



SB 743 VMT Analysis

Screening, Case Studies, and
Mitigation

FEHR  PEERS

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Project Work Plan

Key Project Tasks

- SB 743 Overview and Local Plan Review
- VMT Methodology and Metric Form
- VMT Thresholds
 - Case studies
- VMT Mitigation
- VMT Screening Tool

Project Schedule and Input Opportunities

Key Dates

- 7 Months from Dec 2020 – Jun 2021
- 3 Stakeholder Meetings
 - Jan 28 (Overview)
 - Mar 25 (Methodology and Thresholds)
 - Apr 22 (Mitigation and Screening)
- BCAG Board Acceptance – Jun 24

VMT Impact Screening

Screening Decisions - Technical Advisory

1. **Small Project:** the project is estimated to generate or attract fewer than 110 daily vehicle trips.
2. **Low VMT Areas:** the project is located in a TAZ where VMT generation is 15 percent or more below the applicable land use threshold.
 - a) Residential projects – 15 percent or more below the regional home-based VMT per resident.
 - b) Office projects – 15 percent or more below the regional home-based work VMT per worker.

VMT Impact Screening

Screening Decisions - Technical Advisory

3. **Affordable Residential Development:** the project consists of 100 percent affordable housing units.
4. **Local Serving Retail:** the project is anticipated to be local serving (as opposed to regional-serving retail development) and is less than 50,000 square feet (<50 KSF) in size.

VMT Impact Screening Tool

Low VMT
Screening
- Residential
and Office

BCAG SB 743 VMT Screening Tool

CRITERIA

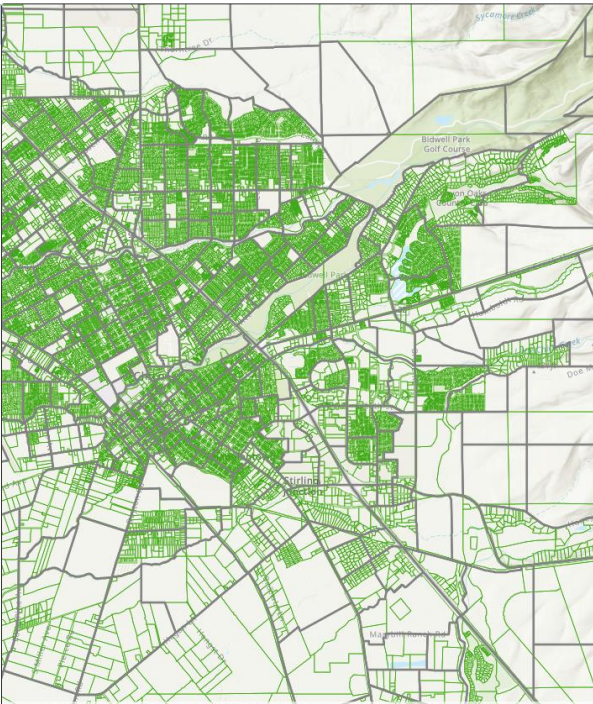
Select Project Inputs
Use tools below to draw on the map and select the parcels you wish to screen.

Select parcels that represent your project

Enrich your map with layers
Turn layers on and off and adjust visibility to aide in parcel selection.

<input type="checkbox"/>	TPA	25%
<input checked="" type="checkbox"/>	Parcels (Zoom in to view)	100%
<input checked="" type="checkbox"/>	Traffic Analysis Zone (TAZ)	100%
<input checked="" type="checkbox"/>	Project Area	100%

CONTINUE TO CRITERIA

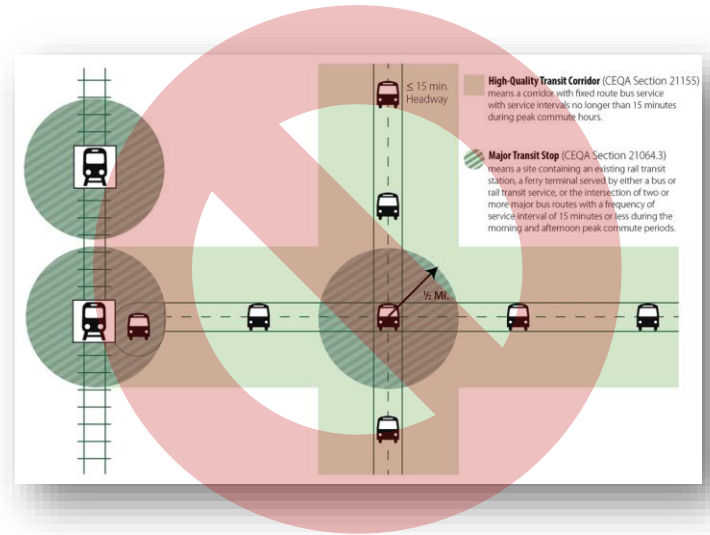


Esri, NASA, NGA, USGS, FEMA | Esri, HERE, Garmin, SafeGraph, METI, NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

VMT Impact Screening

Screening Decisions - Technical Advisory

- Projects within a Transit Priority Area (TPA)

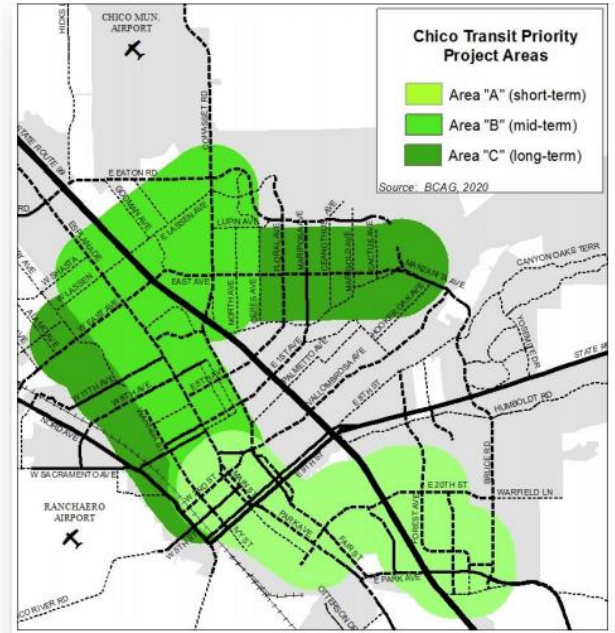


VMT Impact Screening

Screening
Decisions
- Other
transit
factors

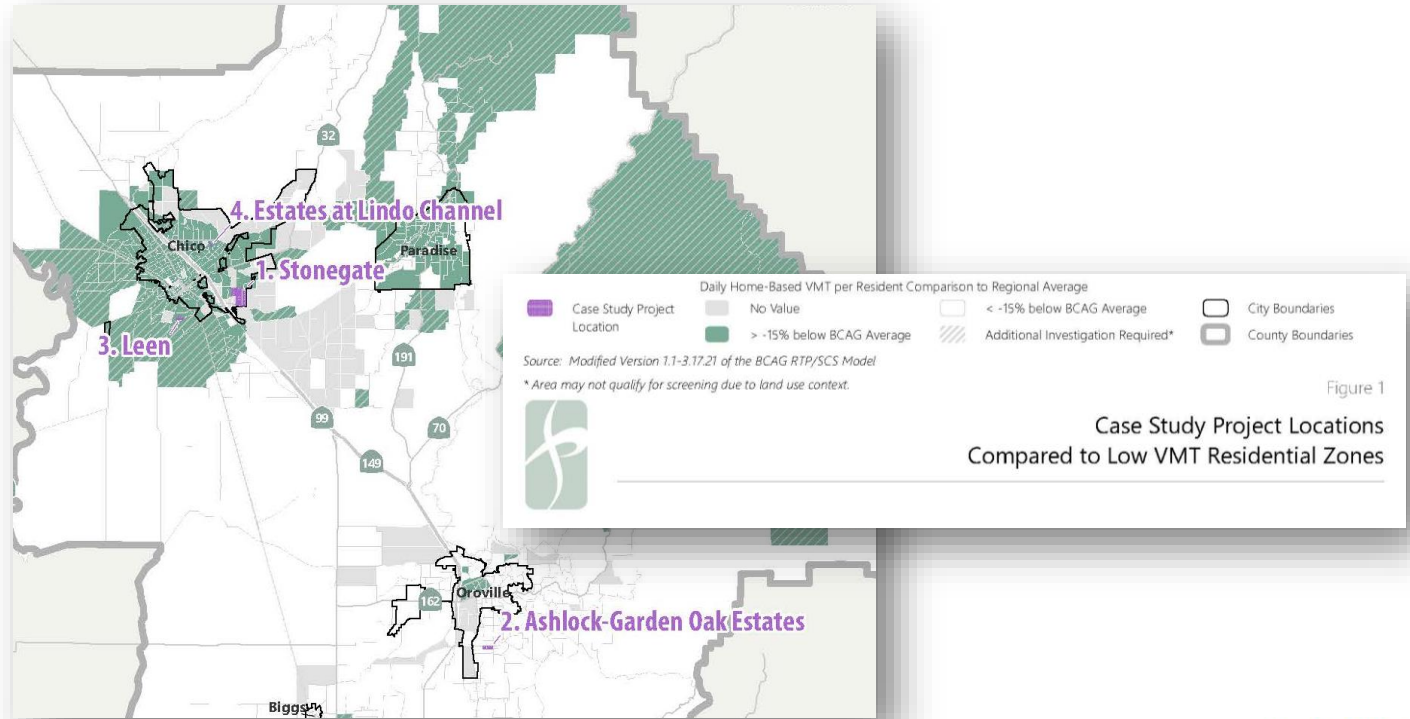
Approximate Route Frequencies (in minutes)

Bus Routes	Name	Peak *	Midday**	Saturday	Sunday	Schedule on Page #
1	Esplanade/Lassen	30	60	60	-	4
2	Mangrove	30	60	60	-	4
3	Nord/East	30	60	60	-	5
4	First/East	30	60	60	-	5
5	East 8th St.	30	30	60	-	6
6	Whitman/Park	30	30	60	-	7
7	Bruce/Manzanita	60	60	60	-	8
8	Nord	30	30	-	-	9
9	Warner/Oak	30	30	-	-	9
10	Esplanade	60	60	60	-	8
20	Chico - Oroville	60	120	120	120	12
24	Thermalito	5 trips / day	-	-	-	16
25	Oro Dam	60	60	-	-	16
26	Olive Highway	120	-	-	-	16
27	South Oroville	120	120	-	-	16
30	Oroville - Biggs	3 trips / day	-	120	-	13
31	Paradise - Oroville	1 morning / 1 evening trip	-	-	-	13
40	Paradise - Chico	60/120	120	120	120	14
41	Paradise Pines - Chico	120	120	-	-	15
46	Feather River Hospital	3 trips / day	-	-	-	14
TC	Transit Center	* 6:00 AM - 9:00 AM and 3:30 PM - 6:00 PM ** 9:00 AM - 3:30 PM				



Case Studies

VMT Impact Analysis - Screening by Land Use



Case Studies

VMT Impact Analysis - Findings

Project	Land Use	Screening Criteria				Screening Outcome
		Small Project	Low VMT Area	100% Affordable Residential	Local Serving Retail	
<i>Case Study 1 – Stonegate</i>	SFR Units	Fail	N/A	Fail	N/A	Fail
	MFR Units		N/A	Fail	N/A	Fail
	Commercial		N/A	N/A	Fail	Fail
	Park		N/A	N/A	N/A(1)	N/A
<i>Case Study 2 – Ashlock-Garden Oak Estates</i>	SFR Units	Fail	Fail	Fail	N/A	Fail
	MFR Units		Fail	Fail	N/A	Fail
	Commercial		N/A	N/A	Pass	Pass
<i>Case Study 3 – Leen</i>	SFR Units	Fail	Pass	Fail	N/A	Pass
<i>Case Study 4 – Estates at Lindo Channel</i>	SFR Units	Fail	Pass	Fail	N/A	Pass

Notes:

N/A = Not Applicable.

- (1) A small local park may qualify as local serving and have the same beneficial VMT effects presumed for local serving retail.

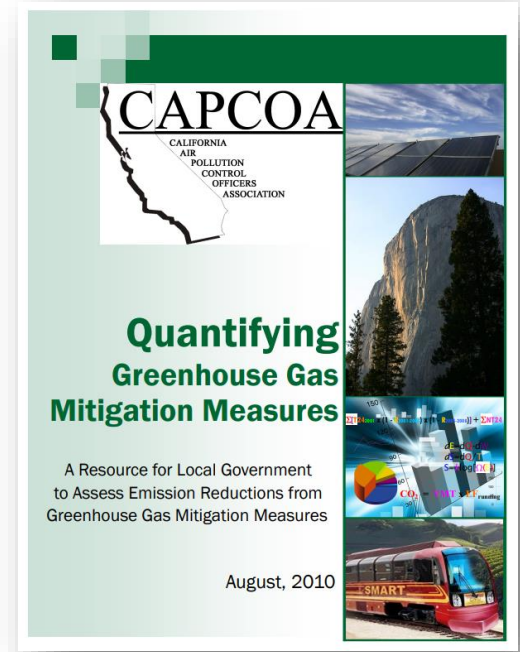
CEQA Mitigation

CEQA Guidelines Section 15364

Feasible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

What is Feasible Mitigation?

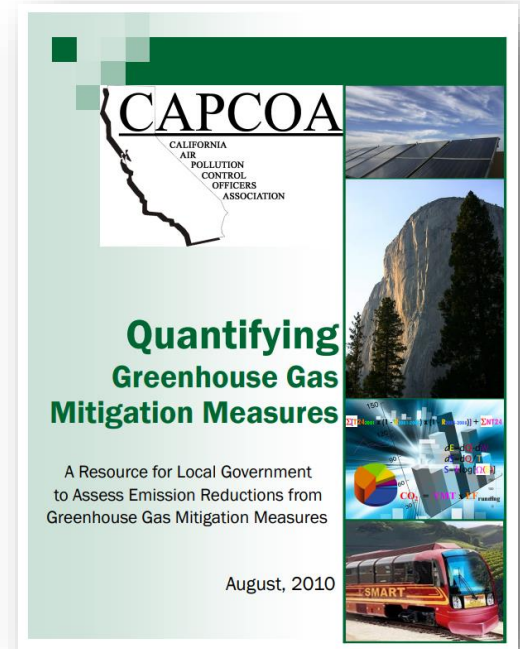
- Two types of VMT reduction strategies
 - Built-environment changes
 - Transportation demand management (TDM)
- Limitations
 - Is changing the project or transportation network feasible?
 - Will TDM be effective given dependence on building tenant performance?



What is Feasible Mitigation?

Butte County - Community Strategies

1. Pedestrian network improvements
2. Bicycle/traffic calming network improvements
3. Increase transit frequency
4. Car-Sharing
5. School Pools

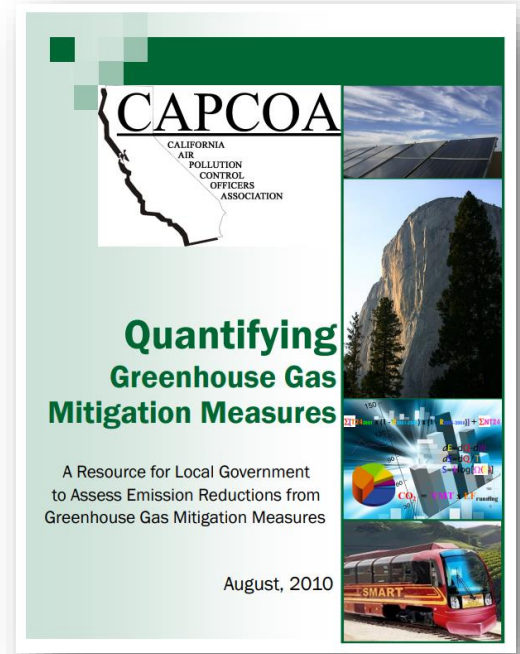


Mitigation
Decisions
- Feasibility

What is Feasible Mitigation?

Butte County – Project Strategies

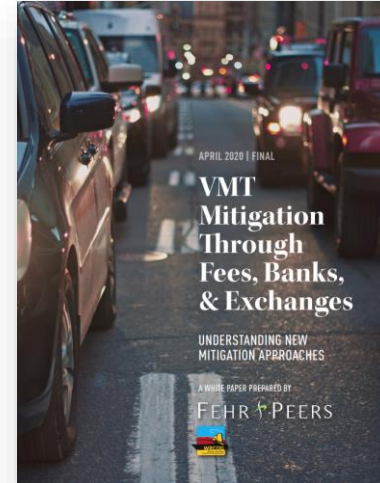
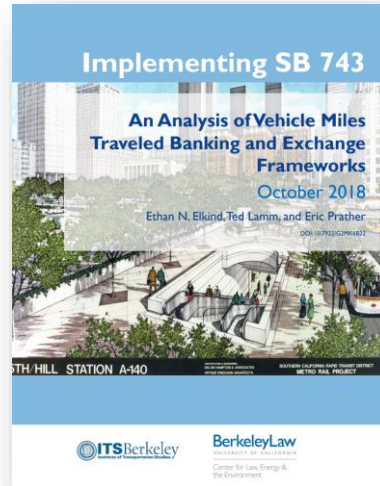
1. Land use diversity
2. Ride-sharing programs
3. End of trip bicycle facilities
4. Subsidized transit passes
5. Telecommute and alternative work schedules
6. Employer marketing of commute alternatives
7. Employer- sponsored vanpools/shuttles
8. Parking management



Mitigation
Decisions
- Feasibility

VMT Mitigation Effectiveness

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



Mitigation
Decisions
- Project vs
Program

Mitigation Program Comparison

Table 1: VMT Mitigation Program Type Comparison

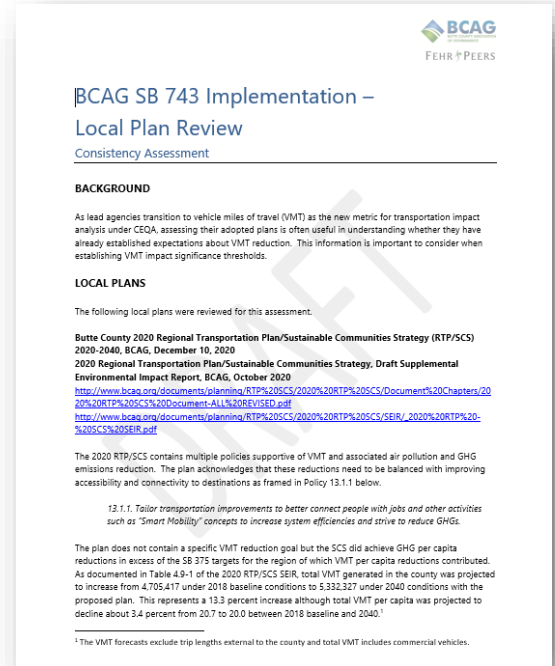
Program Type	Pros	Cons
Impact Fee Program	<ul style="list-style-type: none"> • Common and accepted practice • Accepted for CEQA mitigation • Adds certainty to development costs • Allows for regional scale mitigation projects • Increases potential VMT reduction compared to project site mitigation only 	<ul style="list-style-type: none"> • Time consuming and expensive to develop and maintain • Requires clear nexus between CIP projects and VMT reduction • Increases mitigation costs for developers because it increases feasible mitigation options
Mitigation Exchange	<ul style="list-style-type: none"> • Limited complexity • Reduced nexus obligation • Expands mitigation to include costs for programs, operations, and maintenance • Allows for regional scale mitigation projects • Allows for mitigation projects to be in other jurisdictions • Increases potential VMT reduction compared to project site mitigation only 	<ul style="list-style-type: none"> • Requires additionality • Potential for mismatch between mitigation need (project site) and mitigation project location • Increases mitigation costs for developers because it increases feasible mitigation options • Unknown timeframe for mitigation life
Mitigation Bank	<ul style="list-style-type: none"> • Adds certainty to development costs • Allows for regional scale projects • Allows for mitigation projects to be in other jurisdictions • Allows regional or state transfers • Expands mitigation options to include costs for programs, operations, and maintenance • Increases potential VMT reduction compared to project site mitigation only 	<ul style="list-style-type: none"> • Requires additionality • Time consuming and expensive to develop and maintain • Requires strong nexus • Political difficulty distributing mitigation dollars/projects • Increases mitigation costs for developers because it increases feasible mitigation options • Unknown timeframe for mitigation life

Mitigation Options

Plan/Policy Recommendations

CEQA Strategy

- Use of General Plan EIRs to provide CEQA streamlining
- Section 15183 Exemption
 - VMT reduction addressed in general plan
 - VMT analysis is project level and so is mitigation



What's Next?

- Final Document Package
- Screening Tool

- BCAG Board Meeting
- Lead Agency Decisions

Study
Process

Questions and Answers
