Ave	Herndon	Jensen	Control on Cedar from Herndon to Jensen	Transit	13,300,000	\$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
									6 buses at \$1.5 mil ea = \$9 mil (FAX would provide 10-209									.
T45	13	Service Improvement, Route 32	First Street			Route Enhancement, Frequency : Six new buses to increase service on Route 32	Transit	9,000,000	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/Pedestria	n Projects				1						T	T						
				_														
			Along Herndon No 39 Canal (section on E	-	just													
B17	4.4	Priority Bikeway Network	Shields Ave) to Mill No 36 Canal (section	N Palm Ave	north of E Shield Ave		Bike	14 360 000	Class I -Midtown Trail - Fully Funded	0.50	97.1	73.3	100.0	0.3	100.0	41.4		131
B17	14	Priority Bikeway Network	along E McKinley Ave) to N Clovis Ave Southern Blackstone Avenue Smart	N Paim Ave	Ave	Priority Bikeway Network/Midtown Trail	ыке	14,360,800	Class I - Midtown Trail - Fully Funded	8.58	97.1	. /3.3	100.0	0.2	100.0	41.4	-	131
в38	15	Southern Blackstone Improvements	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
D30	13	Southern blackstone improvements	Wobility Strategy	Dakota Avenue	Tilgilway 100	Class IV Direway	DIKE	33,000,000		0.99	91.4	90.0	80.0	0.0	100.0	30.0	330,300	- 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
I ED-SAS	10	redestrian sarety Emilancement corridor	Thise street	Dakota Avenue		reacstrain surety Emiliancement cornidors	i caestrian	3,000,000	Class IV Iuliaca Olive to Iulaic	20.55	37.1	50.0	54.5	1.5	50.0	43.5	373,300	
					Northeast of Highway 99,													
				South of	Northwest of													. 1
PED-PAA1	17	Pedestrian Activity Areas	Downtown Fresno	Divisadero Stree		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
. 25 . 7 0 12		reaction recovery riseas	DOMINIONI I TESNO	Divisuació su co	t ingilita i i	1 cocstrain nearety meas	- caesarian	12,201,303	Ivy underconstruction	10.72	00.0	30.7	31	1.5	50.0		2,100,701	
									west of Lee not done									
PED-UN14	18	Underserved Neighborhood	North Avenue Neighborhood			Underserved Neighborhoods	Pedestrian	761.400	Tupman west not done, west 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		25.74				4.4	50.0	46.4	252,340	393
	-		, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Balderas						3,.2	13.0			22.0		,	
					Elementary					1								
PED-UN7	20	Underserved Neighborhood	Florence Avenue	Chestnut	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 Avenu	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 Stree	t 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
									Sierra Vista complete									. 1
PED-UN17	24	Underserved Neighborhood	Scandinavian Neighborhood			Underserved Neighborhoods	Pedestrian	1,336,020	Remaining long term - Per Streets	0.01	91.4	73.3	91.4	0.0	50.0	30.6	153,241	0.2
-										-								

Appendix C - VMT Mitigation Project List and Scoring

					Appendix C - VMT Mitigation Pro	ject 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	То	Project Description	Project Category	Project Cost	City/FAX Comments	VMT Reduction	Connectivity Score	Access and	Safety Score	Funding Score	Feasibility Score	Weighted Score	Fee Program Project Costs	VMT
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			Displications		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		Pedestrian Safety Enhancement Corridors	Pedestrian	4,000,000		9.85	+					37.9	458,800	150
B26		S Maple Ave	E McKinley Ave	E Church Ave	Priority Bikeway Network	Bike	3,989,400		1.74					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
		N Millbrook Ave [0.1 miles on E															
B5		Bullard Ave]	E Shepherd Ave		Priority Bikeway Network	Bike	621,200	Class II	1.51			74.3	0.9	100.0	33.7	71,252	23
PED-PAA5		Ventura Avenue		no Cedar Avenue	Pedestrian Activity Areas	Pedestrian	8,671,392	Classil	3.29	+		88.6	0.1	50.0	33.4	994,609	50
PED-SA2		E Dakota Ave Shaw Avenue	N Maroa Ave Brawley Avenue	N Millbrook Ave Marks Avenue	Priority Bikeway Network Pedestrian Safety Enhancement Corridors	Bike Pedestrian	1,812,600 50.000	Class II missing near Valentine and Brawley	0.50 3.58	+				100.0 50.0	33.4 33.1	207,905 5,735	8
B11		E Barstow Ave	N Millbrook Ave		Priority Bikeway Network	Bike	640,600		0.77				0.5	100.0	32.8	73,477	1;
		N Clovis Ave to Fancher No 6	E McKinley Ave 8														
B28		Canal to Central No 23 Canal	N Clovis Ave	E Church Ave	Priority Bikeway Network	Bike	4,869,100		0.62				0.0	100.0	32.2	558,486	10
B16		N Cornelia Ave	Kings Canyon		Priority Bikeway Network	Bike	2,975,200	Class II	0.92			51.4	0.1	100.0	32.1	341,255	14
PED-SA7		Cedar Avenue	Road	California Avenue	Pedestrian Safety Enhancement Corridors	Pedestrian	1,500,000	C/O 100 to Millbrook done expent along 100 females	2.94			68.6	0.7	50.0	31.5	172,050	45
PED-UN9		Hidalgo Elementary School Neighborho	ou		Underserved Neighborhoods	Pedestrian		S/O 180 to Millbrook done except along 180 fencing Missing on Marks	0.13			77.1	0.0	50.0	31.5	150,014	
PED-UN10		Jane Addams Neighborhood E Church Ave	S Maple Ave	S Peach Ave	Underserved Neighborhoods Priority Bikeway Network	Pedestrian Bike	1,356,300	Floradora to Olive - missing	0.02 0.10			88.6 28.6	0.0	50.0 100.0	31.2 31.1	55,028 155,568	
B13		W Gettysburg Ave	N Veterans Blvd		Priority Bikeway Network Priority Bikeway Network	Bike	4,374,700		0.10	+			0.0	100.0	30.9	501,778	
				East Park Circle													
PED-SA10		Clovis Avenue	Tulare Street	Drive	Pedestrian Safety Enhancement Corridors	Pedestrian		Fancher Creek project Hammond btw Recreation & Chestnut - missing	0.94				1.1	50.0	30.3	37,163	14
PED-UN4		Chestnut/Olive Neighborhood N Valentine Ave to N Emerson Ave to			Underserved Neighborhoods	Pedestrian	807,240	Recreation - Hammond to Hedges - missing	0.04	77.	1 90.0	85.7	0.0	50.0	30.3	92,590	1
B14		Herndon No. 39 Canal W Bullard Ave to W Sierra Ave to	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		N Dante Ave to W San Jose Ave	Veterans Blvd	N Valentine Ave	Priority Bikeway Network	Bike	3,752,200	Class II	0.98			54.3	0.1	100.0	29.9	430,377	15
PED-SA4 B20		West Avenue	Ashlan Avenue	Shields Avenue	Pedestrian Safety Enhancement Corridors	Pedestrian	2,500,000	Olave II	2.79				0.4		29.8	286,750	43
D20		N Maple Ave W Audubon Ave to W Nees Ave to Gravel Haul Rd to W Alluvial	E Dakota Ave	E McKinley Ave	Priority Bikeway Network	Bike	544,600	CidsSII	0.12	97.	1 73.3	25.7	0.1	100.0	29.7	62,466	
В3		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	Ę
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	ę
								High Priority Assuming. \$500k per year for 3 years (FAX would provide 20% match for capital construction, assuming									ı
T1 PED-UN11		March (Observed Assess			ADA Bus Stop Accessibility Improvements	Transit Pedestrian		federal funding)	0.00			71.4 48.6		100.0 50.0	28.0 27.2	34.575	
FEDUNII		Maple/Church Area			Underserved Neighborhoods	reuestilali	301,440	(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%)		02.	90.0	40.0	0.0	50.0	21.2	34,575	
T19					Systemwide Traffic-Signal Priority	Transit	10,000,000	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 Neighbor	hood		Underserved Neighborhoods	Pedestrian		not done - longer term/difficult project per Streets	0.02				0.0	50.0	25.8	92,164	
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	C
PED-PAA3		Van Ness Avenue - near Fresno City Col	lege 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	11
PED-IN3		Chestnut/Belmont Neighborhood			Underserved Neighborhoods	Pedestrian		CMAQ Funded	0.02							-	
PED-UN16		Roeding Park Neighborhood			Underserved Neighborhoods	Pedestrian	908,184		0.00							104,169	
PED-UN6 T87		Del Mar Neighborhood			Underserved Neighborhoods	Pedestrian	1,197,720		0.01						23.0	137,378	0
PED-UN5		Blackstone/Shields Church/Elm Area			Queue Jump Lane Underserved Neighborhoods	Transit Pedestrian		FAX not likely to pursue. Ivy complete	0.14						22.7 21.6	-	
T31					Right of Way Acquisition - For bus to achieve ADA compliance of boarding, alighting and passegner amenities.	Transit		High Priority Assuming \$1 mil per year for 3 years (FAX would provide 20% match for capital, assuming federal funding)				0.0	0.0	100.0	20.8	-	
T86		Blackstone/Shaw			Queue Jump Lane	Transit		\$1m/intersection (FAX would provide 30% match for capital assuming federal funding)	l, 0.14	0.	0 10.0	72.7	0.1	100.0	18.3	300,000	
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	
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	
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	(
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	-	

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	То	Project Description	Project Category	Project Cost	City/FAX Comments	VMT Reduction score	Connectivity Score	Access and Equity Score	Safety Score	Funding Score	Feasibility Score		Fee Program Project Costs	VMT Reduction
					New/Expanded Bus yard Facilities Construction - Purchase property for new bus yard												
T48					expansion	Transit	150,000,000	(Study is line T26)	0.00	0.0	10.0	0.0	0.0	100.0	11.0	-	0
								FAX would provide 10-20% match for capital, depending									
T50					Real Time Passenger Information - Real Time Bus Arrival and Departure	Transit	3,000,000	upon state or federal)	0.00	0.0	10.0	0.0	0.0	100.0	11.0	-	0
					Back-Up Energy Storage - Large Scale Energy Storage for Backup and Emergency Power												
T55					for EV Chargers	Transit	10,000,000		0.00	0.0	10.0	0.0	0.0	100.0	11.0	-	0
								\$500k/ year. Revisit to see if this can reduce VMTs. High									
								priority. FAX would provide 10-20% match for capital,									
T57					Ambassador Program - Travel Training Program for Schools and other Social Services	Transit	500,000	depending upon state or federal)	0.00	0.0	10.0	0.0	0.0	100.0	11.0	-	0
								\$1 million/ year. Revisit to see if this can reduce VMTs. High									
								priority. FAX would provide 10-20% match for capital,									l
T58					Enhanced Marketing Public Outreach - Outreach of Service Expansions	Transit	1,000,000	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
					Zero Emissions Buses and Supporting Infrastructure - Purchase Zero Emission Buses and												- 1
T64					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
					Zero Emissions Buses and Supporting Infrastructure - Purchase Zero Emission Buses and												
T65					Supporting Infrastructure for transit expansion	Transit	125,000,000		0.00	0.0	10.0	0.0	0.0	100.0	11.0	-	0
					Purchase and develop land in support of revitalization and mixed-use development along												
T134					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
					Transit Security Projects - Implement Security and Safety Projects on buses and at transit												
T69					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	<u> </u>	0

APPENDIX D

CAPITAL IMPROVEMENT PROJECTS

Appendix D - VMT Reduction Program: Capital Improvement Plan

														Proje	cted Expenditures		
Project ID	Map Number	Project Name	Project Description	City/FAX Comments	Street Name	From	То	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
ransportati	on Demand Mana	gement 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	r	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	
			Intermodal Signage to connect transit and														
	5	Intermodal Signage	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 Environmental														
		VMT Fee Program Document and EIR	Impact Report						500,000	500,000	500,000	-			500,000		
ransit Proje	ects																
				3 buses at \$1.5m ea = \$4.5 mil (FAX would													
				provide 10-20% match for buses, depending upo													
			Danta Saharanan Thananan hara fara 45	state or federal) (Note: the project cost should b	e												
96	6	Francisco conharacement Davita 20	Route Enhancement: Three new buses for 15 Minute Frequency on Route 39	increased to reflect the appropriate cost of the buses)	Clinton Ave			Transit	4,500,000	900,000	900,000	2 000 000	750,000	37,500	37,500	27 500	27 500
96	ь	Frequency enhancement-Route 39	Minute Frequency on Route 39	buses)	Clinton Ave			Transit	4,500,000	900,000	900,000	3,600,000	750,000	37,500	37,500	37,500	37,500
			Route Extension: 52 new ADA compliant stops for	52 stops x \$32.5k ea = \$1.7m (FAX would provide													
39	7	Accessibility Improvements-Route 34	Southern Industrial service expansion-Route 34	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
33	,	Accessibility improvements-route 34	Southern muustral service expansion-noute 54		Joddiem maastral Area			Hansic	1,700,000	340,000	340,000	1,300,000		71,300	143,000	71,300	34,000
				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 1	0												
			New Route: Four new buses and 72 new stops for		7												
102	8	New route-Bullard Ave	Bullard Ave Crosstown Route	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
		The troute build a tree		68 stops x \$32.5k ea = \$2.2m (FAX would provide					0,010,000	2,000,000	2,000,000	0,072,000		2,201,000	300,000	10 1,000	32,000
				20% match for bus stops)													
				4 buses at \$1.5 ea = \$6 mil (FAX would provide 1	0-												
			New Route: Four new buses and 68 new stops for														
126	9	New route-Church Ave	Church Avenue Crosstown Service	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
				68 stops x \$32.5k ea = \$2.2m (FAX would provide													
				20% match for bus stops)													
			New Route: Four new buses and 68 new stops for	4 buses at \$1.5 ea = \$6 mil (FAX would provide 1	0-												
			service on Willow Avenue from Shields and Clovis	20% match for buses, depending upon state or			Clovis Community										
130	10	New route-Willow Ave	Community College	federal)	Willow Ave	Shields	College	Transit	8,200,000	1,640,000	1,640,000	6,560,000	0	0	1,104,000	268,000	268,000
				10 stops x \$32.5k ea = \$325k (FAX would provide													
			Route Extension: 10 new stops to increase service	20% match for bus stops): 10 new stops to													
			on Route 45 (Note: the 2 buses have already beer														
			purchased; the cost of the stop improvements is														
47	11	Route Extension, Route 45	still needed)	stop improvements is still needed	Ashlan Ave			Transit	325,000	65,000	65,000	260,000		65,000			
				TSP plus curb, gutter, and sidewalk													
				improvements as well as striping (FAX would													
				provide 10% match for capital construction,	1												
			Route Enhancement on Route 38 Cedar Ave Trans		1												
42	12	Route enhancement-Route 38	Signal Priority - Adaptive Signal Control on Cedar from Herndon to Jensen		Cedar Ave	Herndon	loncor	Transit	13,300,000	2,660,000	2,660,000	10,640,000	532,000	532,000	532,000	532,000	F33.000
44	12	noute emidicement-route 38	nom nemdom to Jensen	pending)	Ceuai Ave	nernaon	Jensen	Transit	13,300,000	2,000,000	2,000,000	10,040,000	552,000	532,000	552,000	552,000	532,000
				6 buses at \$1.5 mil ea = \$9 mil (FAX would	1												
			Route Enhancement, Frequency : Six new buses to					Tunneit	0.000.000						200.05		
45	13	Service Improvement, Route 32	increase service on Route 32	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

														Project	ed Expenditures		
Project ID	Map Number	Project Name	Project Description	City/FAX Comments	Street Name	From	То	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/Pede	estrian Projects																•
					Along Herndon No 39 Canal (section on E Shields Ave) to Mill No 36 Canal (section along E McKinley Ave) to N		just north of E Shields										
B17	14	Priority Bikeway Network	Priority Bikeway Network/Midtown Trail	Class I -Midtown Trail - Fully Funded	Clovis Ave	N Palm Ave	Ave	Bike	14,360,800	-	-	14,360,800					
В38	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
		,				South of	Northeast of Highway 99, Northwest of				·					.,	
PED-PAA1	17	Pedestrian Activity Areas	Pedestrian Activity Areas	not done	Downtown Fresno	Divisadero Street	Highway 41	Pedestrian	12,281,903	1,408,734	704,367	10,873,169					704,367
PED-UN14	18	Underserved Neighborhood	Underserved Neighborhoods	lvy 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
DED 11117				CDBG funded	Florence Avenue	Chestnut	Balderas Elementary School	Pedestrian	1,000,000	·	440.000						
PED-UN7	20	Underserved Neighborhood	Underserved Neighborhoods	CDBG funded	Florence Avenue	Cnestnut	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	Circum Material Control of the Contr	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
		1 2	-			-	1		1			Expenditure	3,996,000	3,974,000	3,813,500	3,938,300	4,169,800
												Revenue Surplus/Deficit	3,978,436 (17,564)	3,978,436 4.436	3,978,436 164,936	3,978,436 40,136	3,978,436 (191,364)

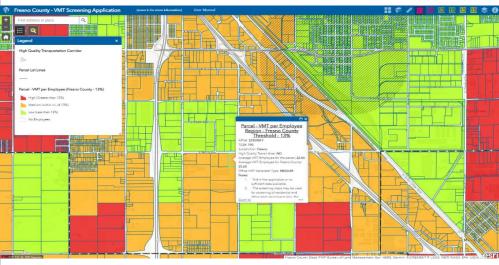
Total Expenditure	19,891,586
Total Revenue	19,892,178
Total Surplus/Deficit	592

APPENDIX E

SAMPLE FEE CALCULATIONS

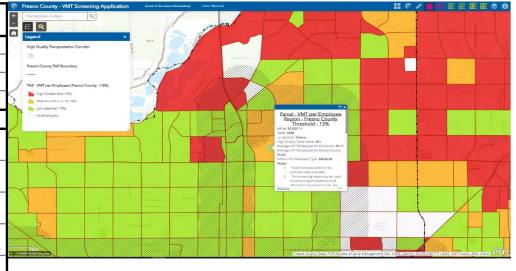
Industrial Facility - VMT Analysis

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)	1,228.0		
Fee per 1 mile of VMT reduction			
(g)	\$ 295		
Total VMT reduction fees			
(h=g*f)	\$ 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)	892.8		
Fee per 1 mile of VMT reduction			
(g)	\$	295	
Total VMT reduction fees			
(h=g*f)	\$	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)	155.3	
Fee per 1 mile of VMT reduction		
(g)	\$ 29	5
Total VMT reduction fees		
(h=g*f)	\$ 45,81	.5
VMT reduction fees per household		
(i=h/a)	\$ 30	5

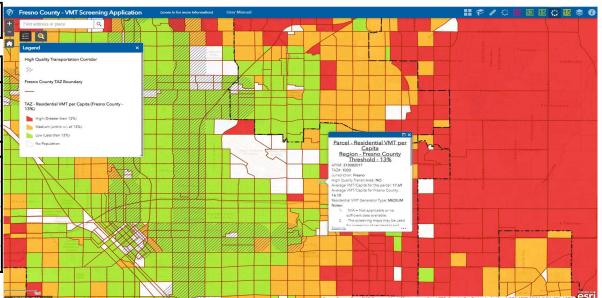
¹ VMT per capita threshold = 87% of County VMT per capita (16.1). County is the region used VMT calculator tool (v1.37) for VMT analysis.

Fresno County - VMT Screening Application (zoom in for more information) User Manual # 6 Q **≣** • A High Quality Transportation Corridor Fresno County TAZ Boundary TAZ - Residential VMT per <u>Capita</u> Region - Fresno County TAZ - Residential VMT per Capita (Fresno County -Threshold - 13% Threshold - 13% TAZ#: 1481 Jurisdiction: Fresno High Guality Trensit Area: NO Average VMT/Capita for the TAZ: 14.72 Average VMT/Capita for Fresno County: 16.10 Residential VMT Generator Type: MFDIUM High (Greater than 13%) Medium (within +/- of 13%) Low (Less than 13%) No Population lesidential VMT Generator Type: MEDIUM 1. N/A = Not applicable or no sufficient data available. 2. The screening maps may be used for screening of residential and office land use projects only for

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,	,196.0	
Fee per 1 mile of VMT reduction (g)	\$	295	
Total VMT reduction fees			
(h=g*f)	\$	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)		3,220.6		
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		

