

Fehr & Peers

Countywide VMT Strategy 101

Understanding SB 743
and CEQA

June 12, 2025



Agenda

01 Background & Methods

02 Thresholds & Mitigation

Why are we here?

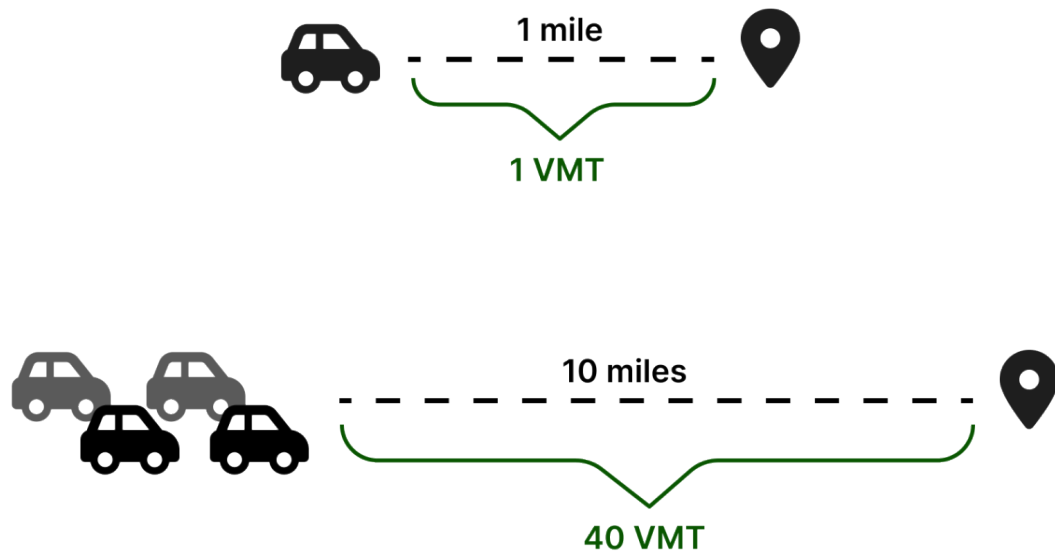
- VMT mitigation is adding substantial cost to roadway capacity projects and causing delays in the project delivery process
- Cost-effective mitigation is difficult to identify and implement
- A countywide approach could streamline criteria for evaluating, validating, and prioritizing potential VMT mitigation options

SECTION 01

SB 743 Regulatory Background & VMT Methodology

What is VMT?

- $\text{VMT} = \text{vehicle trips} \times \text{trip length}$



Senate Bill 743 Overview

Connecting VMT
thresholds to state
greenhouse gas
reduction goals

AB 32

SB 97

SB
375

SB
743

Senate Bill 743 Legislative Intent

- Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns continue to be properly addressed and mitigated through the California Environmental Quality Act.
- More appropriately balance the needs of congestion management with statewide goals related to:



**Reduction of
Greenhouse Gas
Emissions**



**Promotion of Public
Health Through
Active
Transportation**



**Infill
Development**

SECTION 02

VMT Thresholds & Mitigations

What Constitutes a Significant Impact?

Establishing VMT Thresholds

- Discretion of the lead agency
- Multiple options depending on...
 - how VMT reduction is valued by lead agency (see General Plan for local agencies)
 - how VMT reduction is addressed in air quality, energy, and greenhouse gas impact analysis
 - court decisions

VMT Reducing Transportation Projects

The **D**'s that reduce auto travel:

- **D**ensity (population, employment)
- Increase access to **D**estinations with better connectivity or walking and biking improvements
- **D**esign (network is efficient and convenient/comfortable for walking and bicycling)
- Decrease **D**istance to transit (e.g., access to jobs)
- **D**emand management (e.g., pricing, ridesharing)

Mitigation Feasibility



VMT Mitigation Measure Options

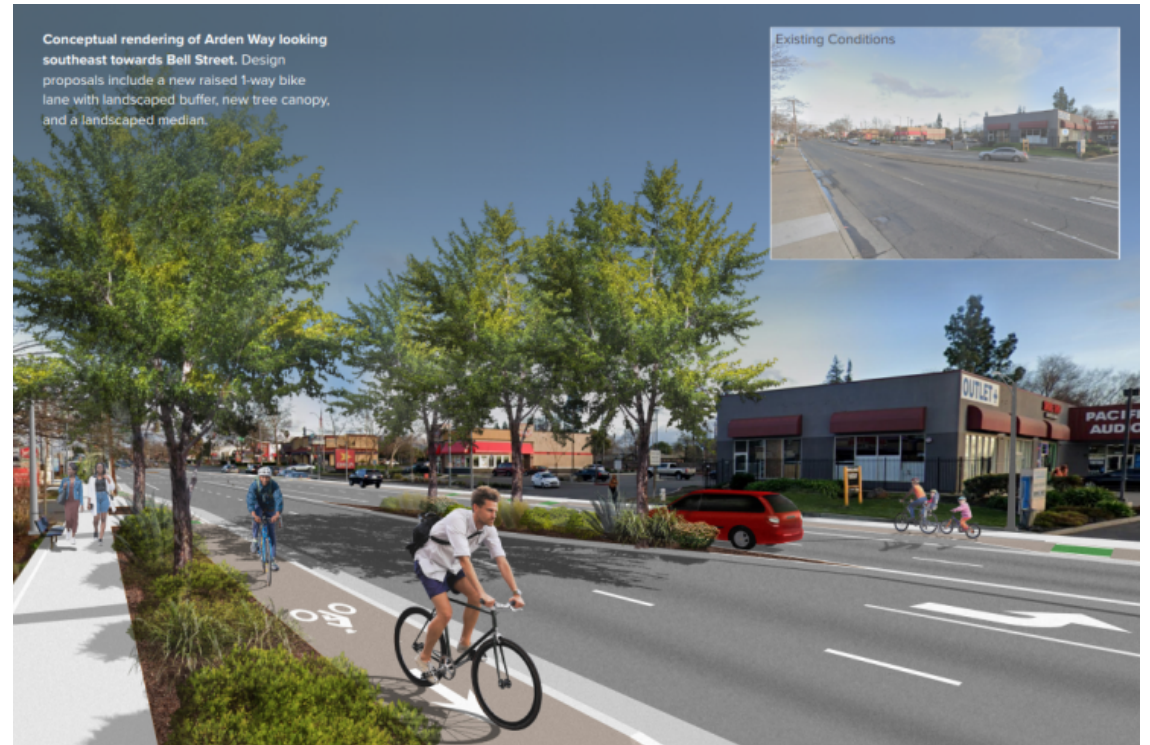
Mitigation Type	Description
On-System Mitigation	Strategies implemented within the project area
Off-System Mitigation	Requires coordination with external agencies or jurisdictions
Program-Level Solutions	Centralized or distributed mitigation options using pre-approved project lists or funding pool

VMT Mitigation Measure Options: On-System Mitigation

Strategies implemented within the project area

Examples:

- Pedestrian/bicycle facilities
- Transit connections
- Pricing (e.g., tolling or parking management)
- Project-level Travel Demand Management Strategies



Source: Arden Way Complete Streets Master Plan

VMT Mitigation Measure Options: **Off-System Mitigation**

Requires coordination with external agencies or jurisdictions

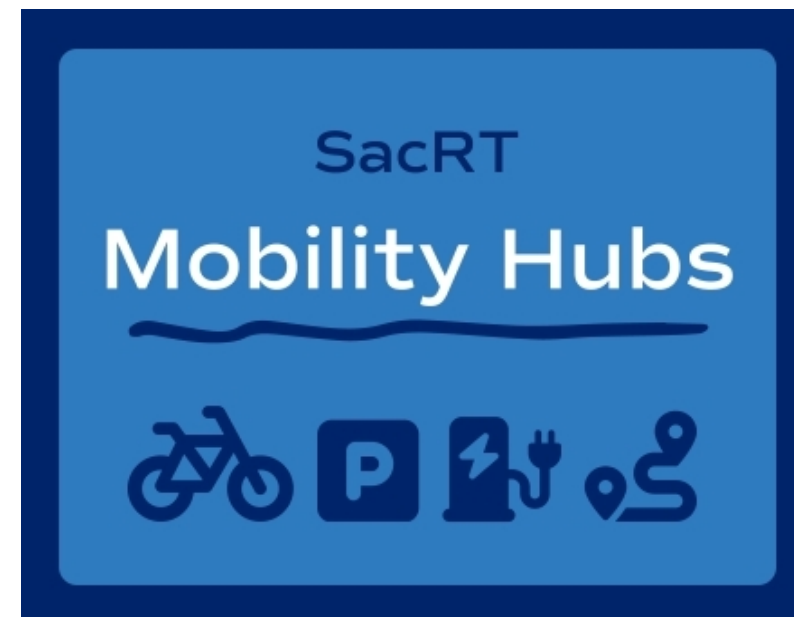
Examples:

- Funding regional or local active transportation projects
- Funding regional transit corridors
- Employer- or community-based TDM



Stockton Boulevard Multimodal Partnership and Bus Rapid Transit (BRT)





Next time...

Program-Level Mitigation

VMT Exchanges

Project applicant selects and funds VMT reduction program

Exchange Operator verifies additionality and VMT reduction potential

Lead Agency/Project applicant implements VMT reduction projects as mitigation measure and monitors implementation

VMT Bank

Project applicant purchases VMT reduction credits

Bank Operator verifies additionality, VMT reduction performance, and monitors VMT reduction over time

Implementing Agency receives payments/credits from VMT reduction

Questions?