



VMT Overview

Town of Moraga Advanced Planning Initiative

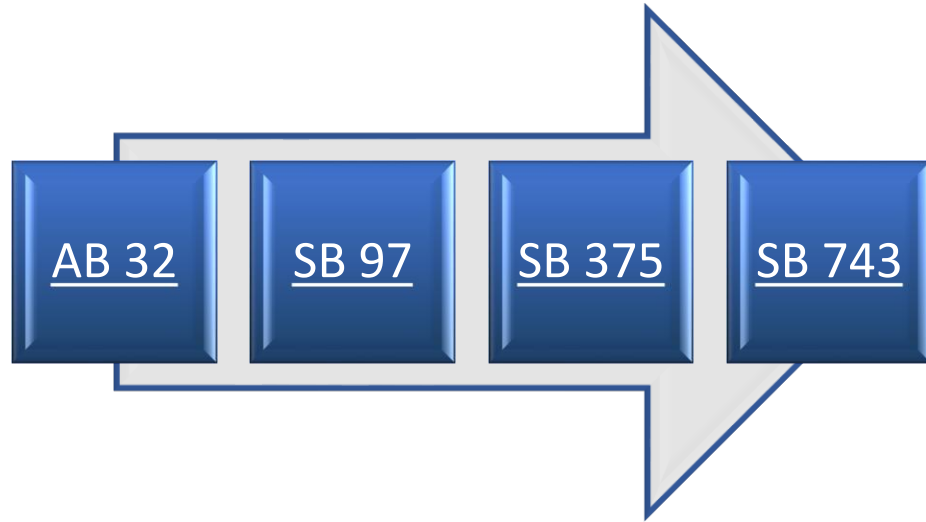
January 4, 2022

FEHR & PEERS

Presentation Outline

- SB 743 Legislative Intent
- CEQA Requirements and OPR Technical Advisory
- CCTA Recommended Methodology
- Discussion/Questions

Path to SB 743 and VMT-based Transportation Impact Assessment



SB 743 Legislative Intent

- Combat climate change by reducing greenhouse gases
- Encourage infill development
- Promote multi-modal transportation networks, providing clean, efficient access to destinations and improving public health through active transportation

CEQA Guidelines Expectations

§ 15003 (f) = fullest possible protection of the environment...

§ 15003 (i) = adequacy, completeness, and good-faith effort at full disclosure...

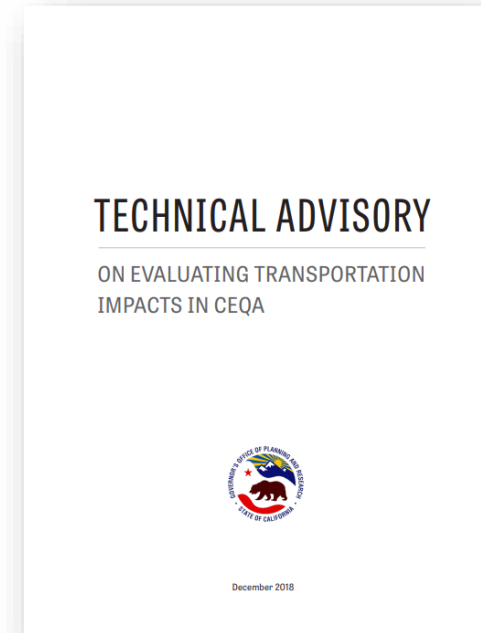
§ 15125 (c) = the EIR must demonstrate that the significant environmental impacts of the proposed project were adequately investigated...

§ 15144 = an agency must use its best efforts to find out and disclose...

§ 15151 = sufficient analysis to allow a decision which intelligently takes account of environmental consequences...

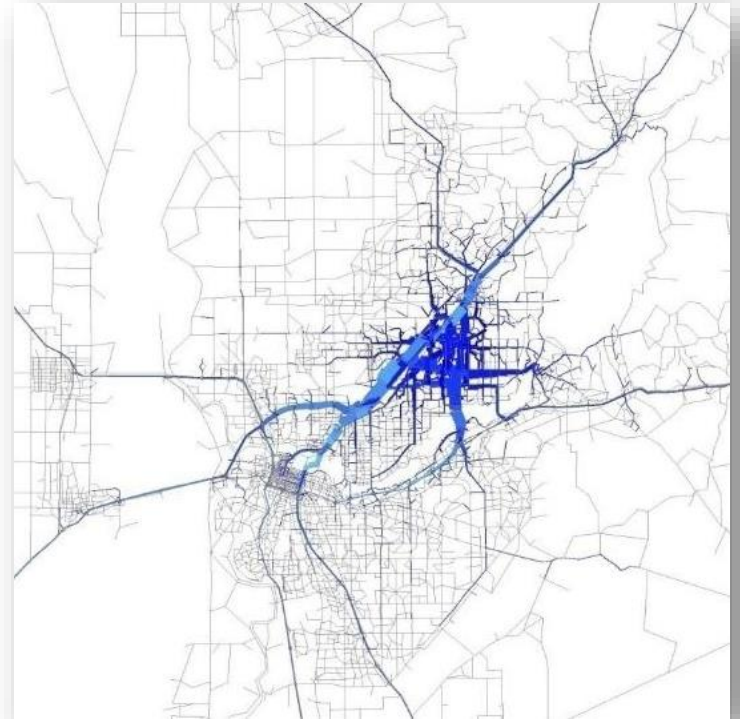
Lead Agency Decisions

- VMT Methodology
 - Model
 - Metric
 - Screening
- Thresholds
 - Project, Cumulative
- Feasible Mitigation



Types of VMT

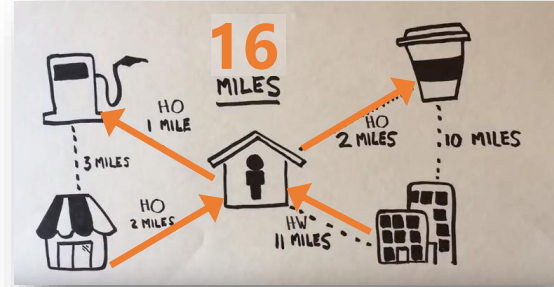
- Total VMT vs. partial VMT
- Automobile vs. Truck VMT
- Full accounting – entire trip length



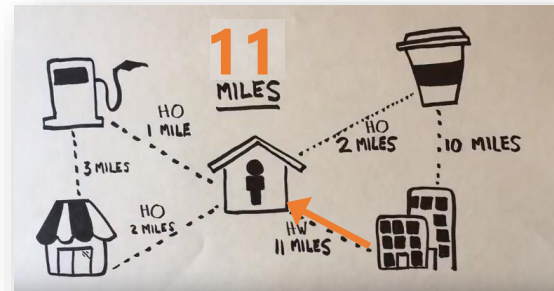
Household VMT
per resident



Home-Based VMT
per resident



Home-Based Work VMT
per employee

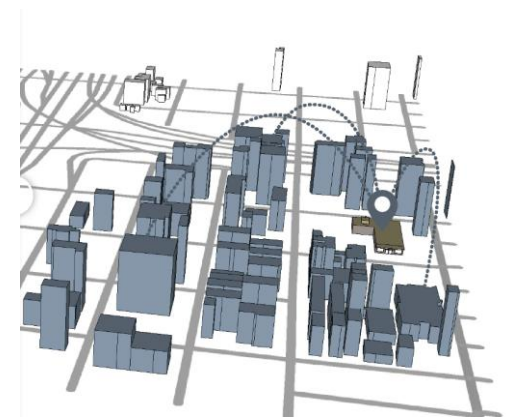


VMT Consistency Across CEQA Topics

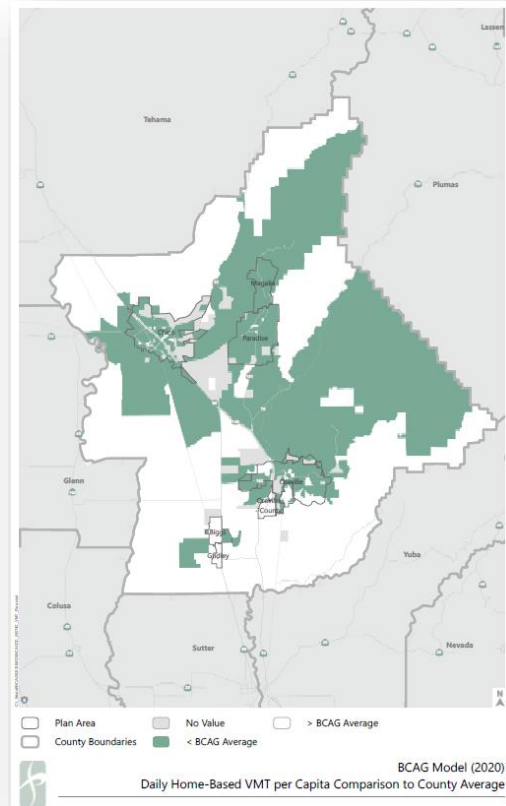
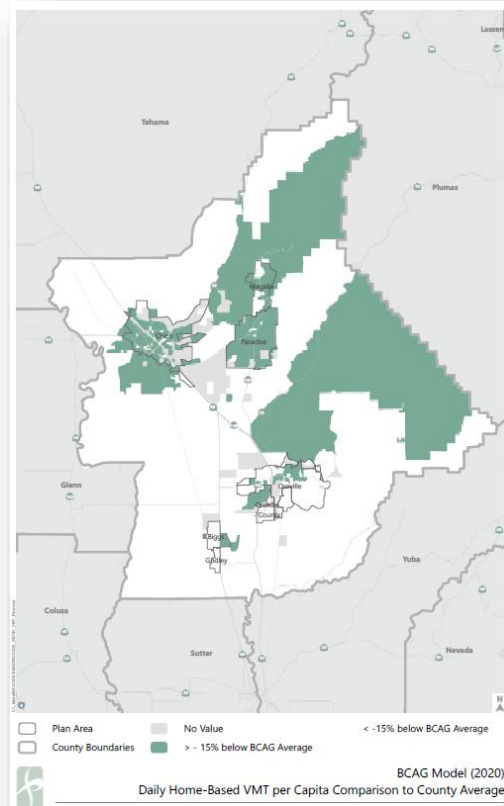
Vehicle Trip Type	VMT Trip Purposes Used in Analysis			
	AQ	GHG	Energy	SB 743* Transportation
<i>Residential Project</i>				
Home-based work	✓	✓	✓	✓
Home-based other	✓	✓	✓	✓
Non-home-based	✓	✓	✓	
<i>Office Project</i>				
Home-based work	✓	✓	✓	✓
Visitor	✓	✓	✓	
Delivery	✓	✓	✓	
Security/Maintenance	✓	✓	✓	

* Based on OPR Technical Advisory.

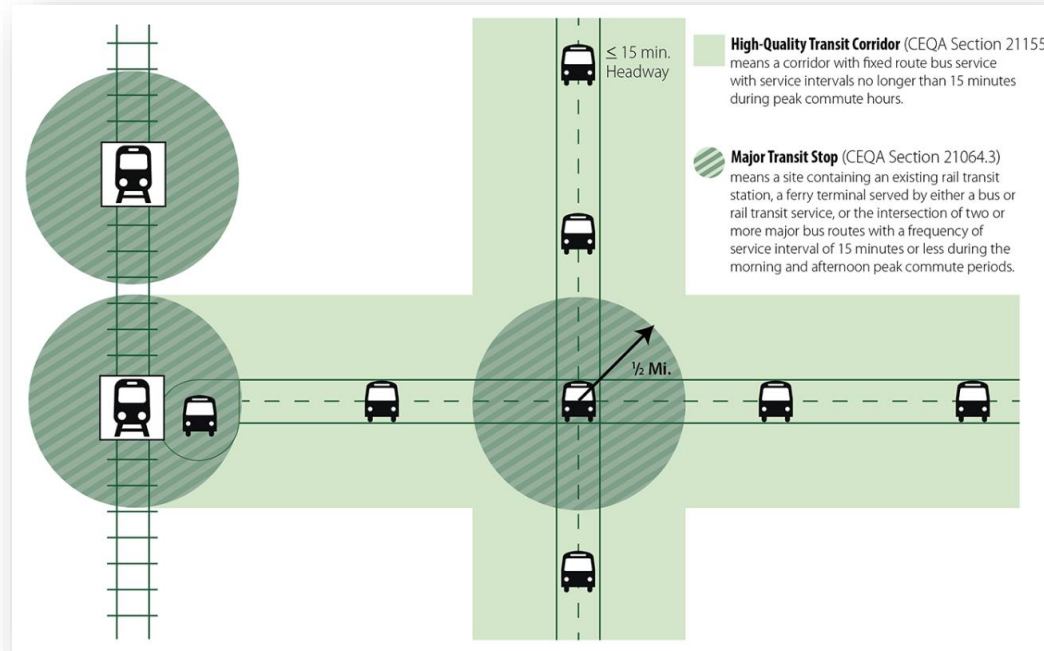
Project-generated VMT vs. Project Effect on VMT



VMT Impact Screening: Low-VMT areas (map-based assessment)



VMT Impact Screening: Transit Priority Areas

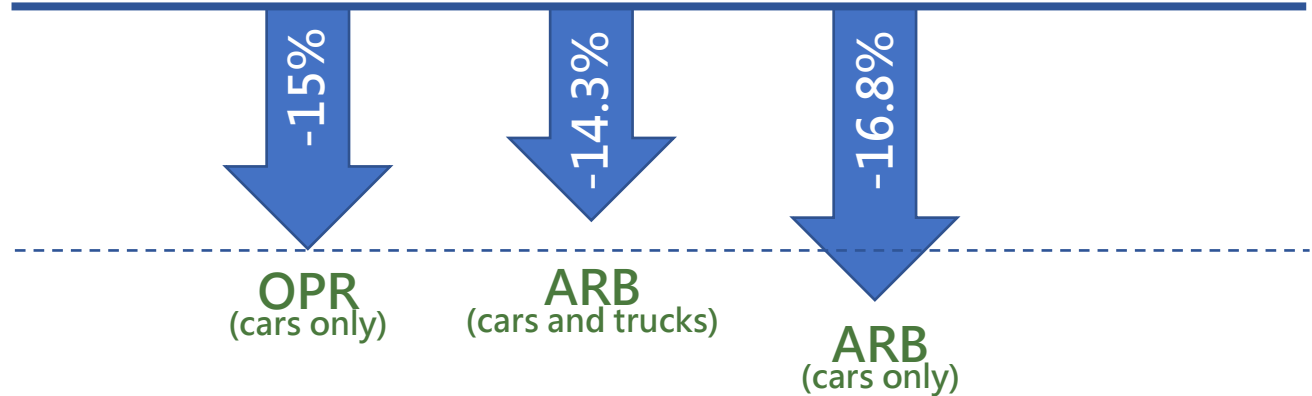


VMT Impact Screening: Other project types

- Small projects (generally 10,000 square feet non-residential, or 20 units of residential)
- Local-serving uses (based on substantial evidence)

Thresholds: State Agency Recommendations

Baseline VMT – Citywide or Regional Average



OPR threshold endorsed in *Vehicle Miles Traveled-Focused Transportation Impact Study Guide*, Caltrans, May 20, 2020.

VMT Mitigation Measures



Transportation

LAND USE

- T-1. Increase Residential Density
- T-2. Increase Job Density
- T-3. Provide Transit-Oriented Development
- T-16. Improve Street Connectivity

TRIP REDUCTION PROGRAMS

- T-4. Implement Commute Trip Reduction Program (Voluntary)
- T-5. Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)
- T-6. Implement Commute Trip Reduction Marketing
- T-7. Provide Ridesharing Program
- T-8. Implement Subsidized or Discounted Transit Program
- T-9. Provide End-of-Trip Bicycle Facilities
- T-10. Provide Employer-Sponsored Vanpool
- T-11. Price Workplace Parking
- T-12. Implement Employee Parking Cash-Out
- T-22. Provide Community-Based Travel Planning

PARKING OR ROAD PRICING/MANAGEMENT

- T-13. Provide Electric Vehicle Charging Infrastructure
- T-14. Limit Residential Parking Supply
- T-15. Unbundle Residential Parking Costs from Property Cost
- T-23. Implement Market Price Public Parking (On-Street)

NEIGHBORHOOD DESIGN

- T-17. Provide Pedestrian Network Improvement
- T-18-A. Construct or Improve Bike Facility
- T-18-B. Construct or Improve Bike Boulevard
- T-19. Expand Bikeway Network
- T-20-A. Implement Conventional Carshare Program
- T-20-B. Implement Electric Carshare Program
- T-21-A. Implement Pedal (Non-Electric) Bikeshare Program
- T-21-B. Implement Electric Bikeshare Program
- T-21-C. Implement Scootershare Program

TRANSIT

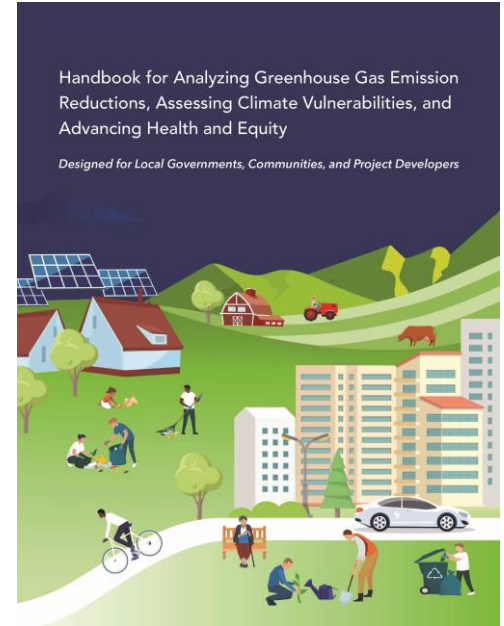
- T-24. Extend Transit Network Coverage or Hours
- T-25. Increase Transit Service Frequency
- T-26. Implement Transit-Supportive Roadway Treatments
- T-27. Reduce Transit Fares

CLEAN VEHICLES AND FUELS

- T-28. Use Cleaner-Fuel Vehicles

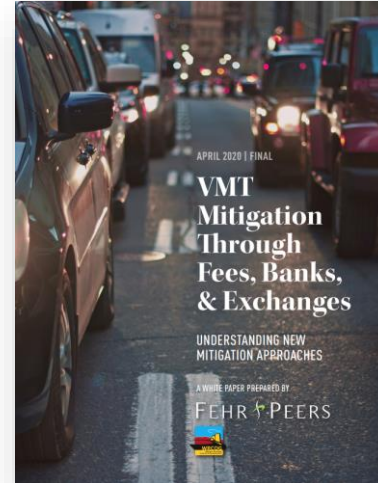
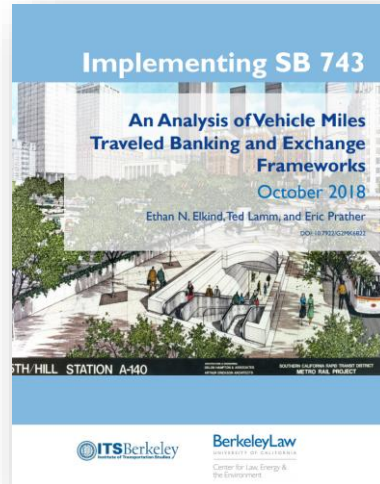
What is Feasible Mitigation?

- Two types of VMT reduction strategies
 - Built-environment changes
 - Transportation demand management (TDM)
- Limitations
 - Is changing the project or transportation network feasible?
 - Will TDM be effective given dependence on building tenant performance?



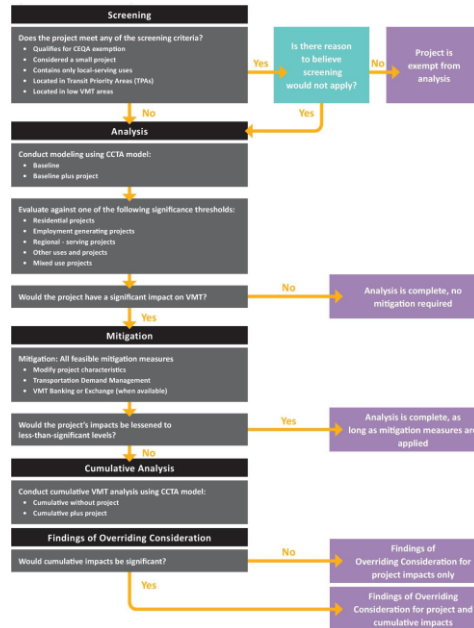
VMT Mitigation Effectiveness

- Impact Fee Program
- VMT Mitigation Bank
- VMT Mitigation Exchange



Mitigation
Decisions
- Project vs.
Program

CCTA Recommended process

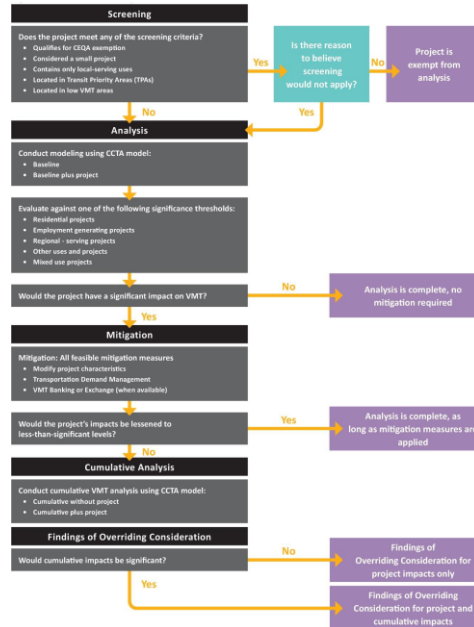


- Follows OPR screening guidance

Thresholds:

- Residential projects: Home-Based VMT per resident, 15% below either the Countywide average or Town average (Town discretion)
- Employment projects: Home-Based-Work VMT per employee, 15% below either the Countywide average or the Town average (Town discretion)

CCTA Recommended Process



- **Cumulative Threshold:**
 - Project's effect on regional VMT rate
 - Only needed if Project-level VMT impact is significant after mitigation
- **Other project types:**
 - Analysis approach to be determined by lead agency

Town of Moraga Decisions

- Follow CCTA Guidance or adopt adjustments
- Consider mitigation strategies most appropriate for Moraga's land use and transportation context
- CEQA approach for General Plan update

Discussion
