



# Regional VMT Mitigation Study

City of Watsonville Council Meeting – February 11, 2025

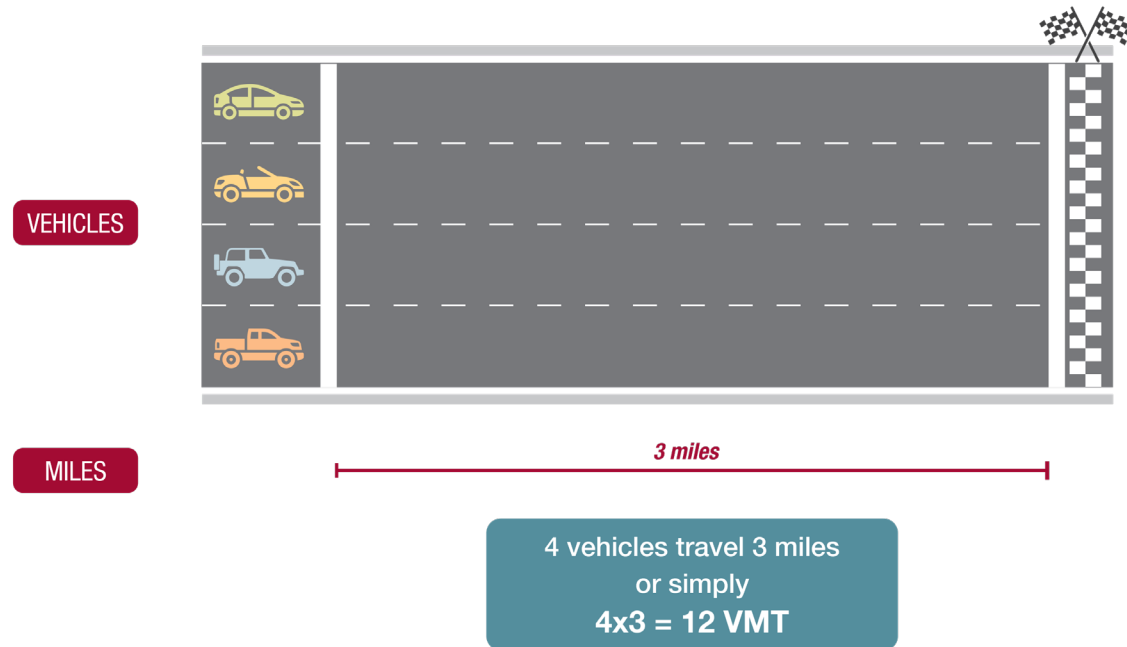


# Regional VMT Mitigation Study



## Agenda

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





## Regional VMT Mitigation Study



# 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



## Regional VMT Mitigation Study



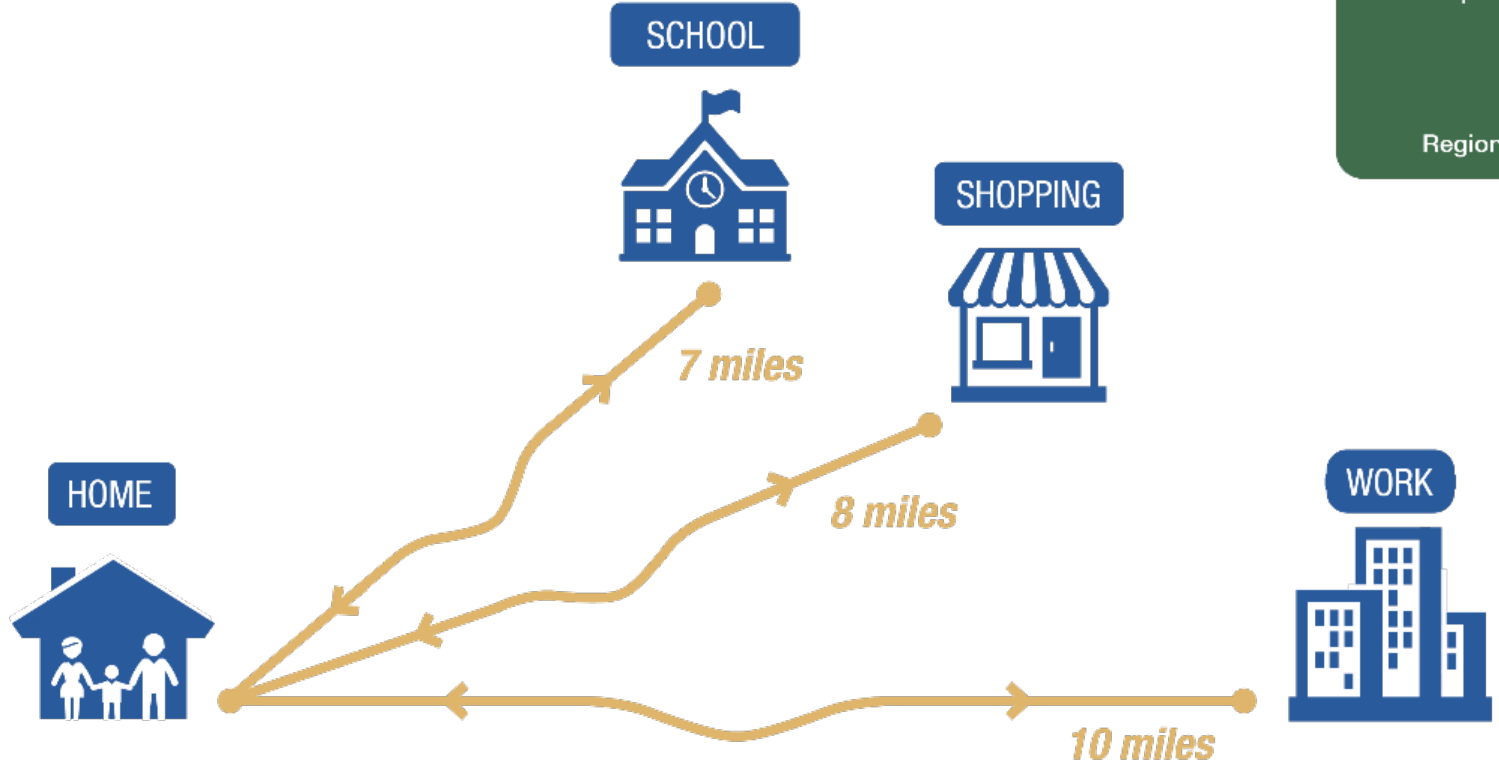
# SB 743 Overview: OPR VMT Thresholds

- 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

## EFFICIENCY METRIC

### RESIDENTIAL VEHICLE MILES TRAVELED (VMT)



School Trip	2 trips x 7 miles = 14 VMT
Shopping Trip	2 trips x 8 miles = 16 VMT
Work Trip	2 trips x 10 miles = 20 VMT
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	50 VMT / 3 people
	= 16.7 miles/capita
	Regional per Capita Threshold = 15.5 VMT/capita

- FACTS:**
- Parent 1 takes child to school
  - Parent 1 goes shopping
  - Parent 2 goes to work
  - Family has 3 persons

SIGNIFICANT IMPACT



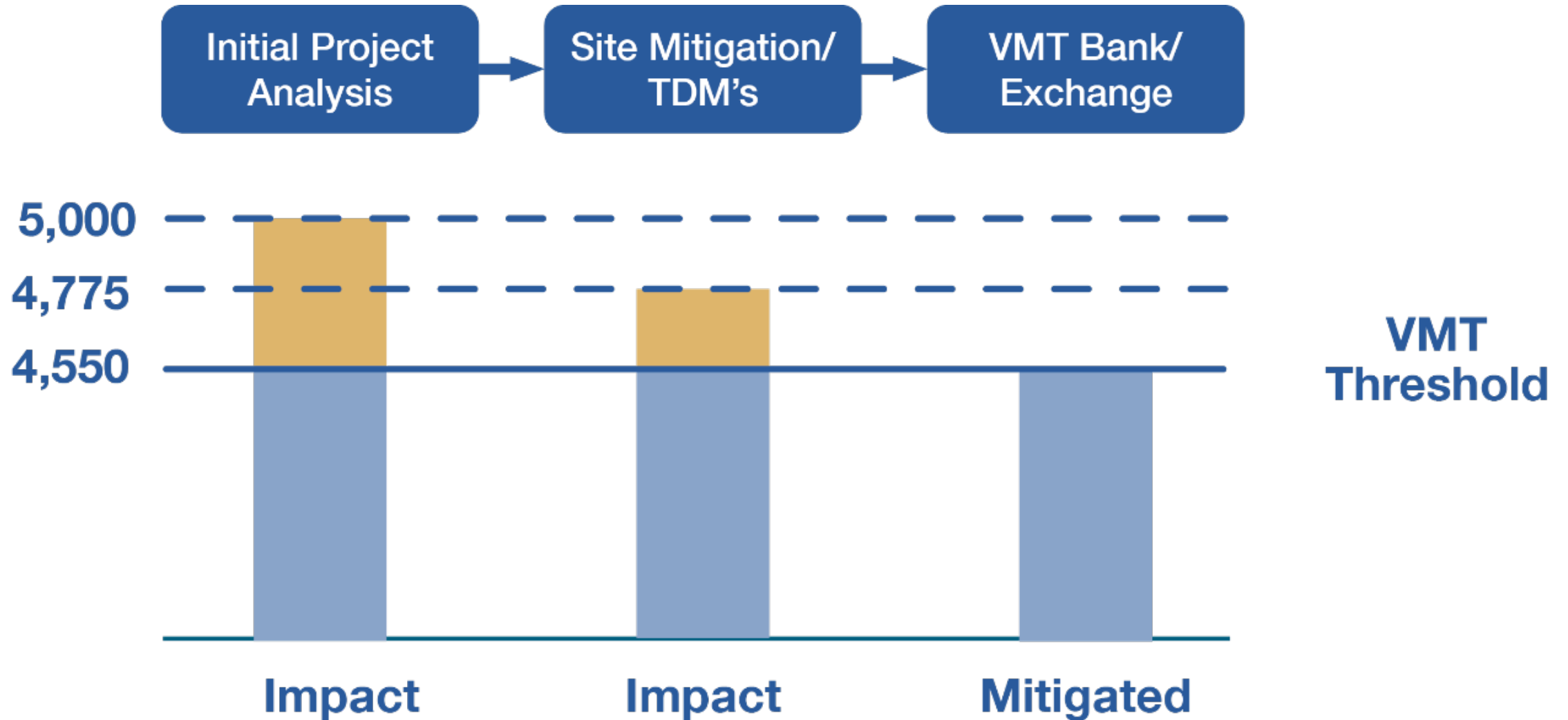
## Regional VMT Mitigation Study



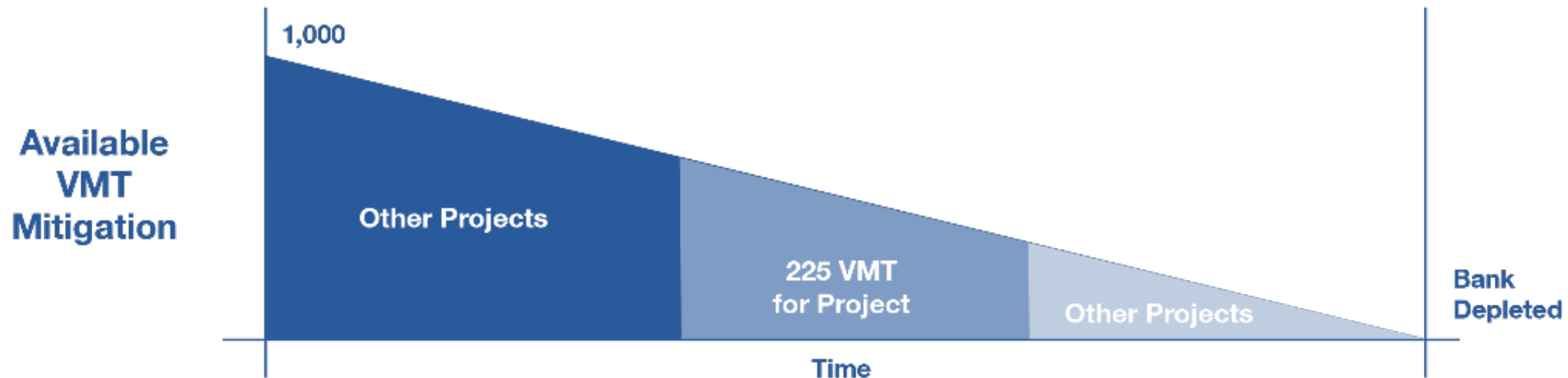
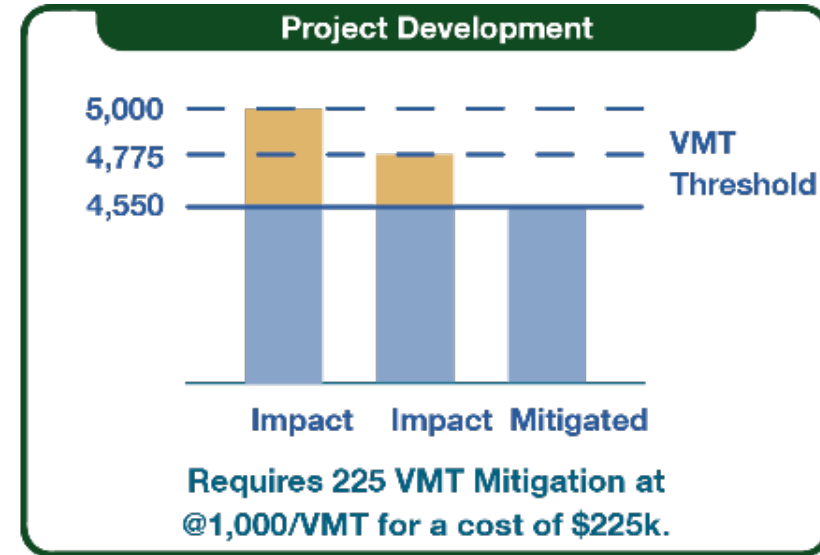
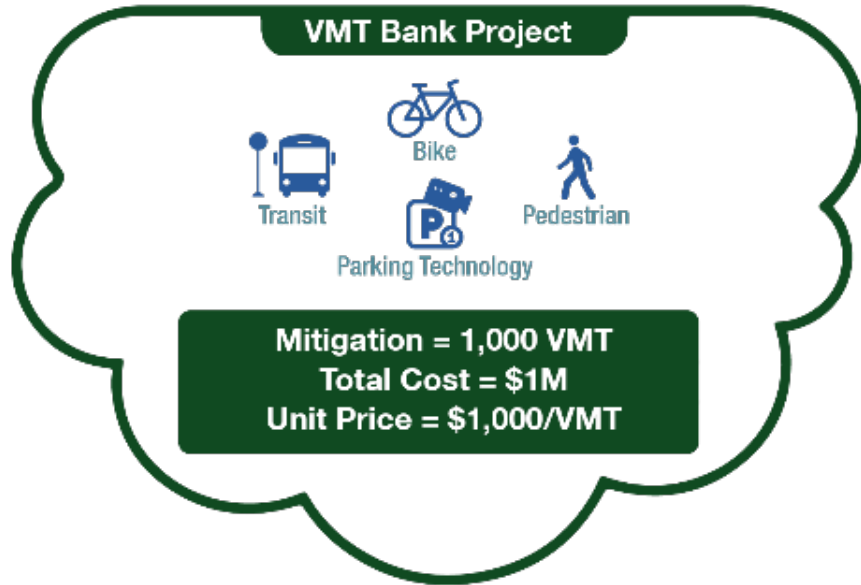
# Project Overview

- 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

# VMT Program Options



# VMT Bank Pilot Program Recommendation





## Regional VMT Mitigation Study



# Regional VMT Bank Benefits

- Provides additional feasible mitigation options
- VMT reducing projects could be completed sooner
- Reduces administrative burden for each agency
- Allows funding of more significant countywide solutions
- Provides a regionally consistent approach
- Provides a regional solution to a regional problem



## Regional VMT Mitigation Study



# City VMT Program

- Local program adopted in September 2022
- To date the City's VMT Bank has collected \$114,315
- Funding collected from the Watsonville VMT Bank will stay in Watsonville



# Recommendations

- VMT Banking would be the most appropriate initial program
- Recommended to proceed as a pilot program
- Projects included in program average less than \$1,000/VMT reduced
- Unclear the magnitude as a funding source
  - Considered low hanging fruit/low-cost projects
  - Don't expect will provide funding for large number of projects
- Important that funding address “return to source”



## Regional VMT Mitigation Study



# Next Steps

- RTC and Board of Supervisors meetings
- Finalize the recommended program document including any input from today
- Continue working to develop a pilot program that meets County/City needs



# Regional VMT Mitigation Study



# Questions

