

VMT & GHG Mitigation Program for San Mateo County

The City/County Association of Governments of San Mateo County (C/CAG) has developed a Vehicle Miles Traveled (VMT)/Greenhouse Gas (GHG) Mitigation Program that could be:

- **Used to reduce the driving and air quality impacts** of county-scale roadway projects
- **Adopted by individual cities, towns, or county departments to reduce the driving and air quality impacts** associated with local development and roadway projects.

The program would allow project sponsors to fund off-site transportation improvements and programs that could mitigate VMT/GHG impacts identified through California Environmental Quality Act (CEQA) studies.

NEW TO VMT AND CEQA?

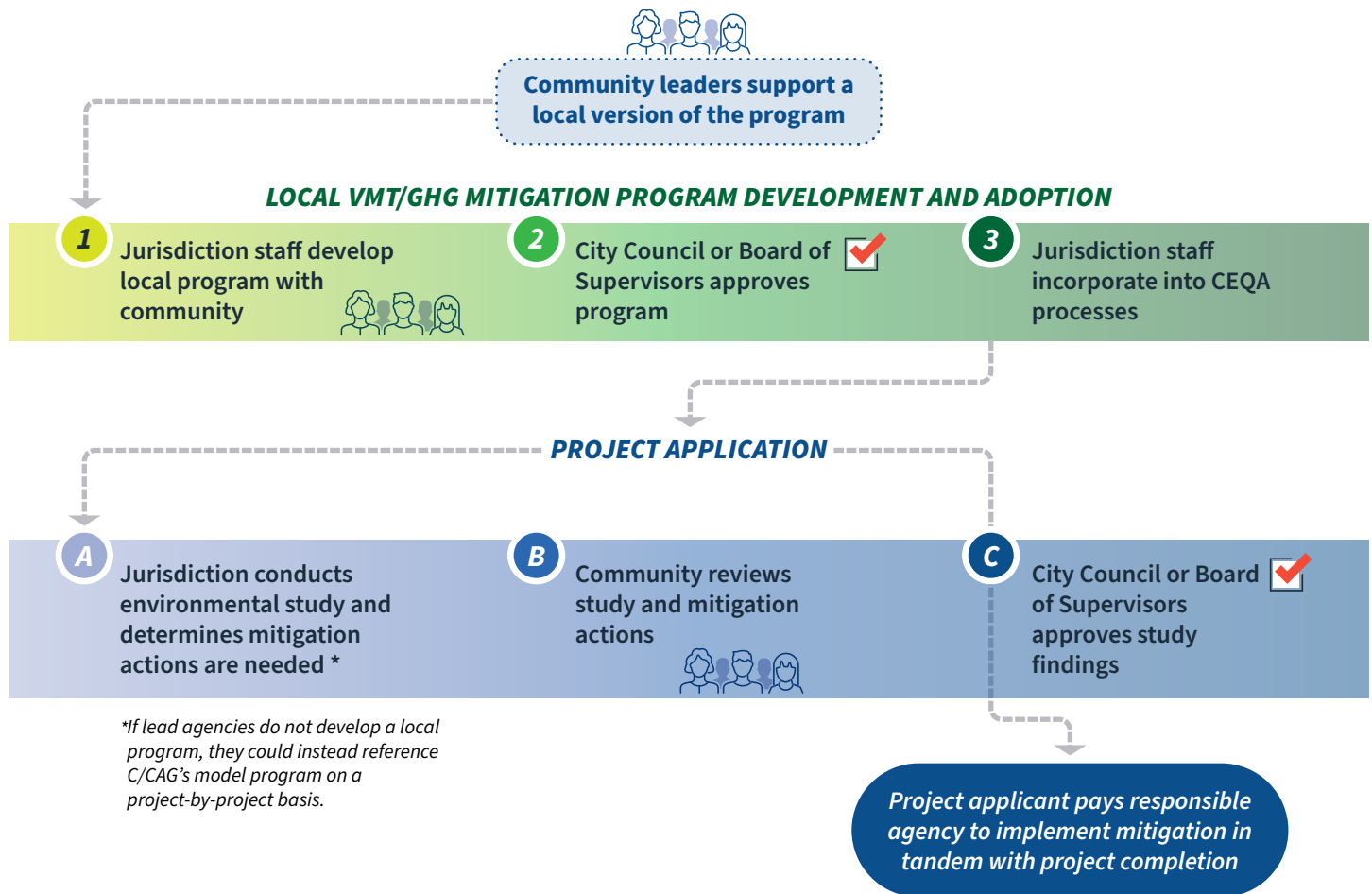


Check out this short video series prepared by Caltrans, "[SB 743: Rethinking How We Build So Californians Can Drive Less](#)"

VMT measures the amount of auto travel (additional miles driven) a proposed project would create on California roads.

CEQA is a California statewide law that requires public agencies to consider the environmental impact of discretionary actions and mitigate significant, preventable impact.

How Would the Program Work?



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Community and Stakeholder Conversations Informed Program Recommendations

Prioritize mitigation actions that received the highest support from community based organizations.










Community based organizations were most supportive of affordable housing solutions, walking and biking paths, transit pass incentives, first/last-mile mobility services, and community based travel planning.

This Program could help all lead agencies in San Mateo County, particularly suburban and rural communities, maintain compliance with CEQA and SB 743 by providing guidance on how to feasibly mitigate VMT impacts.

Balance the need for VMT and GHG reductions with C/CAG’s vision for equity in agency decisions.

Parking pricing strategies must balance VMT reduction with equity concerns. A promising approach is to set up a parking benefit district that dedicates parking revenue to equity community investments such as streetscape improvements or shuttles services. Parking benefit districts should also be implemented in ways to reduce impacts to equity communities, such providing parking credits and discounts.

What Types of Projects Could This Program Fund?

PROJECT TYPE	 CONSTRUCTION ACTIONS	 PROGRAMMATIC ACTIONS	 OPERATIONAL ACTIONS	 LAND USE/GHG REDUCTION ACTIONS
 Transit and Rail	<ul style="list-style-type: none"> Transit priority projects on major corridors 	<ul style="list-style-type: none"> Transit pass incentives 	<ul style="list-style-type: none"> Rail service frequency expansion Local transit frequency, capacity, and reliability enhancements Shuttle/microtransit services 	
 Bike and Pedestrian	<ul style="list-style-type: none"> Bike and pedestrian infrastructure 	<ul style="list-style-type: none"> E-bike rebate program 		
 Auto	<ul style="list-style-type: none"> Parking management and benefit districts 			<ul style="list-style-type: none"> Electric vehicle charging facilities
 Micromobility			<ul style="list-style-type: none"> Mobility hubs Micromobility systems 	
 Community-based Solutions		<ul style="list-style-type: none"> Community based travel education 		<ul style="list-style-type: none"> Affordable Housing

Opportunities to Infuse Equity

- **Emphasize equity advancement** and the reduction of disparities in the application of mitigation actions.
- **Center CBOs and leaders** representing Equity Focus Areas in the design and prioritization of mitigation actions when designing a local VMT mitigation program. Refer to Community-Based Transportation Plans and other local equity and environmental justice assessments to find projects with community support.

- **Establish policies and procedures** for evaluating, monitoring, reporting, learning, and continuous equity improvement as a part of CEQA, General Plan, and transportation planning processes.

Without a local VMT/ GHG Mitigation Program, project sponsors are unable to fund off-site transportation improvements and programs that could help reduce driving trips or fund alternative transportation solutions. This limits the funding available to local jurisdictions and reduces opportunities for community input and prioritization.

