

Regional VMT Mitigation Study

ITAC Meeting – June 20, 2024

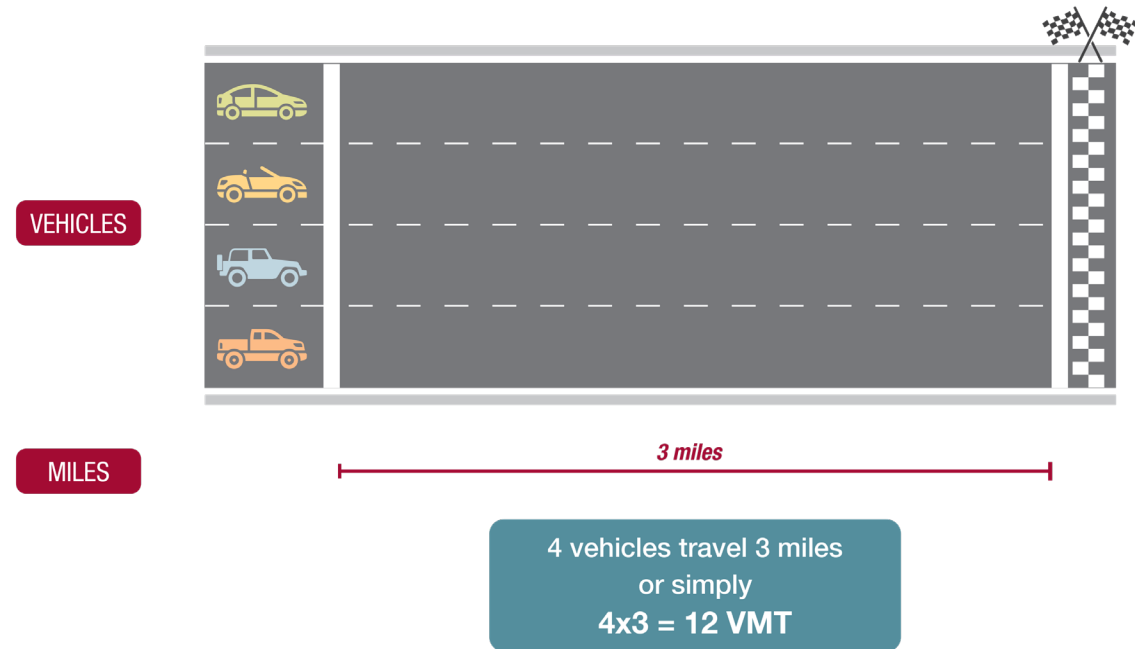


Regional VMT Mitigation Study



Agenda

- Project Overview
- VMT/SB 743 Overview
- Fee-Based Mitigation Program Options
- Mitigation Project Types and Testing
- Project Testing Results
- Program Evaluation
- Findings
- Administration Recommendations





Regional VMT Mitigation Study



Project Overview

- After SB 743 implementation many projects were unable to mitigate
 - Projects not moving forward impacts economic opportunities
- County applied for a grant with Watsonville to explore VMT Mitigation Program
 - Provides additional feasible mitigation options for VMT impacts



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SB 743 Overview

- SB 743 is CEQA Specific, Implemented July 1, 2020
- Basis for a “transportation significant impact” determination
- Sustainability and GHG reduction by
 - Denser infill development
 - Reducing single occupancy vehicles
 - Improved mass transit
- Most recent guidance is from December 2018
- VMT is the principal metric



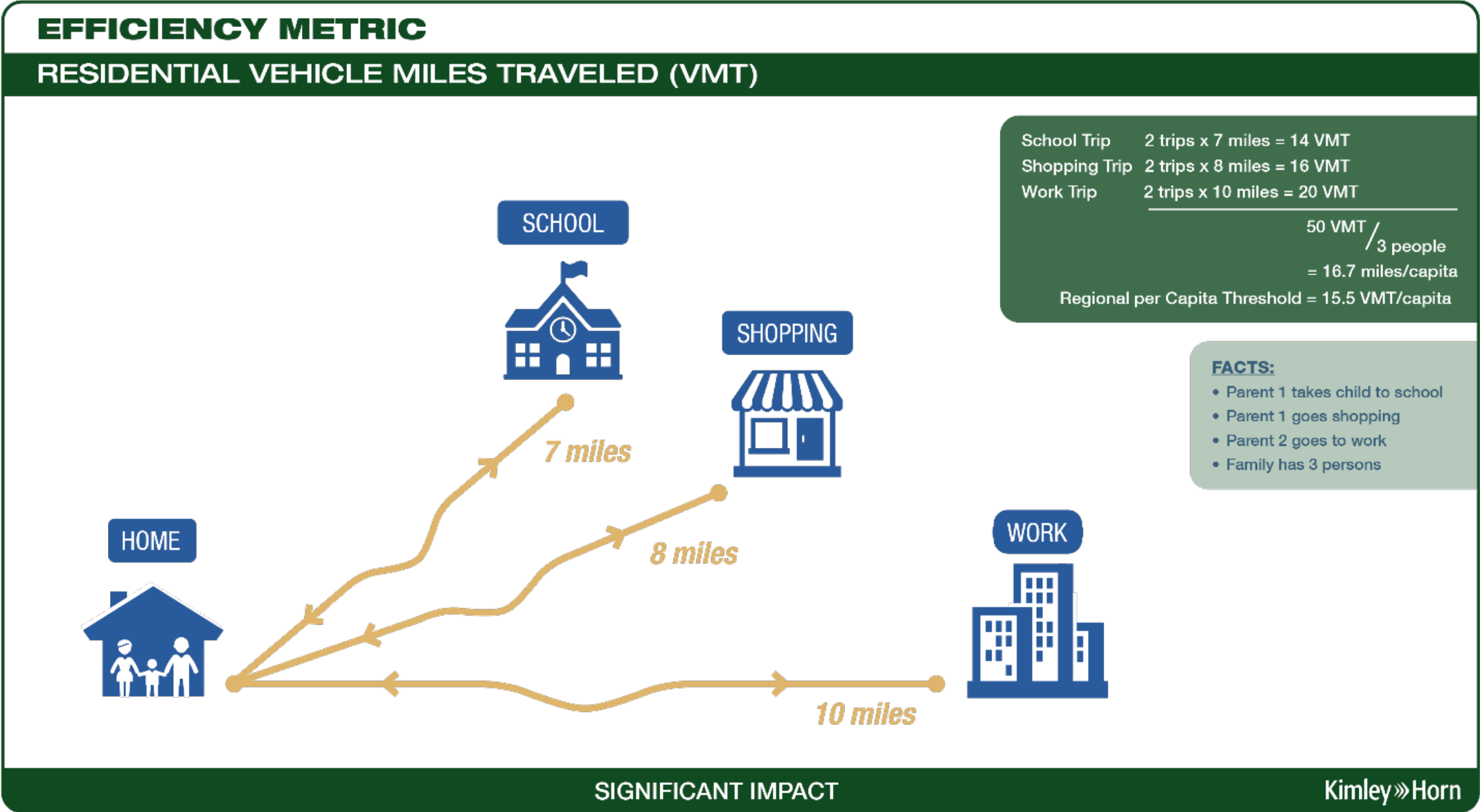
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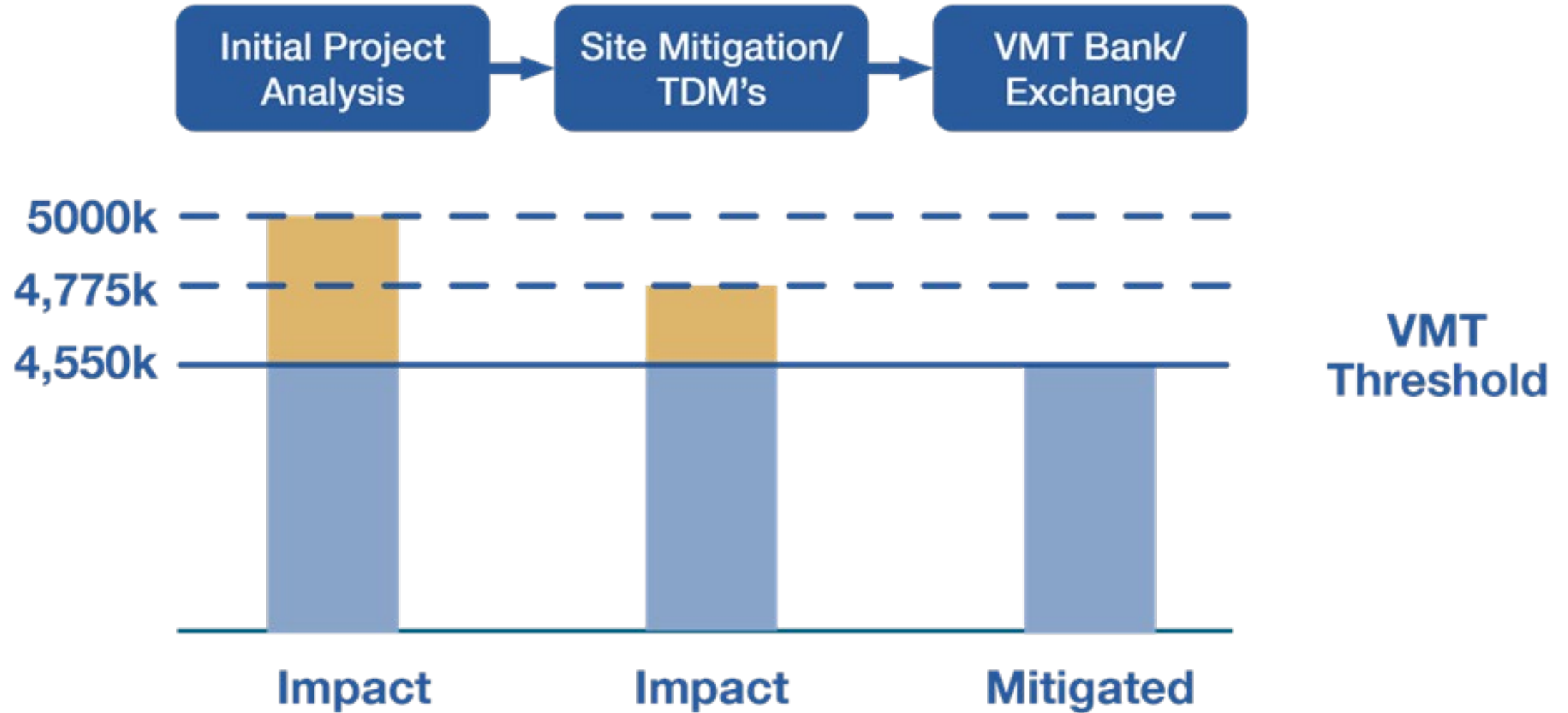
SB 743 Overview: OPR VMT Thresholds

- Residential: > 15% less than average VMT per/capita
- Office: > 15% less than average VMT per/employee
- Retail: Net increase in total VMT for region
- Transportation: Net increase to VMT
- Neither statute or CEQA Guidelines include thresholds
- “Substantial evidence” (Section 15384) as the basis for not following OPR

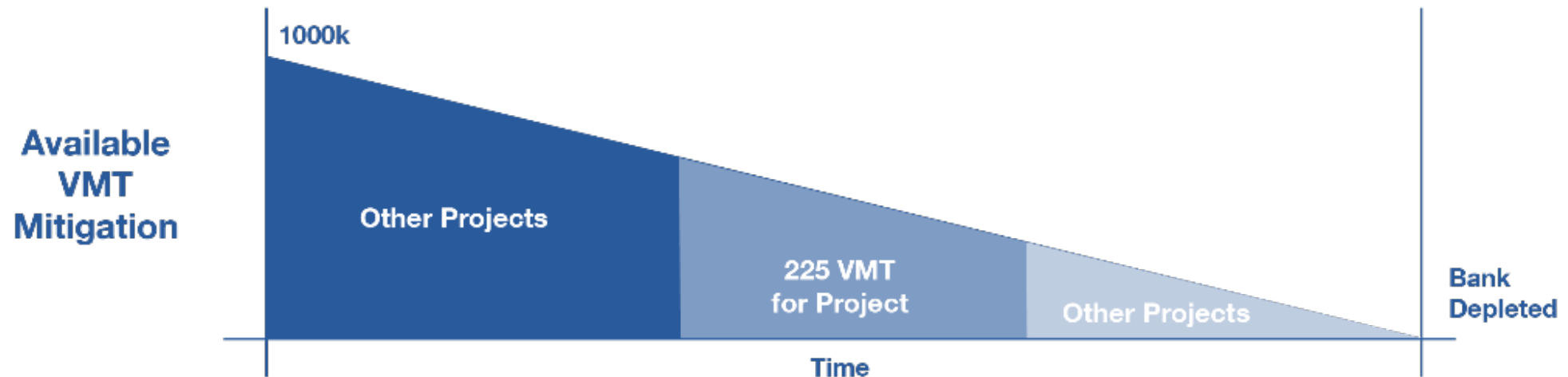
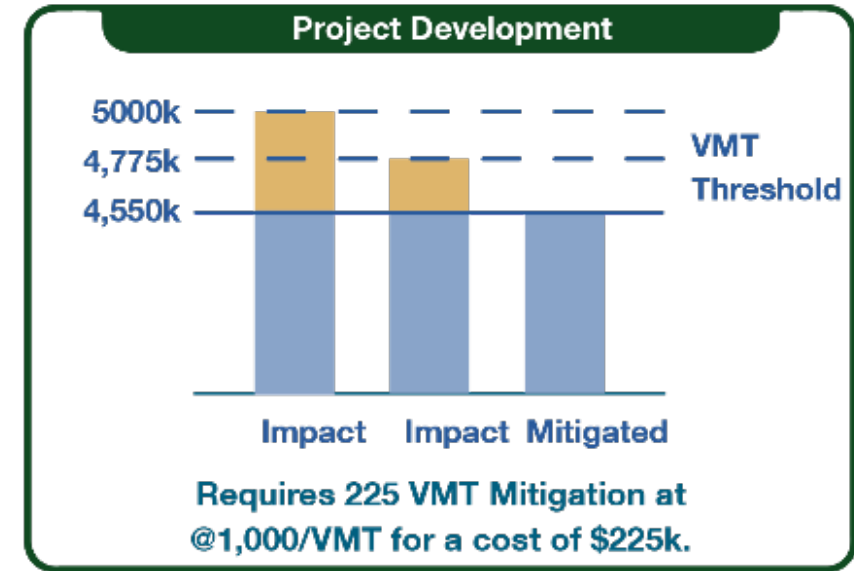
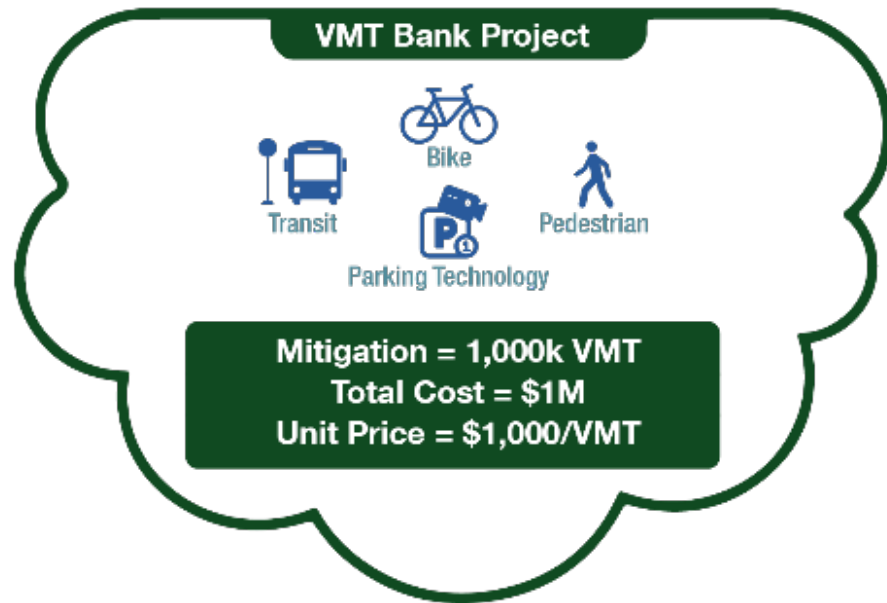
SB 743 Overview: Measuring VMT



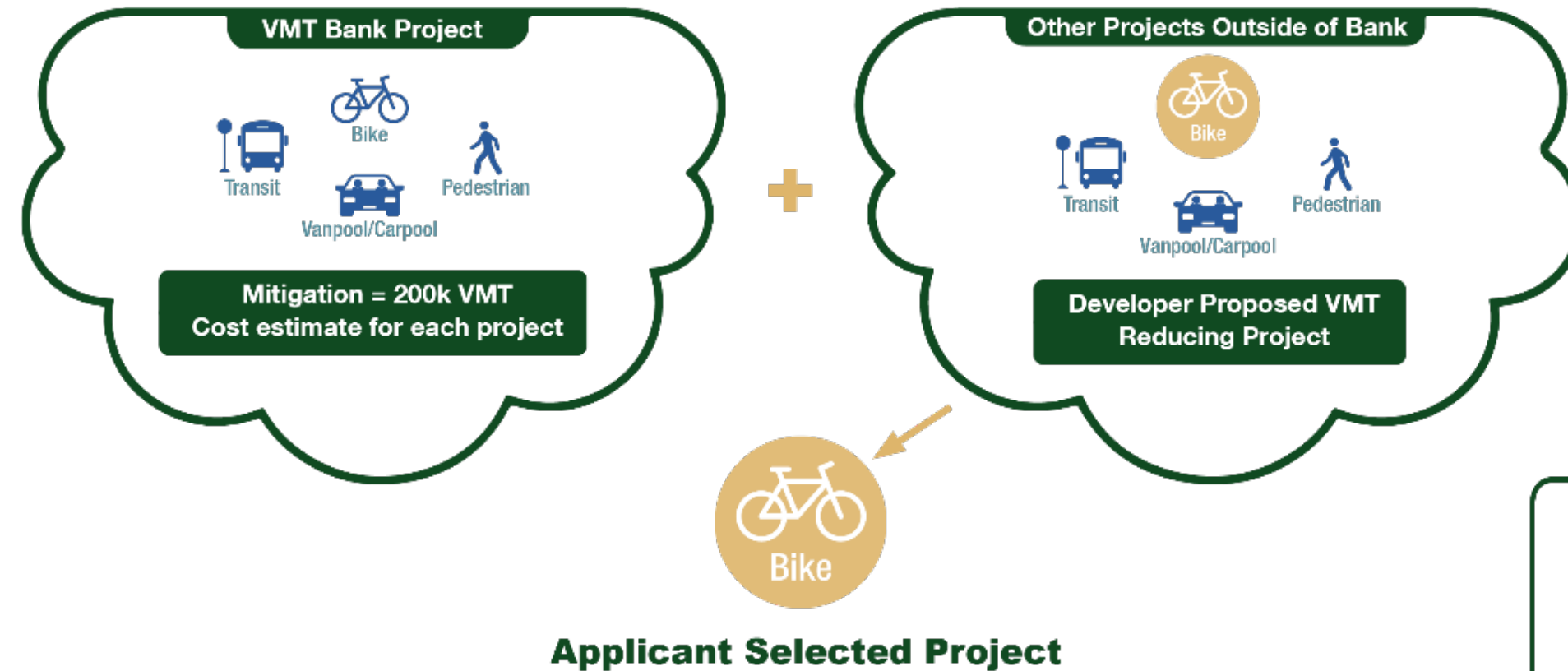
Fee-Based VMT Programs



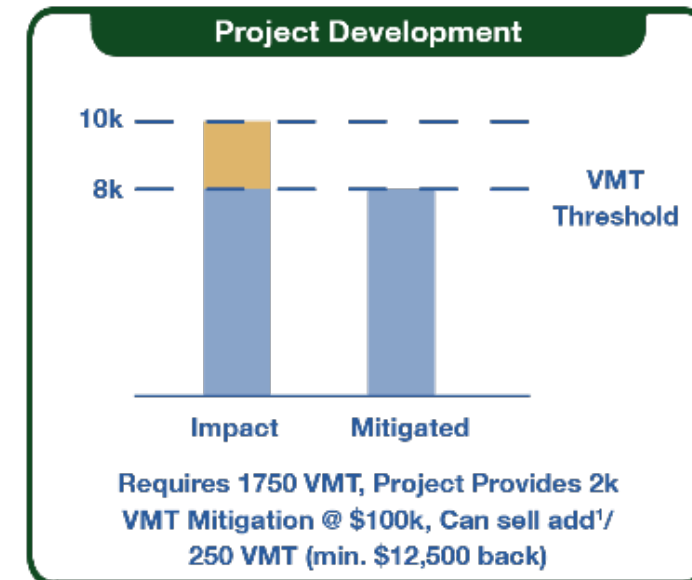
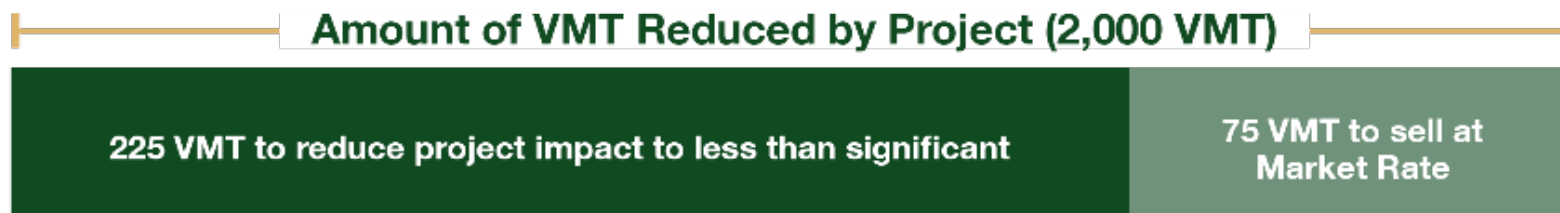
Fee Based Mitigation Programs: VMT Bank



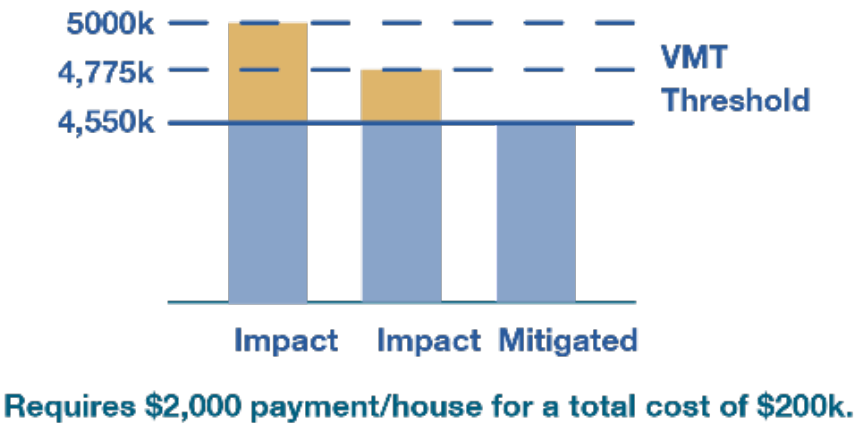
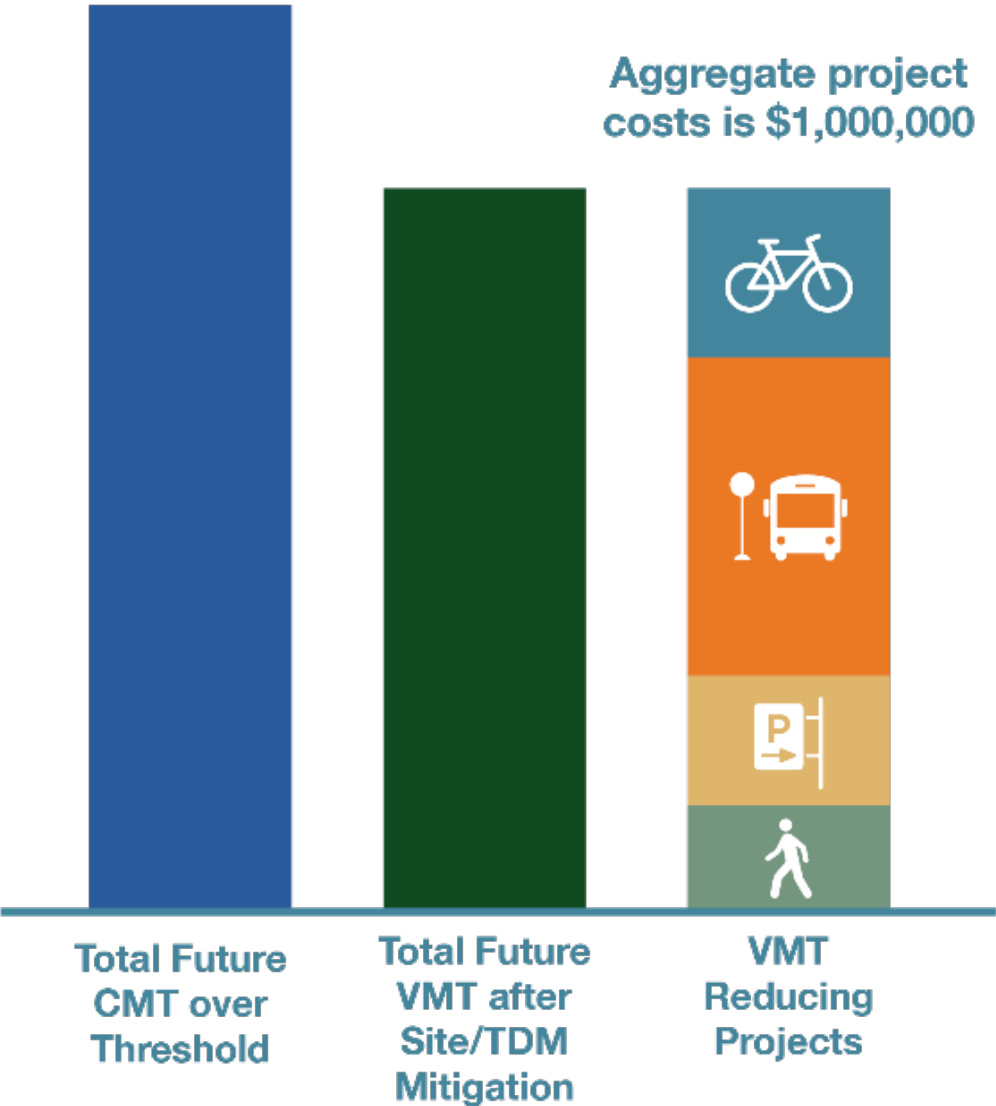
Fee Based Mitigation Programs: VMT Exchange



1. A VMT Bank is not required for an exchange but it can optionally provide projects for selection by a VMT Exchange.
2. An applicant can construct at own expense and therefore the price is not necessarily predetermined, however the VMT reduction must be determined.
3. An applicant does not have to monetize or sell excess mitigation VMT unless desired.












Fee Based Mitigation Programs: VMT Impact Fee



VMT Impact Fee Schedule

Land Use Type	Amount	Units	Fee/Unit	Total
Residential	250	Houses	\$2,000	\$500,000
Industrial	2,500,000	S.F.	\$0.10	\$250,000
Office	1,000,000	S.F.	\$0.13	\$125,000
Regional Commercial	250,000	S.F.	\$0.20	\$125,000
			Total	\$1,000,000

VMT Mitigation Project Types and Testing

Example Projects		Comments
	Pedestrian	Adding sidewalks or filling in sidewalk gaps
	Bike	New lane miles of Class I - Class IV bike lanes, filling in gaps in bike infrastructure, or bike share
	Transit	New transit lines, extension of existing service, or adding new service types such as BRT
	Road Diet	Reducing capacity and providing non-auto infrastructure such as protected bike lanes or bus pull outs
	ITS/ TSM	Providing parking wayfinding, optimizing signal systems, providing trip planning services
	Mobility Hub	Provide infrastructure to link multiple types of transportation modes
	Affordable Housing	Providing affordable housing in dense areas, transit-oriented development, or other affordable housing supportive needs
	Vanpool/Carpool	Implement regionwide vanpool and carpool programs or expand existing programs
	Park-and-Ride	Construct park-and-ride lots to increase trip occupancy



VMT Mitigation Project Types and Testing: Project Requirements

\$	Cost Effective	Identified mitigation solutions need to be financially viable and feasible
+	Additionality	Mitigation must be new and not repurposed from other funded programs
🕒	Timely	Constructable in no later than a 5 - 10 year timeline
👍	Feasible	No major project issues that may impede its implementation



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VMT Mitigation Project Types and Testing: Ranking

\$	High VMT Reduction per \$	Identified mitigation solutions need to be financially viable and feasible
+	Reliability of Other Funding Sources	Likelihood of other funding sources
🕒	Immediacy	Constructable in a short timeline
📋	Readiness	No issues that may impede its implementation
📍	Geographic Distribution	Consideration of project distribution across the region
👤👤👤	Transportation Disadvantaged	Provides mobility options to those with reduced car ownership
🔗	Community Value Alignment	Supports ongoing planning efforts
🗺️	Distribution of Project Type	Consideration of project types and modes in terms of distribution



VMT Mitigation Project Types and Testing: Project Screening Overview

- Example sources of projects:
 - SCCRTC Regional Transportation Plan (RTP)
 - Active Transportation Plans (ATP)
 - Draft Watsonville VMT Program
 - Projects from Public Works Departments
 - Santa Cruz Metro
 - UCSC
 - Affordable Housing Representatives



VMT Mitigation Project Types and Testing: Project Screening Overview

- Projects screening criteria included:
 - Project VMT reduction result in $< \$1,000/\text{VMT}$ reduced?
 - Feasible to construct/implement within 5 years?
 - Does project meet additionality criteria?
 - Is the project reasonably foreseeable?



VMT Mitigation Project Types and Testing: Project Testing Summary

Project Type	Projects Tested
Affordable Housing	3
Transit	8
Bike	19
TDM	3
Mobility Hub	2

More than projects 50 were considered, but 35 were evaluated

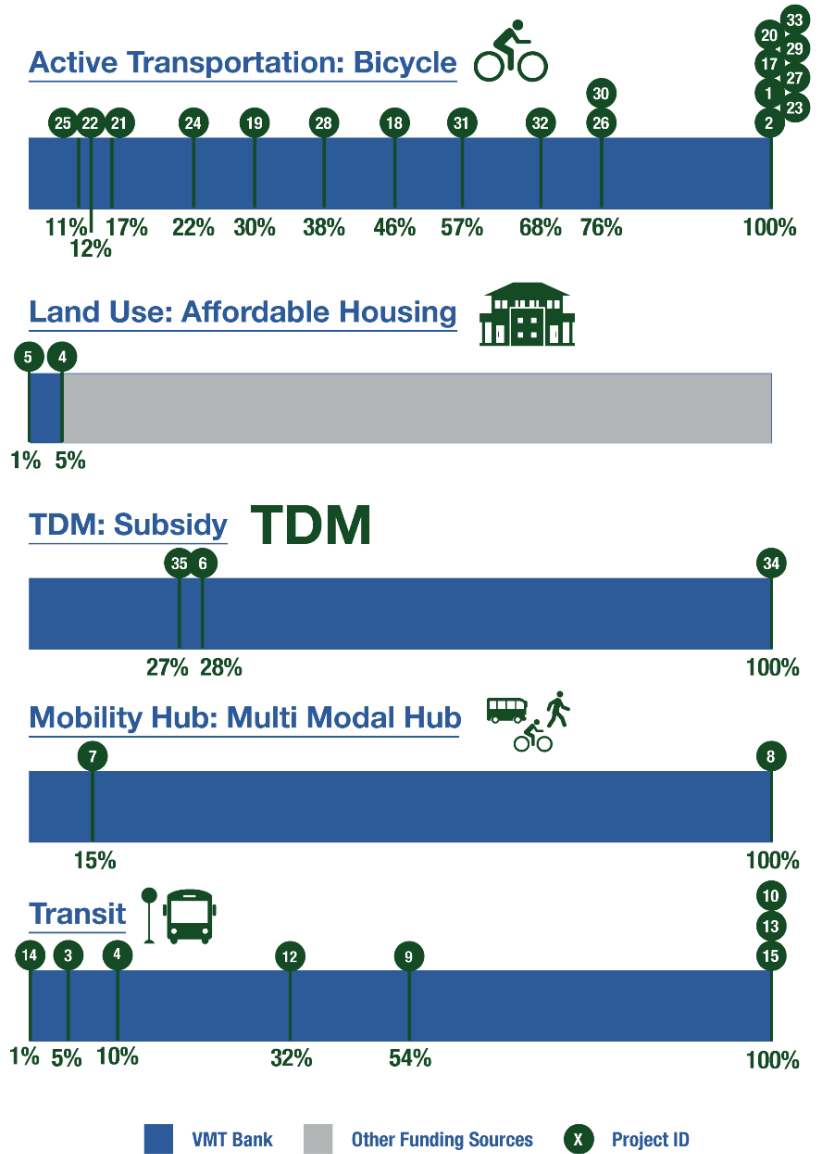
VMT Mitigation Project Types and Testing: Projects Evaluated (1/2)

Project Type	Project	Project Cost	Daily VMT Reduced	Cost per VMT	Funding need
Bicycle	Bike Share Expansion	\$1,000,000	2,395	\$418	\$-
Bicycle	Electric Bike Subsidies	\$1,000,000	6,667	\$150	\$-
Non-Infrastructure	Affordable Housing – Unincorporated area– Project 1	\$34,800,000	1,869	\$18,620	\$32,931,000
Non-Infrastructure	Affordable Housing – Watsonville– Project 2	\$54,000,000	1,125	\$47,981	\$52,874,545
Non-Infrastructure	Affordable Housing – Watsonville– Project 3	\$43,000,000	1,205	\$35,676	\$41,794,720
TDM	Cruz511 Expansion	\$7,874,000	2,232	\$3,528	\$5,642,000
Mobility Hub	Watsonville Multi-Modal Hub	\$55,230,000	7,313	\$7,552	\$47,916,950
Mobility Hub	Delaware Multi-Modal Hub	\$580,000	2,843	\$204	\$-
TDM	School Buses	\$62,147,800	33,383	\$1,862	\$28,764,800
TDM	Cal-Vans	\$288,480	485	\$595	\$-
Transit	Intercity Transit Expansion	\$31,800,000	3,377	\$9,416	\$28,422,841
Transit	Rapid Bus Enhancements	\$7,875,000	2,531	\$3,112	\$5,344,080
Transit	Ride Free Programs	\$740,950	3,553	\$209	\$-
Transit	Capitola Mall TC	\$25,000,000	64	\$392,753	\$24,936,347
Transit	Real-Time Travel Information	\$1,600,000	3,025	\$529	\$-
Transit	UCSC Terminal	\$5,000,000	1,536	\$3,255	\$3,464,000
Bicycle	Soquel Dr Road Improvements	\$410,000	4,833	\$85	\$-
Bicycle	Soquel Dr Buffered Bike Lane and Congestion Mitigation Project	\$27,000,000	12,548	\$2,152	\$14,451,539

VMT Mitigation Project Types and Testing: Projects Evaluated (2/2)

Project Type	Project	Project Cost	Daily VMT Reduced	Cost per VMT	Funding need
Bicycle	MBSST (Segments 5, 7-12, & 18)	\$79,100,000	23,756	\$3,330	\$55,344,210
Bicycle	Soquel Ave Corridor Widening (Branciforte-Morrissey)	\$2,320,000	7,653	\$303	\$-
Bicycle	Main St/Beach St/Lake Ave Bike Facilities	\$31,800,000	5,512	\$5,769	\$26,287,746
Bicycle	Riverside (Hwy 129) Bike Facilities	\$17,500,000	2,034	\$8,605	\$15,466,390
Bicycle	Airport Blvd Modifications (Hanger Way to Ross Ave)	\$750,000	777	\$965	\$-
Bicycle	Hwy 9 - Downtown Felton Bike Lanes & Sidewalks (San Lorenzo Valley Trail)	\$3,500,000	777	\$4,506	\$2,723,189
Bicycle	Hwy 9 - North Felton Bike Lanes & Sidewalks (San Lorenzo Valley Trail)	\$10,000,000	1,125	\$8,891	\$8,875,309
Bicycle	East Cliff Drive Improvements (32nd Ave to Harbor)	\$4,750,000	3,595	\$1,321	\$1,154,789
Bicycle	Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	\$3,100,000	5,297	\$585	\$-
Bicycle	Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	\$7,020,000	2,695	\$2,605	\$4,324,667
Bicycle	41st Ave Improvements Phase 2 (Hwy 1 Interchange to Soquel Dr)	\$1,240,000	2,335	\$531	\$-
Bicycle	Airport Blvd Improvements (Freedom Blvd to Green Valley Rd)	\$1,240,000	946	\$1,311	\$294,495
Bicycle	Freedom Blvd (Green Valley Rd to Airport Blvd)	\$3,300,000	1,869	\$1,766	\$1,431,407
Bicycle	Freedom Blvd (Airport Blvd to Buena Vista Dr)	\$3,000,000	2,035	\$1,474	\$964,925
Bicycle	Main St Modifications (Pajaro River Bridge to Lake Ave)	\$2,100,000	3,139	\$669	\$-

VMT Mitigation Project Types and Testing: Results Based on \$1,000/VMT



VMT Bank Estimate

11%-100%










1%-5%

27%-100%

15%-100%

1%-100%

Fee-Based VMT Program Evaluation

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

● Feasible ● Concern



Findings

- VMT Banking would be the most appropriate initial program
- Projects included in program average less than \$1,000/VMT reduced
- Not a huge funding source
 - Considered low hanging fruit/low-cost projects
 - Don't expect will provide funding for large number of projects
- Final report is complete
 - Plan to present to City Councils
 - We can have meetings with staff prior to



Administration Recommendation

- RTC oversees program of funds with new JPA between all jurisdictions to manage the program's projects.
- JPA would consist of RTC's Commission with ITAC as advisory committee
- Program Maintenance Considerations:
 - Annual administrative costs – paid for with a portion of fees
 - Legal structure and legal defense – through JPA and appointed councils
 - Technical ability and managing updates – select new projects and measuring VMT



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Questions

