



Regional VMT

Mitigation Program Study

Prepared for:
 Fresno Council
of Governments

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Expect More. Experience Better.



Regional VMT

Mitigation Program Study

Agenda

- Introductions
- Study Purpose
- History/ Background
- What is a VMT Bank?
- Feasibility/ Requirements
- Approach and Work Plan
- Schedule
- Questions/Other?



Regional VMT

Mitigation Program Study



What's your role

- Represent your agency/stakeholders
- Attend 4 meetings
- Review interim work products
- Provide direction



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Mitigation Program Study



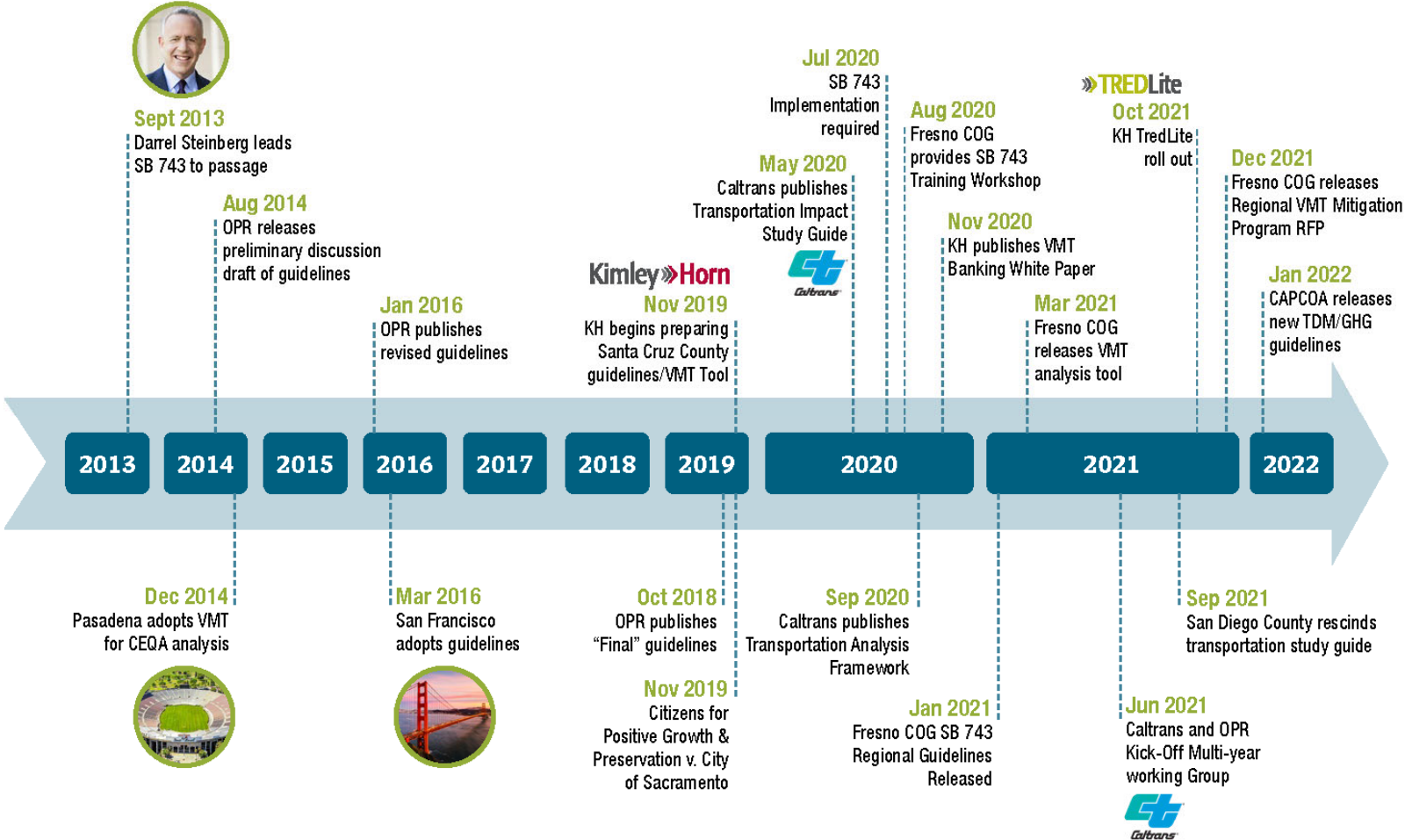
Project Purpose

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

SB 743 Overview

- SB 743 is CEQA Specific
- 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
- Recommends that land uses be split out
- VMT is the principal metric

History of SB 743



CEQA and Mitigation

- Mitigation must be effective and enforceable
- “Effective” mean avoid or reduce a significant impact
- “Enforceable” means they are included in:
 - Condition of approval in a permit; or
 - Agreement; or
 - Incorporated into a plan, policy, regulation or design
- Infeasible Mitigation
 - *“Reasonably prudent person would not...”*
 - Provide evidence when refuting a possible mitigation
- Mitigation Monitoring
 - MMRP (Mitigation Monitoring and Reporting Program)
 - *Why? What? Who? Where? When?*





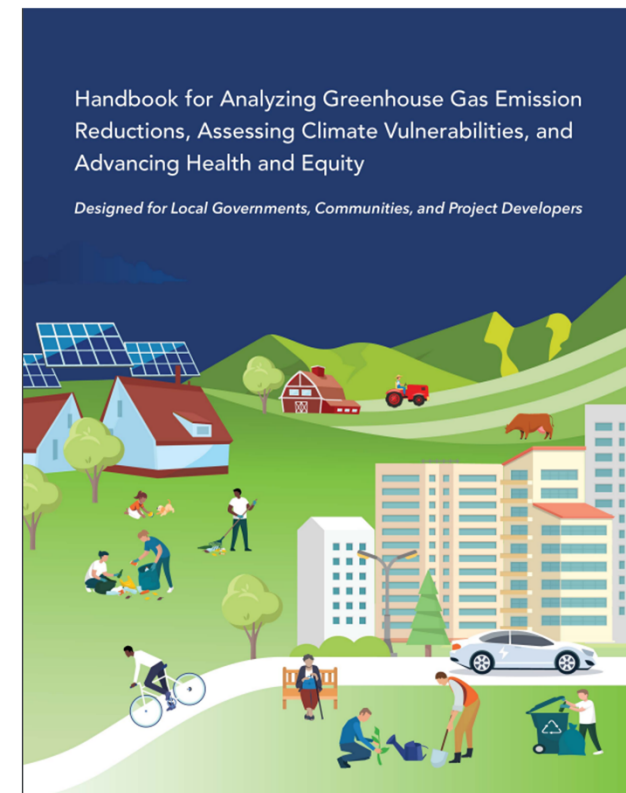
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VMT Mitigation/ TDMs

- Land Use
 - Jobs/Housing balance (mixed use and/or proximity)
 - Infill retail
- Transportation Demand Measures
 - Van pools/ guaranteed rides
 - Flexible work schedule
 - Transit passes and/or transit improvements
 - First mile – Last mile
 - Alternate modes incentives and improvements
- VMT Banking and Exchanges
- Monitoring improvements



CAPCOA Transportation Demand Measures

- Overview of approaches along with “Fact Sheets”
- Research is sometimes limited
- Diminishing returns can result in exponential cost
- Requires interaction with end-user
 - Problem when there is a firewall with EIR
 - Complicated discussions that can lead to significant expense
- Mitigation Monitoring is a challenge
 - Theoretically can be required in perpetuity
 - Tube counts at driveways
 - Sunsetting requirements

T-8. Provide Ridesharing Program



GHG Mitigation Potential



Co-Benefits (icon key on pg. 34)



Climate Resilience

Ridesharing programs could result in less traffic, potentially reducing congestion or delays on major roads during peak AM and PM traffic periods. When this reduction occurs during extreme weather events, it better allows emergency responders to access a hazard site. Lower transportation costs would also increase community resilience by freeing up resources for other purposes.

Health and Equity Considerations

Program should include all onsite workers, such as contractors, interns, and service workers. Because ridesharing is vehicle-based, and some employees may not be in areas with feasible rideshare networks, design of programs need to ensure equitable benefits to those with and without access to rideshare opportunities.

Measure Description

This measure will implement a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT, and GHG emissions.

Subsector

Trip Reduction Programs

Locational Context

Urban, suburban

Scale of Application

Project/Site

Implementation Requirements

Ridesharing must be promoted through a multifaceted approach. Examples include the following.

- Designating a certain percentage of desirable parking spaces for ridesharing vehicles.
- Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles.
- Providing an app or website for coordinating rides.

Cost Considerations

Costs of developing, implementing, and maintaining a rideshare program in a way that encourages participation are generally borne by municipalities or employers. The beneficiaries include the program participants saving on commuting costs, the employer reducing onsite parking expenses, and the municipality reducing cars on the road, which leads to lower infrastructure and roadway maintenance costs.

Expanded Mitigation Options

When providing a ridesharing program, a best practice is to establish funding by a non-revocable funding mechanism for employer-provided subsidies. In addition, encourage use of low-emission ridesharing vehicles (e.g., shared Uber Green).

This measure could be paired with any combination of the other commute trip reduction strategies (Measures T-7 through T-13) for increased reductions.



GHG Reduction Formula

$$A = B \times C$$

GHG Calculation Variables

ID	Variable	Value	Unit	Source
Output				
A	Percent reduction in GHG emissions from project/site employee commute VMT	0-8.0	%	calculated
User Inputs				
B	Percent of employees eligible for program	0-100	%	user input
Constants, Assumptions, and Available Defaults				
C	Percent reduction in employee commute VMT	Table T-8.1	%	SANDAG 2019

Further explanation of key variables:

- (B) – This refers to the percent of employees that would be able to participate in the program. This will usually be 100 percent. Employees who might not be able to participate could include those who work nighttime hours when transit and rideshare services are not available or employees who are required to drive to work as part of their job duties. This input does not refer to the percent of employees who actually participate in the program.
- (C) – The percent reduction in employee commute VMT by place type is provided in Table T-8.1 in Appendix C. The reduction differs by place type because the willingness and ability to participate in carpooling is higher in urban areas than in suburban areas. Note that this measure is not applicable for implementation in rural areas (SANDAG 2019).

GHG Calculation Caps or Maximums

Measure Maximum

(A_{max}) The maximum GHG reduction from this measure is 8 percent.

Subsector Maximum

($\sum A_{max T-5 \text{ through } T-13} \leq 45\%$) This measure is in the Trip Reduction Programs subsector. This subcategory includes Measures T-5 through T-13. The employee commute VMT reduction from the combined implementation of all measures within this subsector is capped at 45 percent.

Mutually Exclusive Measures

If this measure is selected, the user may not also take credit for either Measure T-5 or T-6. However, this measure may be implemented alongside other individual CTR measures (Measures T-7 and T-9 through T-13). The efficacy of individual programs may vary highly based on individual employers and local contexts.





Example GHG Reduction Quantification

The user reduces employee commute VMT by requiring that employers of a project provide a ridesharing program to their employees. In this example, the percent of employees eligible (B) at a packaging and distribution center is 50 percent and the place type of the project is urban (C). GHG emissions from employee commute VMT would be reduced by 4 percent.

$$A = 50\% \times -8\% = -4\%$$

Quantified Co-Benefits



Improved Local Air Quality

The percent reduction in GHG emissions (A) would be the same as the percent reduction in NO_x, CO, NO₂, SO₂, and PM. Reductions in ROG emissions can be calculated by multiplying the percent reduction in GHG emissions (A) by an adjustment factor of 87 percent. See *Adjusting VMT Reductions to Emission Reductions* above for further discussion.



Energy and Fuel Savings

The percent reduction in vehicle fuel consumption would be the same as the percent reduction in GHG emissions (A).



VMT Reductions

The percent reduction in VMT would be the same as the percent reduction in GHG emissions (A).

Sources

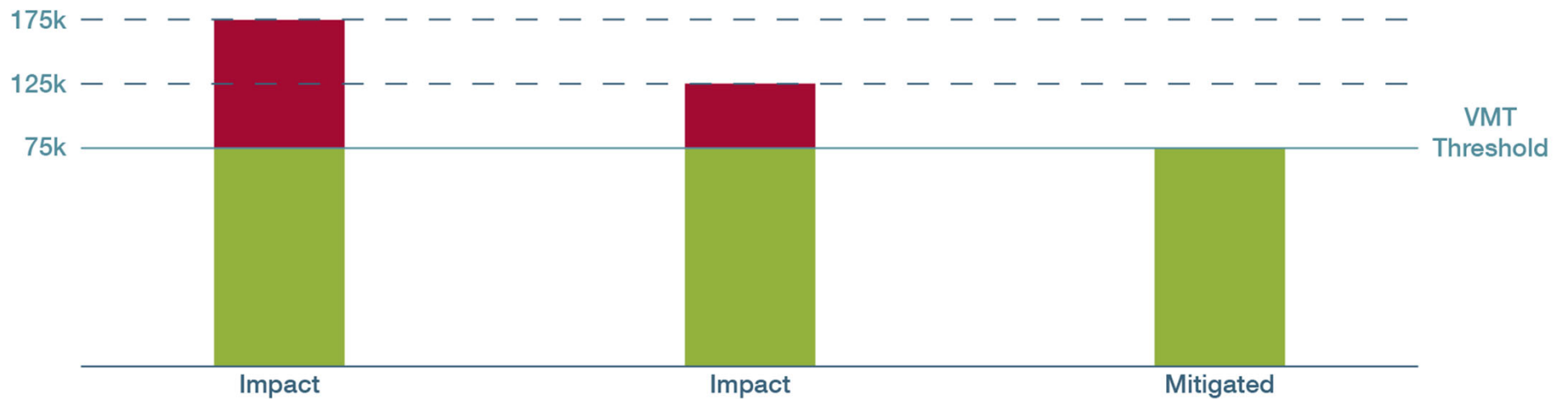
- San Diego Association of Governments (SANDAG). 2019. *Mobility Management VMT Reduction Calculator Tool-Design Document*. June. Available: https://www.icommutesd.com/docs/default-source/planning/tool-design-document_final_7-17-19.pdf?sfvrsn=ec39eb3b_2. Accessed: January 2021.

Fresno VMT Mitigation Guidance

Table D - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

# Mitigation Measure	VMT Reduction ¹	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) ²	CAPCOA ³	OPR TA ⁴	Los Angeles Metro ⁵	City of San Jose ⁶	City of Los Angeles ⁷	San Diego Region ⁸	Notes	
Mitigation Measures with Percentage VMT Reductions calculated using Fresno COG ABM/locally available empirical data										
1	Provide a Bus Rapid Transit System (Addition of a New Route)	0.02% - 3.20%	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	N	N	Y	Notes: CAPCOA TST-1 (Applicable in urban and suburban context; negligible in rural context; appropriate for specific or general plans). This can be considered under Technical Advisory Measure 'improve pedestrian or bicycle networks, or transit service.'
2	Provide a Bus Rapid Transit System (Substitution of an Existing Bus Route with a BRT Route)	0.02% - 3.20%	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	N	N	Y	Notes: CAPCOA TST-1 (Applicable in urban and suburban context; negligible in rural context; appropriate for specific or general plans). This can be considered under Technical Advisory Measure 'improve pedestrian or bicycle networks, or transit service.'
3	Implement a local carpool program	1.00% - 15.00% commute VMT	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TRT-3 (Provide Ride-Sharing Programs: applicable in urban and suburban context; Negligible impact in many rural contexts, but can be effective when a large employer in a rural area draws from a workforce in an urban or suburban area, such as when a major employer moves from an urban location to a rural location; appropriate for residential, retail, office, industrial, and mixed-use projects); City of San Jose (Ride share for employment uses only); City of LA (Measured in terms of employees eligible (%))
4	Implement a local vanpool program	0.30% - 13.40% commute VMT reduction (for CAPCOA TRT-11: Provide Employer-Sponsored Vanpool/Shuttle); 7.20% - 15.80% school VMT reduction (for CAPCOA TRT-1D: Implement a School Pool Program)	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	Y	Y	Y	Notes: Similar to CAPCOA TRT-11 (Provide employer-sponsored vanpool/shuttle) - the measure is applicable for urban, suburban, and rural context, and is appropriate for office, industrial, and mixed-use projects); City of San Jose (Similar measure is Subsidize Vanpool); City of LA (Similar measure is Employer sponsored vanpool or shuttle (Degree of implementation (low, medium, high), employees eligible (%), employer size (small, medium, large))
5	Expand transit network (Addition of a New Transit Line)	0.10% - 8.20%	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TST-3; Measure applicable in urban and suburban context, maybe applicable in rural context but no literature documentation available, appropriate for specific or general plans. This can be considered under Technical Advisory Measure 'improve pedestrian or bicycle networks, or transit service'; City of San Jose (Increase transit accessibility to improve last-mile transit connections; Improve network connectivity/design to make destinations and low-carbon travel modes accessible: both applicable for both residential and employment uses); City of LA (Existing transit mode share (as a percent of total daily trips) (%), Lines within project site improved (<50%, >=50%))
Mitigation Measures with Percentage VMT Reductions from CAPCOA only										
6	Incorporate bike lane street design (on-site)	1% increase in share of workers commuting by bicycle (for each additional mile of bike lanes per square mile) (Bicycle Commuting and Facilities in Major U.S. Cities: If You Build Them, Commuters Will Use Them - Another Look by Dill and Carr (2003)); 0.075% increase in bicycle commuting with each mile of bikeway per 100,000 residents (If You Build Them, Commuters Will Use Them; Cross-Sectional Analysis of Commuters and Bicycle Facilities by Nelson and Allen (1997))	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	Y	Y	Y	Notes: CAPCOA SDT-5 (Grouped strategy, benefits of Bike Lane Street Design are small and should be grouped with the LUT-9 (Improve Design of Development) strategy to strengthen street network characteristics and enhance multi-modal environments); the measure is applicable in urban and suburban contexts and is appropriate for residential, retail, office, industrial, and mixed-use projects. This can be considered under Technical Advisory Measure 'improve pedestrian or bicycle networks, or transit service'; City of San Jose (Expand the reach of bike access with investment in infrastructure: applicable for both residential and employment uses); City of LA (Provide bicycle facility along site (Yes/No))
7	Subsidize vanpool	0.30% - 13.40% commute VMT	N/A	Y	Y	N	Y	Y	Y	Notes: CAPCOA TRT-11 (Provide employer-sponsored vanpool/shuttle) - the measure is applicable for urban, suburban, and rural context, and is appropriate for office, industrial, and mixed-use projects); City of San Jose (Subsidize Vanpool); City of LA (Employer sponsored vanpool or shuttle (Degree of implementation (low, medium, high), employees eligible (%), employer size (small, medium, large))
8	Improve or increase access to transit	CAPCOA TST-2: Not quantified alone, grouped strategy with TST-3 'Expand transit network' and TST-4 'Increase transit service frequency/speed'; CAPCOA LUT-5: 0.50% - 24.60%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TST-2: Implement Transit Access Improvements (applicable in urban and suburban context, and appropriate for residential, retail, office, mixed use, and industrial projects); CAPCOA LUT-5: Increase Transit Accessibility (May be grouped with CAPCOA measures LUT-3 (mixed use development), SDT-2 (traffic calmed streets with good connectivity), and PPP-1 through PPP-7 (parking management strategies); measures are applicable in urban and suburban contexts; appropriate in rural context if development site is adjacent to a commuter rail station with convenient rail service to a major employment center; appropriate for residential, retail, office, industrial, and mixed-use projects); City of San Jose (Increase transit accessibility to improve last-mile transit connections; Improve network connectivity/design to make destinations and low-carbon travel modes accessible; both applicable for both residential and employment uses); City of LA (Existing transit mode share (as a percent of total daily trips) (%), Lines within project site improved (<50%, >=50%))

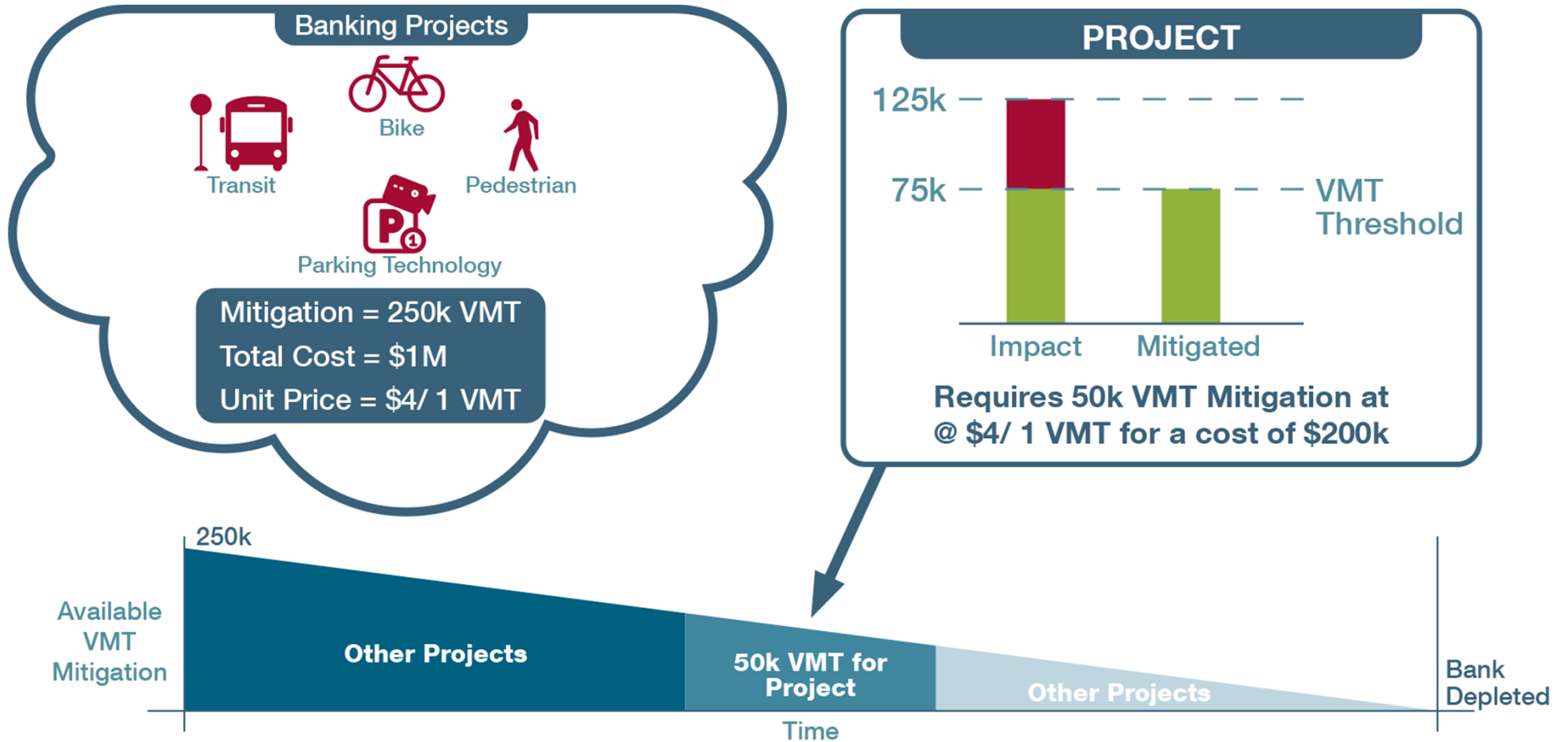
Fee Based VMT Programs



Fee Based VMT Program Options

- VMT Banking – Multiple projects grouped together and monetized for mitigation
- VMT Exchanges – Single project established by applicant/other for mitigation
- VMT Mitigation Impact Fee Programs – Everyone participates to reduce VMT
- Hybrid – Banking and Exchange
- Local plus Regional Projects

How VMT Banking Works

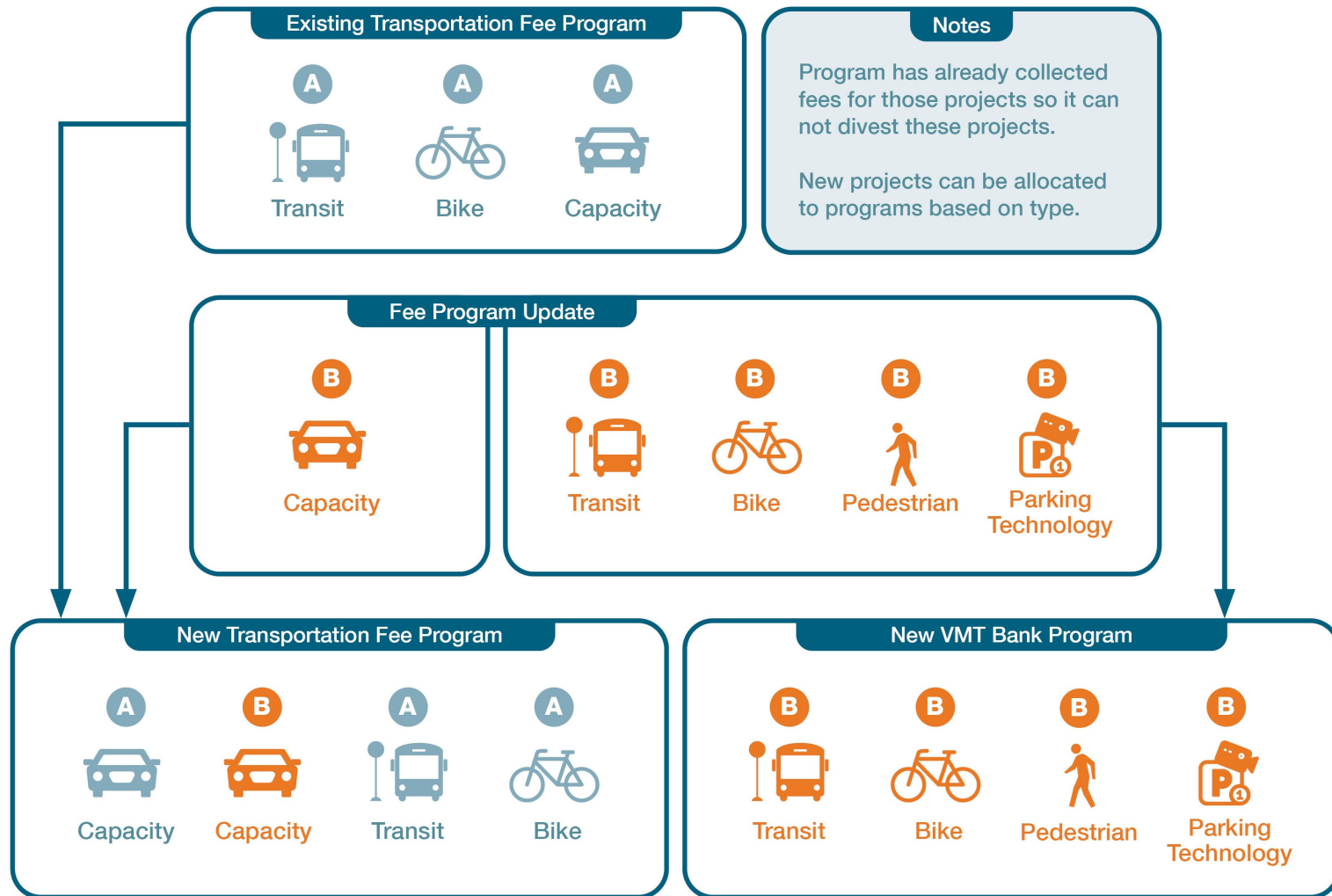


Rethinking Transportation Programs








	Example 1 – 100 SFR Not Requiring VMT Mitigation		Example 2 – 100 SFR Requiring VMT Mitigation	
Program	Traffic Fee Program	VMT Banking/Exchange	Traffic Fee Program	VMT Banking/Exchange
MOE	DU Equivalency (Based on Trips)	VMT	DU Equivalency (Based on Trips)	VMT
Input Consideration	100 Units	14 VMT/Capita	100 Units	18 VMT/Capita
Threshold	n/a	15 VMT/Capita	n/a	15 VMT/Capita
Required Offset	100 DU	n/a	100 DU	(18 VMT/capita -15 VMT/capita)*100 Units = 3,000 VMT
Cost*	\$10,000 per DU Equivalent	\$100/ VMT	\$10,000 per DU Equivalent	\$100/ VMT
Outcome	\$1,000,000 Payment with Building Permit	n/a	\$1,000,000 Payment with Building Permit	300,000 Payment Required as a Condition of Approval
Total Cost	\$1,000,000		\$1,300,000	

*Assumes a single benefit area for Traffic Fee Program Based on a single benefit area

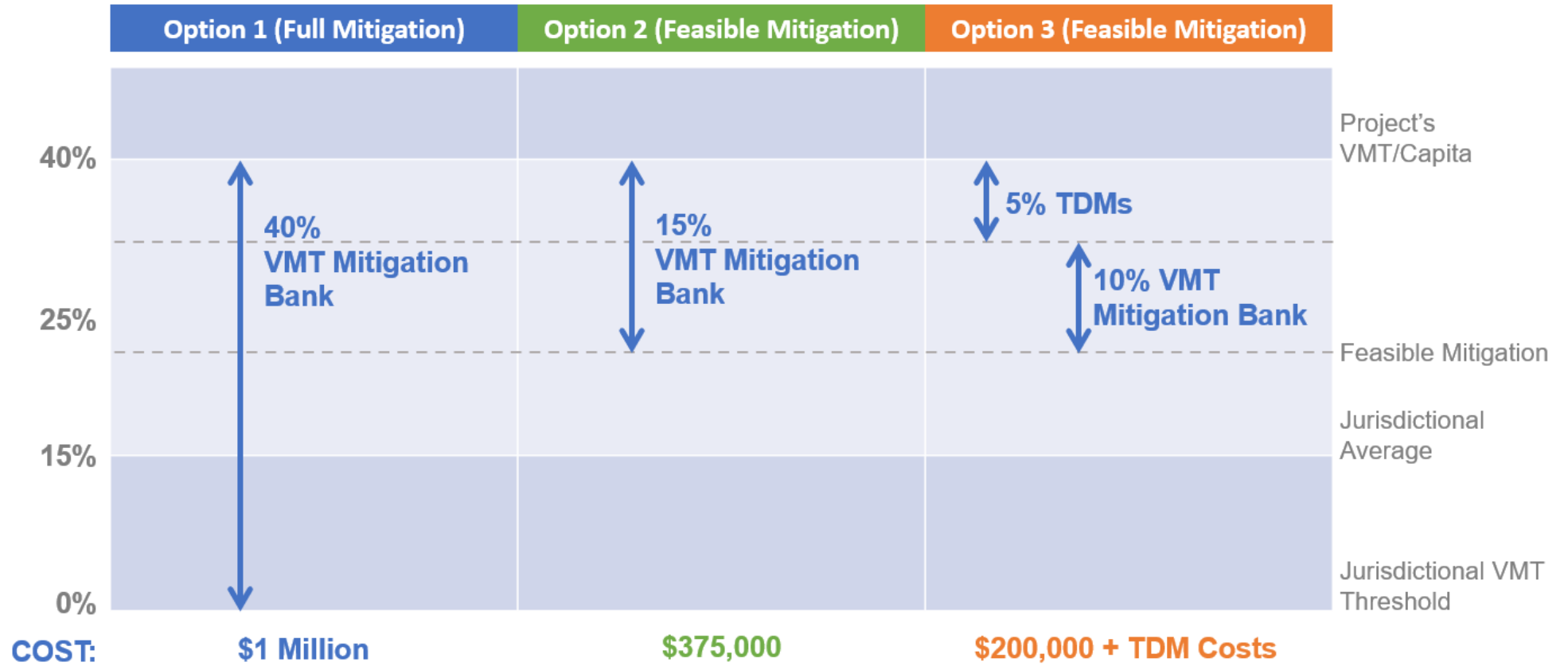
Rethinking Transportation Programs



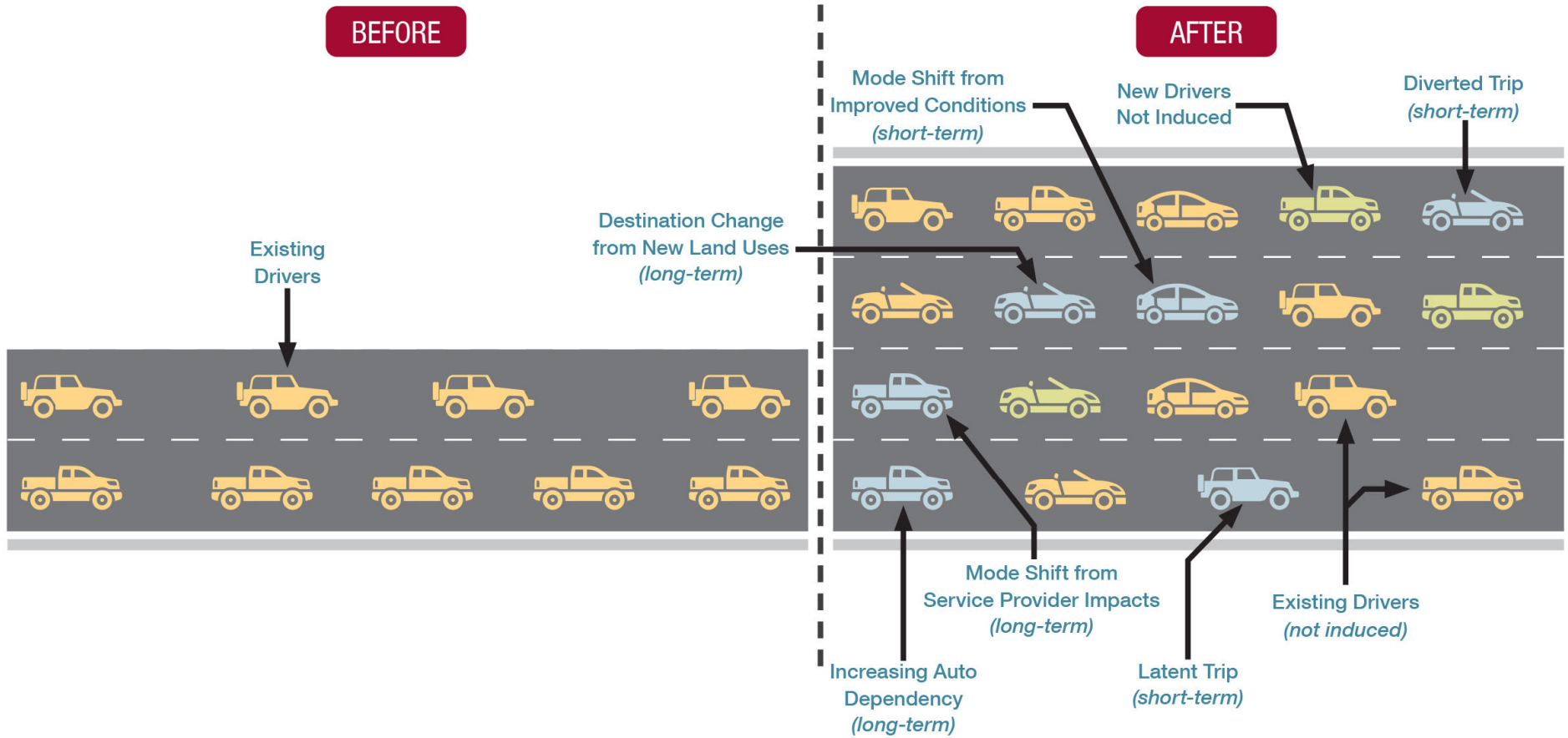
Fee-Based VMT Mitigation Program Requirements

	Targeted	Designed for projects which require mitigation
	Effective	Identified mitigation solutions need to be financially viable and feasible
	Additionality	Mitigation must be new and not repurposed from other funded programs
	Roughly Proportional	Mitigation “units” must be appropriately sized/priced to offset the impact
	Legal	Local and other jurisdictional legal frameworks need to be vetted
	Equity	Mitigation should both avoid disproportionate impacts and benefits should be fairly distributed
	Unintended Consequences	Mitigation should not discourage good design or contradict community values

Feasible Mitigation



Induced Demand





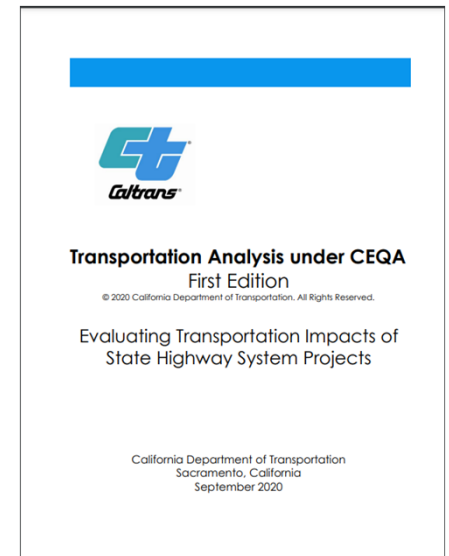
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Transportation Project Mitigation

- Induced demand often results in significant impacts
- Caltrans and other road building agencies are in trouble
- Feasible mitigation is still required
- Will likely result in fewer roadway widenings
 - Example 1: Freeway adds rail through its median to offset
 - Example 2: Freeway project buys VMT banking credits to offset



“There will be a need for cost-effective, feasible, and proportional VMT mitigation measures, not just for Caltrans’ projects, but for local lead agencies statewide that must comply with CEQA. Caltrans may ultimately develop or participate in a VMT credit or banking and exchange system operated by Caltrans, an MPO, RTPA, or another entity. Under a banking system, Caltrans could purchase mitigation credits to reduce project impacts related to VMT. The revenues from the credit purchases could be utilized by the bank to facilitate the development of VMT-reducing projects. For example, the bank could invest in infrastructure improvements such as pedestrian facilities or aid in the development of regional transportation options, such as light rail. An exchange system might be similarly structured. In exchange for implementing a project that induces VMT, Caltrans would invest in a project identified by a local or regional transportation partner that reduces VMT. One example of a system that relies on VMT reduction as a nexus is the City of Los Angeles Westside Mobility Plan Transportation Impact Fee Program”

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-09-10-1st-edition-tac-fnl-a11y.pdf>

VMT Banking Legal Requirements

- Must meet requirements for both the Mitigation Fee Act and CEQA
 - Need more than a report showing a nexus and rough proportionality
 - VMT reduction projects must be additional
 - Need to be in place in a reasonable time frame
- The VMT Mitigation Program is a project that requires CEQA clearance
 - Possibly with CEQA exemptions
- Many parallels to VMT mitigation programs and GHG mitigation programs
 - GHG CEQA caselaw provides guidance on the features needed to pass legal muster

Mitigation Fee Act (AB 1600)

- Mitigation Fee Act program include VMT Bank/Exchange
 - Developers pay fees in lieu of building infrastructure
 - Many programs allow for direct construction of infrastructure with credit against fees owed
- Key change is the currency, from trips to VMT
- Bank, Exchange, or other is not necessarily a dichotomy
- Any fee program will continue to require nexus and proportionality
- Nexus will need to demonstrate balance between mitigation and impact
- Proportionality needs to form the basis for calculating the mitigation cost

Work Plan

- Task 1. Convene a Stakeholder Advisory Committee (SAC)
- Task 2. Literature Review
- Task 3. Convene a Technical Advisory Committee (TAC)
- Task 4. Develop VMT Mitigation Framework
 - Task 4A: Estimation of Mitigation Need
 - Task 4B: Develop Evaluation Criteria
 - Task 4C: Identify VMT Framework Options
- Task 5. Evaluate and Recommend VMT Mitigation Frameworks
- Task 6. Develop and Publish Draft Report
- Task 7. Present Project Report to Committees and Policy Board for Acceptance



ONGOING TAC AND STAKEHOLDER INVOLVEMENT

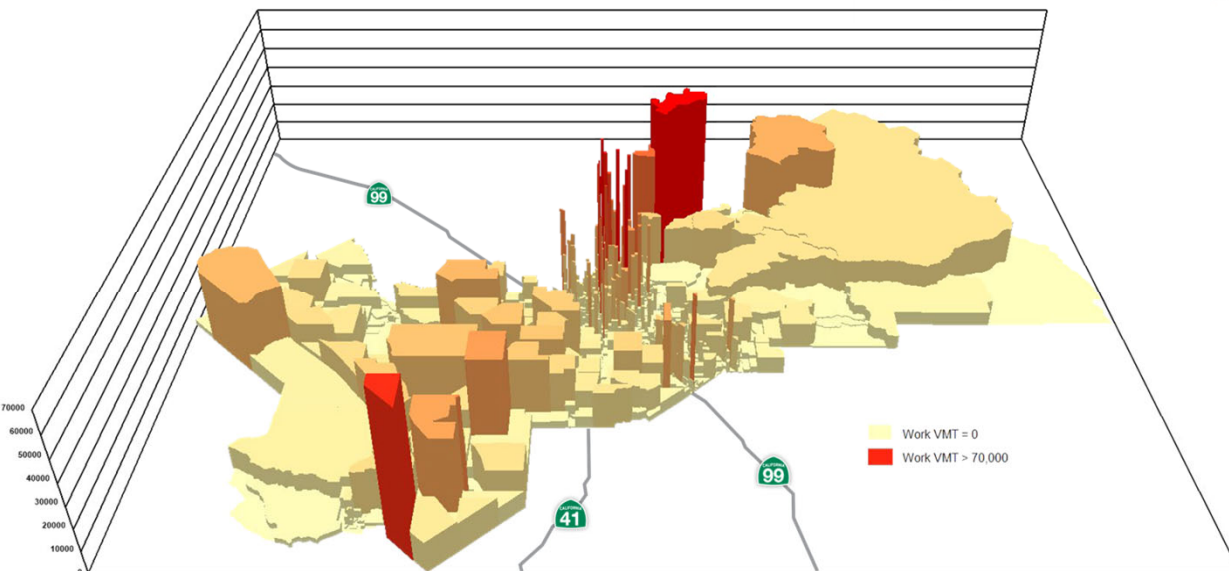
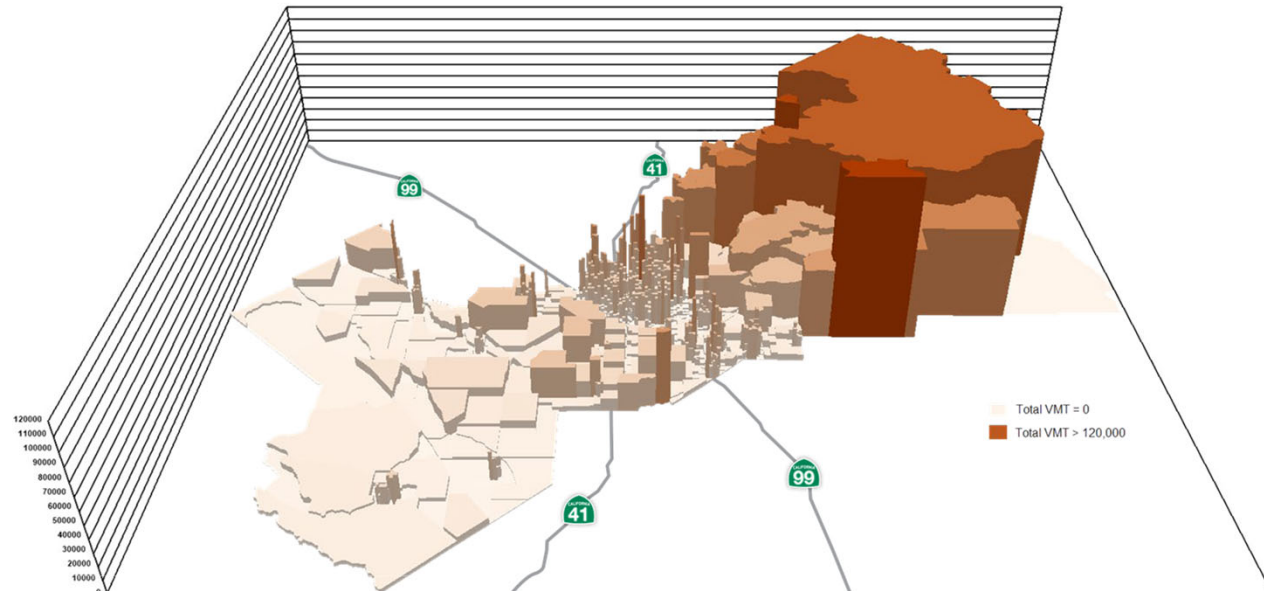
- STEP 04**
- a. VMT Banking
 - b. VMT Exchanges
 - c. VMT-Based Impact Fee
 - d. Hybrid (example VMT Banking with additional fixed menu of local VMT mitigation options not included as specific projects)
 - e. Phasing of VMT selected program if appropriate

- STEP 05**
- At a minimum this should consider:
- a. Identifying the location and likely timing of future development and transportation projects
 - b. Screen projects to determine mitigation requirements
 - c. Determine the extent of “feasible mitigation” (the maximum reasonable contribution, irrespective of the actual required VMT mitigation)
 - d. Evaluation of the impact to project feasibility, affordability, other financial considerations

- STEP 03**
- At a minimum this should consider:
- a. VMT Mitigation ROI
 - b. Equity
 - c. Total cost
 - d. Timeliness and schedule
 - e. Feasibility
 - f. Stakeholder, Decision-Maker, and Public support

- STEP 06**
- a. Establish approval process
 - b. Legal review
 - c. Public notice
 - d. CEQA review as appropriate
 - e. Establish required intergovernmental agreements (IGAs)

Evaluate VMT Mitigation Need

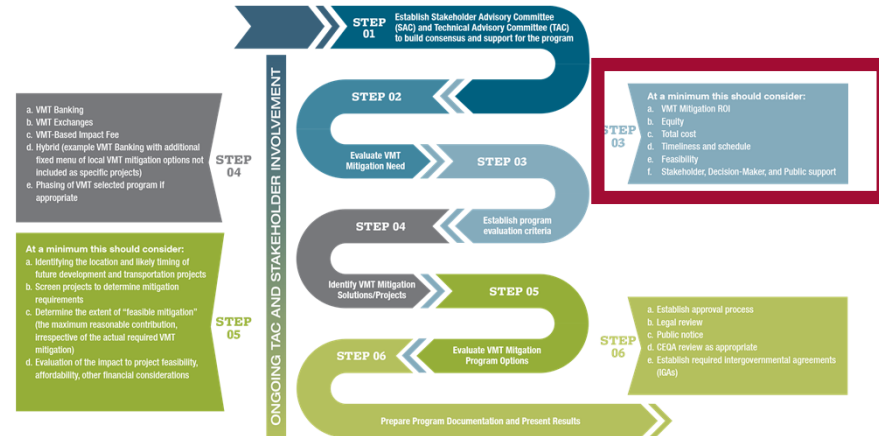


2035 Daily VMT Summary for Anticipated Growth	Totals (13% Threshold)
Households under Threshold	41,257
Households over Threshold	39,163
Employment under Threshold	26,335
Employment over Threshold	15,500

Establish Program Evaluation Criteria

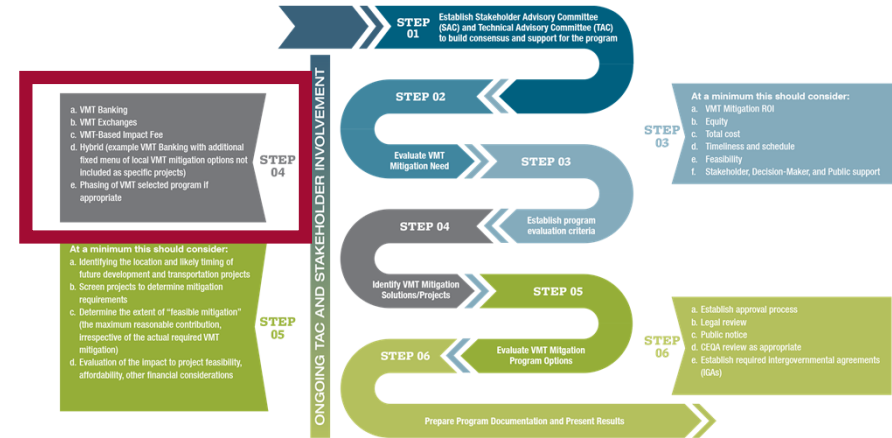
At a minimum this should consider:

- VMT Mitigation ROI
- Equity
- Total cost
- Timeliness and schedule
- Feasibility
- Stakeholder, Decision-Maker, and Public support



Identify VMT Mitigation Solutions/Projects

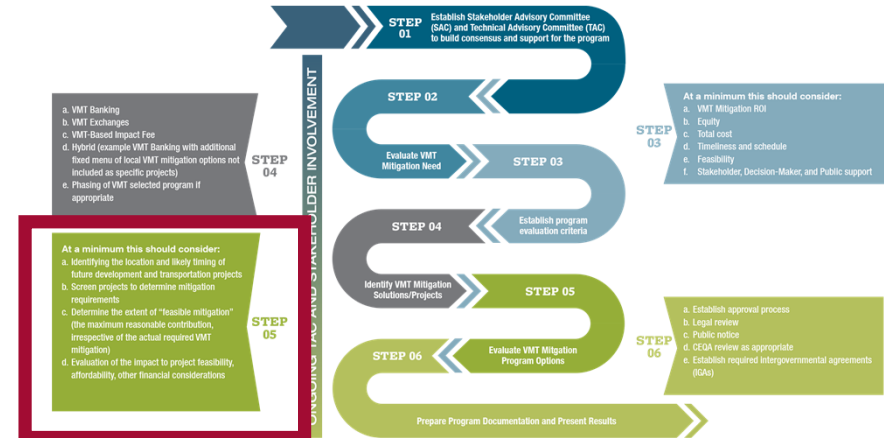
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Evaluate VMT Mitigation options

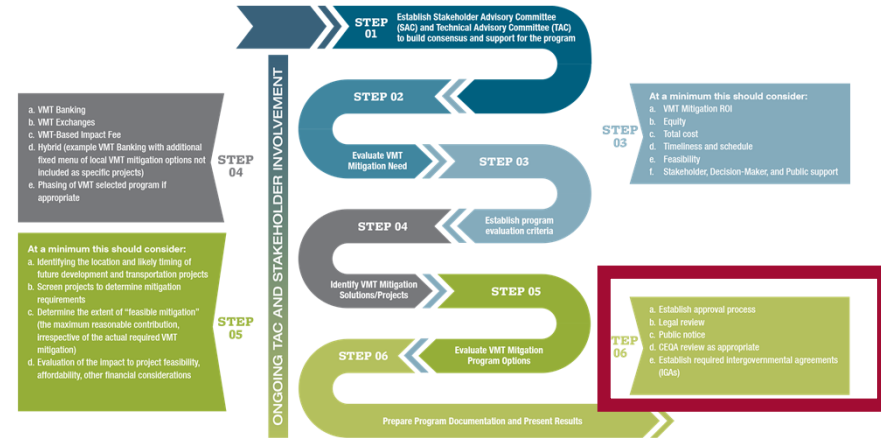
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- Evaluation of the impact to project feasibility, affordability, other financial considerations



Prepare Program Documentation and Results

- a. Establish approval process
- b. Legal review
- c. Public notice
- d. CEQA review as appropriate
- e. Establish required intergovernmental agreements (IGAs)

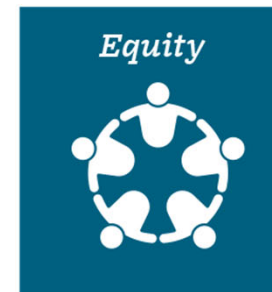


VMT Mitigation Bank/Exchange – Lessons Learned

- Be selective about projects (ROI)
- Focus on feasible mitigation
- Iterative Process (Test, test, test)
- Documentation of nexus
- Consider applicants' perspective
- Consider Equity
- Adds a new fee
- Quantify the market/ timing need
- Unintended Consequences



**Return on
Investment**



**Benefits
All**



**Think Through
Program Designs**

Documents/Programs Reviewed

- An Analysis of Vehicle Miles Traveled Banking and Exchange Frameworks
- VMT Mitigation Through Fees, Banks, and Exchanges
- A Transaction-Based Alternative for VMT Mitigation Under CEQA
- The Potential for Regional Transportation Impact Mitigation Fee Programs and Mitigation Banks to Help Streamline the Implementation of SB 743
- San Diego Citywide Active Transportation In Lieu Fee Program Estimated Impacts and Cost Savings
- City of San Jose Council Policy, Transportation Analysis Policy
- Contra Costa Transportation Authority, Press Release
- Tahoe Regional Planning Agency, Mobility Mitigation Fee Update
- Standards for the Transportation Demand Management Program
- San Francisco Transportation Sustainability Fee (TSF) Nexus Study
- City of Pasadena Department of Transportation, Mobility Element
- Transportation Impact Assessment (TIA) Fee Program
- Study for Coastal Transportation Corridor Specific Plan and West Los Angeles Transportation Improvement and Mitigation Specific Plans Amendment Project
- VMT Mitigation Through Fees, Banks, and Exchanges
- Bay Area Express Lanes Strategic Plan
- California Department of Fish and Wildlife, Conservation and Mitigation Banking
- Setting the Stage for Statewide Advance Mitigation in California
- California Legislative Information, AB 602 Development Fees: Impact fee nexus study
- Equity in Off-Site Vehicle Miles Traveled (VMT) Mitigation in California
- Implementing SB 743 An Analysis of Vehicles Miles Traveled Banking and Exchange Frameworks
- VMT Impacts: Can Prior CEQA Documents Be Relied on That Did Not Study VMT Impacts?
- With State VMT Law Limiting Home Building, Clovis Takes Action
- San Diego County Ponders a VMT Tax, with a Twist
- Powering California, ANALYSIS: Vehicle Miles Traveled Tax (VMT)

Literature Review Themes

- Agencies need to verify VMT reductions and additionality for the program
- Agencies need to address VMT mitigation duration as part of program development
- A VMT exchange could limit the usefulness of funds from smaller developments
- New plans and programs might increase end-user costs
- Attention needs to be given to impacts to disadvantaged communities
- On-site mitigation should be undertaken first
- VMT Banks and Exchanges and comprehensively address VMT impacts

Take-Aways

- Good project design can avoid mitigation
- CEQA requires feasible mitigation
- TDM research is lagging and estimating VMT reductions is complicated
- TDM mitigation can cause administrative headaches
- VMT impact fees, banking, exchanges, and hybrids are being considered
- VMT banking requires Nexus and Rough Proportionality
- VMT banking can reduce TIFs and provide needed mitigation
- Roadway project mitigation may be a good fit for VMT Banking/Exchanges

Task	2022										2023	
	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb
Task 1: Convene a Stakeholder Advisory Committee (SAC)												
Develop List of SAC Members	■											
Finalize SAC Members		■										
SAC Meeting #1				■								
SAC Meeting #2						■						
SAC Meeting #3								■				
SAC Meeting #4										■		
Task 2: Literature Review												
Review Relevant Literature		■	■	■	■	■						
Produce Tech Memo #1: Best Practices for VMT Mitigation				■								
Task 3: Convene a Technical Advisory Committee (TAC)												
Develop List of TAC Members	■											
Finalize TAC Members		■										
TAC Meeting #1				■								
TAC Meeting #2						■						
TAC Meeting #3							■					
TAC Meeting #4										■		
Task 4: Develop VMT Mitigation Framework												
Task 4A: Establishing the Mitigation Need				■	■	■	■	■				
Produce Tech Memo #2: VMT Mitigation Need							■					
Task 4B: Developing Evaluation Criteria						■	■	■				
Produce Tech Memo #3: Evaluation Criteria for VMT Mitigation Frameworks							■	■				
Task 4C: Identify VMT Framework Options								■	■	■		
Produce Tech Memo #4: VMT Mitigation Frameworks									■			
Task 5: Evaluate and Recommend VMT Mitigation Frameworks												
Evaluate VMT Mitigation Framework Options									■	■	■	
Recommend VMT Mitigation Framework for Implementation										■	■	
Produce Tech Memo #5: Evaluation of VMT Mitigation Framework											■	
Task 6: Develop and Publish Project Report												
Produce Project Report											■	■
Task 7: Present Project Report to Committees and Policy Board for Acceptance												
Produce Draft Presentation											■	■
Present to Fresno COG Transportation Technical Committee, Policy Advisory Committee, and Policy Board												■



Regional VMT

Mitigation Program Study



Questions

