Regional VMT

Mitigation Program Study

Prepared for:
Fresno Council of Governments

Prepared by:
Kimley»Horn
Expect More. Experience Better.

Agenda

- Study Purpose
- Stakeholder and Technical Advisory Committees
- Mitigation Need
- How Regional VMT Mitigation Works
- Program Analysis
- Project Analysis
- Findings and Next Steps

Study Purpose

To determine the feasibility of a Regional VMT Mitigation Program for the Fresno Region.

Stakeholder and Technical Advisory Committees

Stakeholder Advisory Committee

- Caltrans Members
- Fresno COG member jurisdictions
  - Fresno County
  - 15 Incorporated Cities
- Community-based Organizations (CBOs)
- Developer Community Members
  - Including those who have expertise in affordable housing

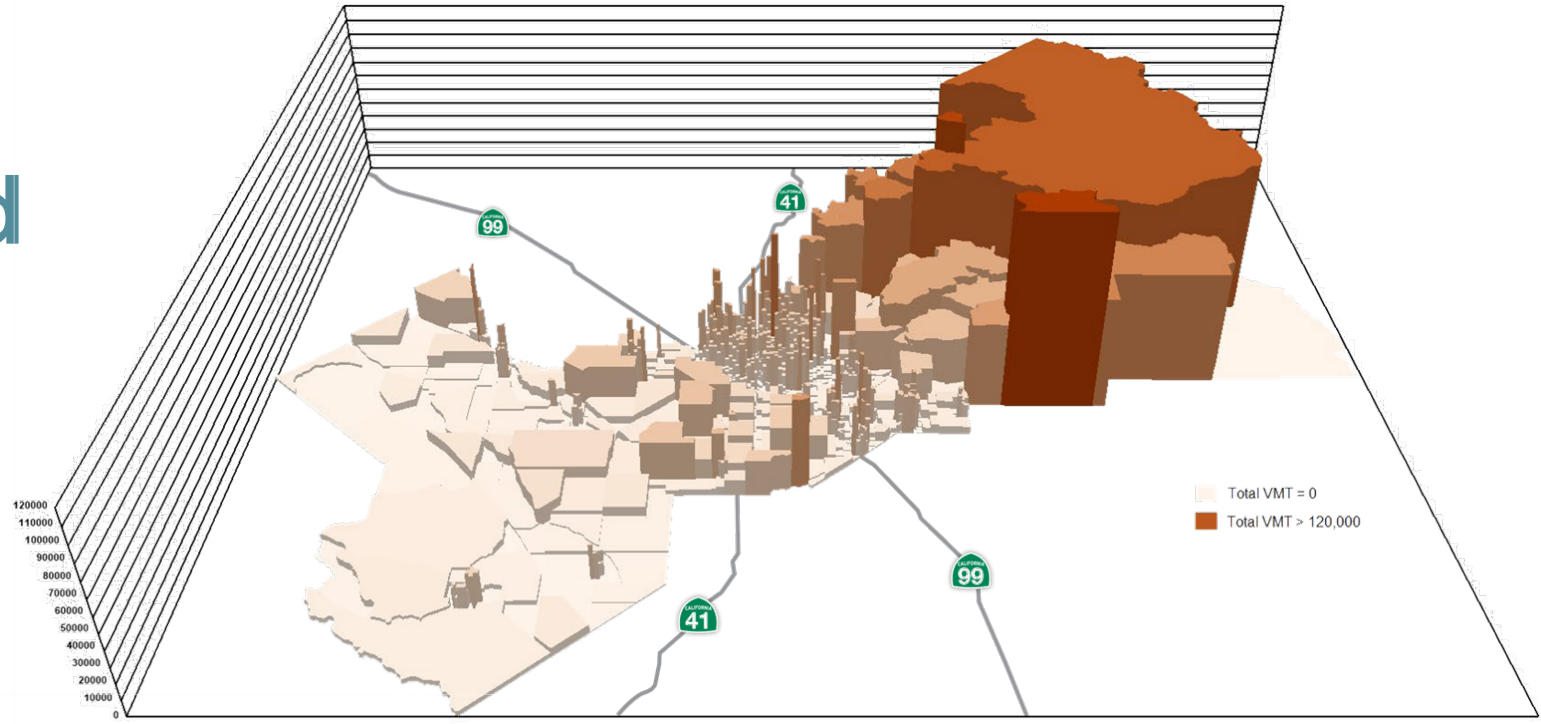
30 Total Members

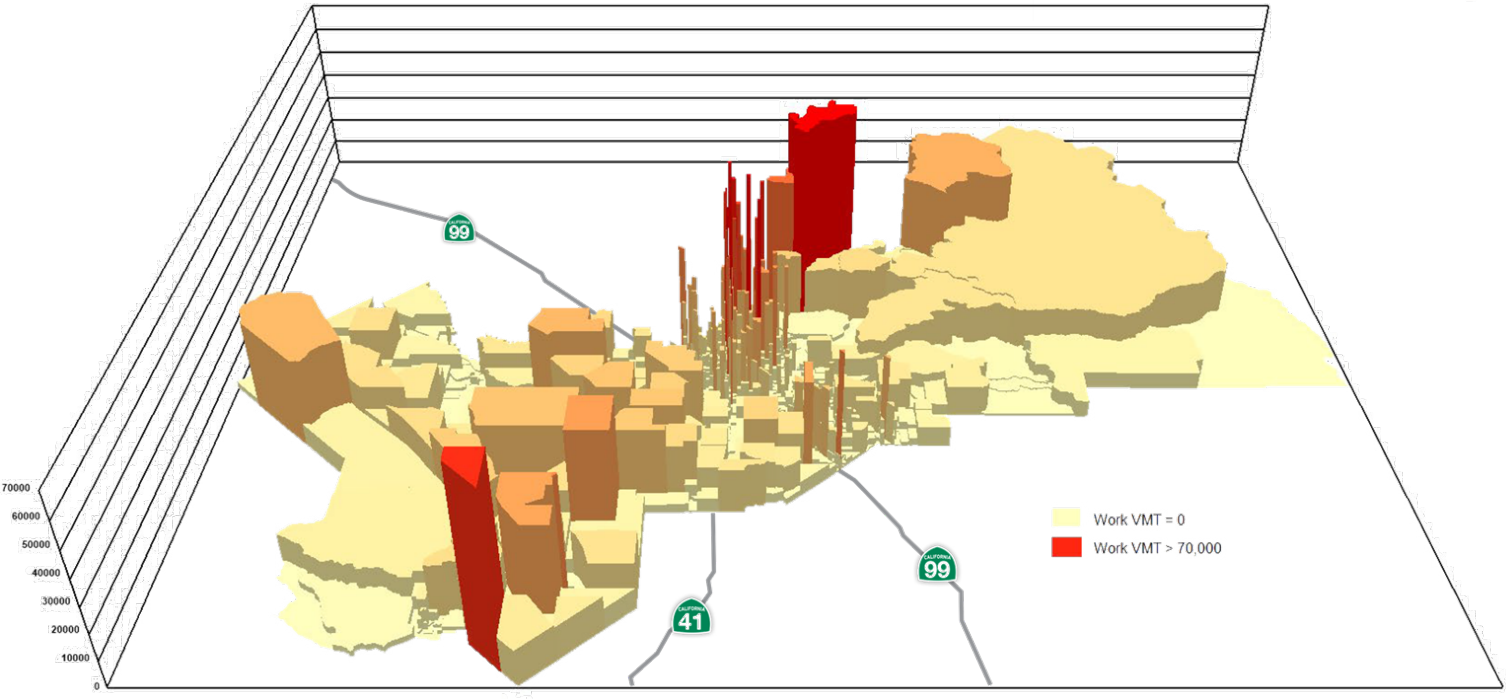
Technical Advisory Committee

- 4 Caltrans Members
- 1 Land Use Attorney
- 2 Public Agency Members
  - CCTA and Santa Cruz County
- 2 Consultant Technical Experts

9 Total Members

VMT Mitigation Need





2035 Daily VMT Summary for Anticipated Growth	Totals (13% Threshold)
Households under Threshold	41,257
Households over Threshold	39,163
Employment under Threshold	26,335
Employment over Threshold	15,500

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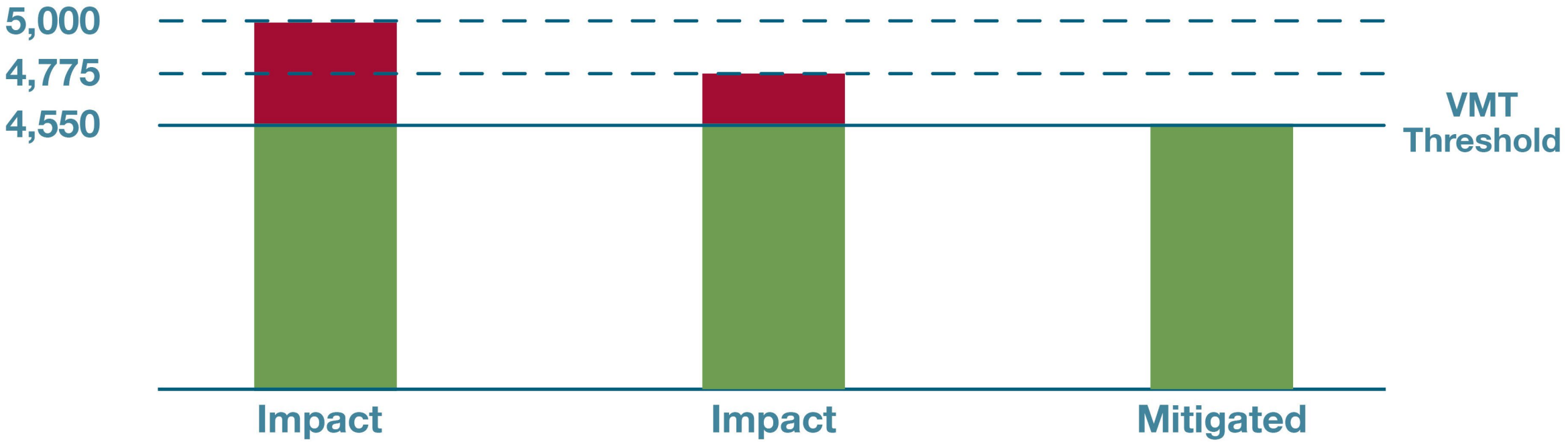
How Regional VMT Mitigation Works



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Program Analysis

	VMT Bank	VMT Bank Plus	VMT Exchange	VMT Bank with Exchange	VMT Impact Fee
Legal	●	●	●	●	●
Effective	●	●	●	●	●
Geography	●	●	●	●	●
Administration	●	●	●	●	●
Equitable	●	●	●	●	●
Alignment	●	●	●	●	●

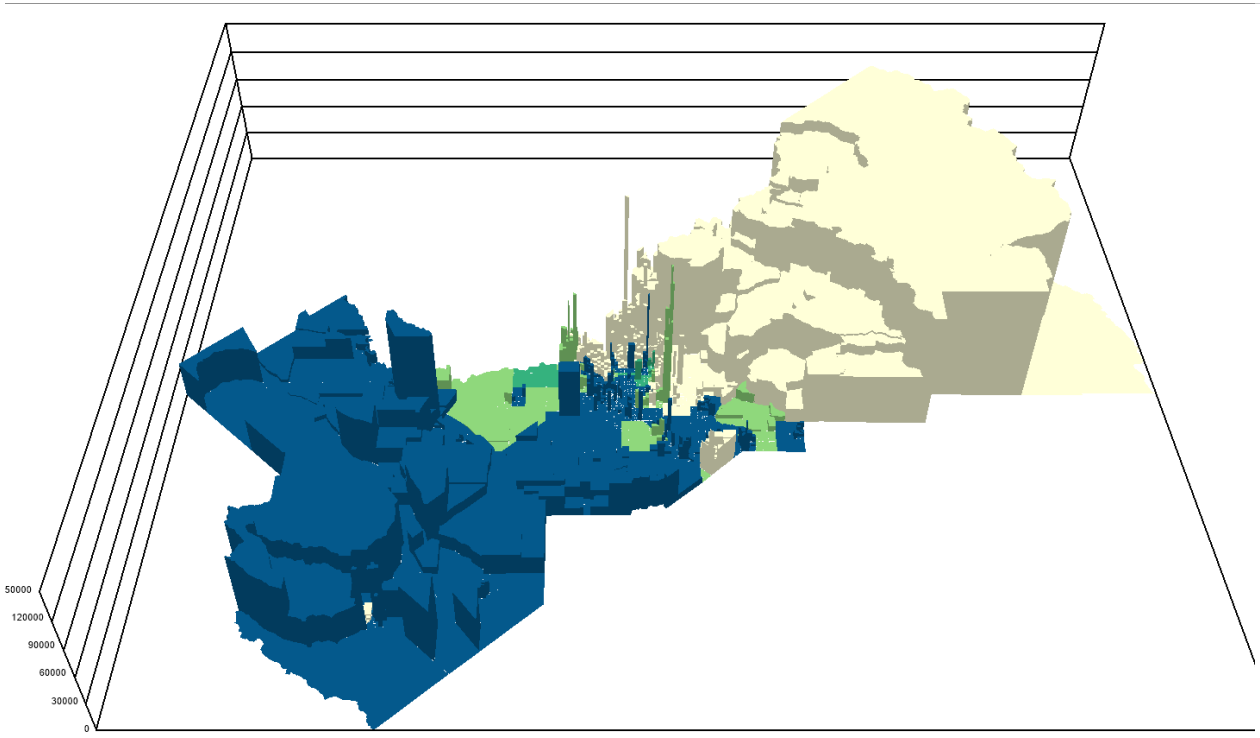
● Feasible ● Concern

Case Studies – Project Testing

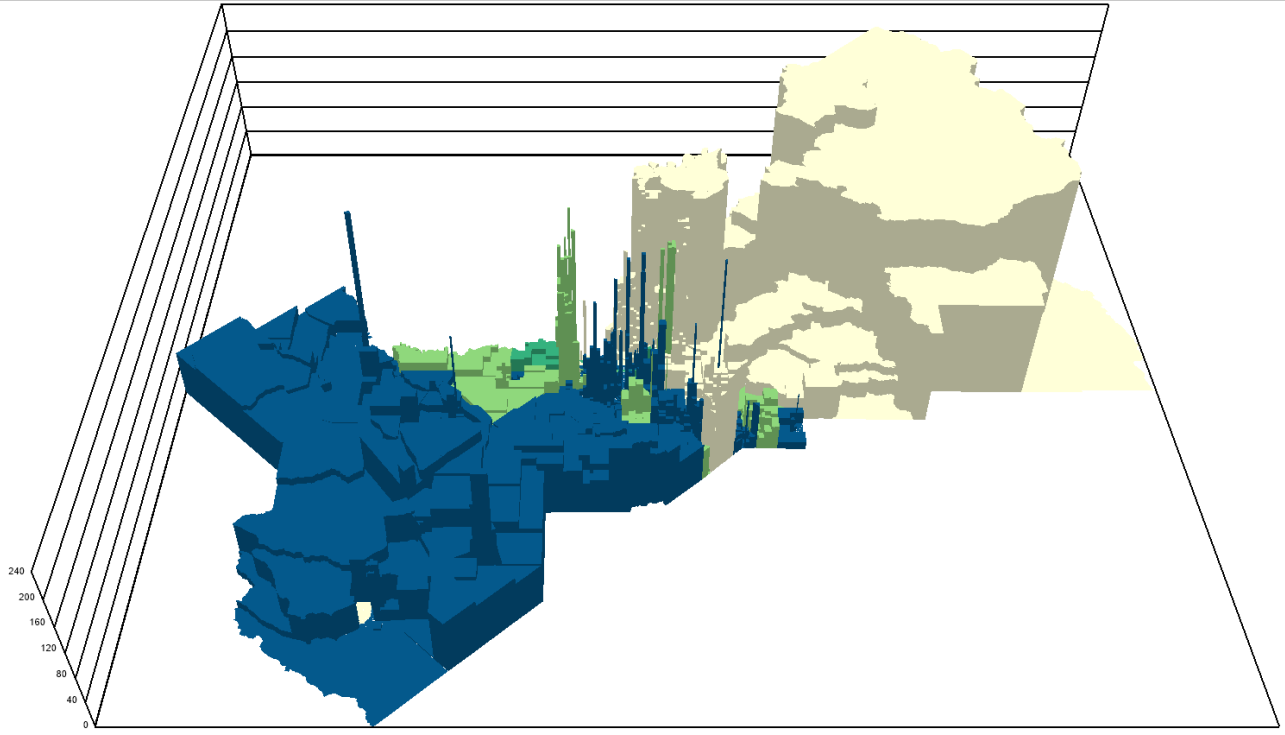
Example Projects		ROI	Comments
	Pedestrian	–	Often to costly with minimal VMT reduction (short trip lengths)
	Bike	+	Need to remove recreational trips. Multi-use/Class IV tend to be overly expensive but less costly improvements (paint) generally show promise
	Transit	+/-	Often good VMT reduction, how high costs of improvements and operating costs can make transit less feasible
	Road Diet	+/-	Works best on larger facilities or on multiple nearby facilities, otherwise it can result in route diversion, often increasing VMT
	ITS/ TSM	–	Difficult to quantify, generally minimal impact, better for GHG
	Mobility Hub	+	Can provide a good ROI by serving to connect modes systems that already exist
	Affordable Housing	–	Depends on definition of additionality. Developments with a large number of units have better ROI
	Vanpool/Carpool	+	Shows high promise and cost effective
	Park-and-Ride	+/-	Very dependent on unique local circumstances. Only limited information on efficacy available

Environmental Justice

Residential



Employment



Findings and Next Steps

- Program is feasible
- VMT Banking would be the most appropriate initial program
  - *Does not exclude applicant from doing their own project with local jurisdiction*
  - *Over time other program exchange variations could be introduced*
  - *Impact fee could be complicated in the context of other programs*
  - *Support to coordinate and or/integration with local VMT Mitigation Programs*
- Study established methods for evaluating VMT mitigation
- Project to implement a VMT Bank
  - *Select specific VMT projects*
  - *Finalize administration format*
  - *Define pilot and/or implement program*

Questions