



VEHICLE MILES TRAVELED (VMT) MITIGATION PROGRAM
STAKEHOLDER MEETING #5
JANUARY 30, 2024

Housekeeping

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During the meeting, comments can be submitted in the Chat.



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Staff Introductions



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Project Manager



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MBI Media
Project Manager,
Outreach



Agenda

- I. Project Background
- II. Stakeholder Feedback Recap
- III. Advancing the VMT Mitigation Bank
- IV. Discussion
- V. Next Steps



Project Background

VMT Mitigation Program Goals



> **Explore** various ways to measure project-related increases and reductions in VMT



> **Evaluate** the VMT impacts of Metro's highway improvement projects



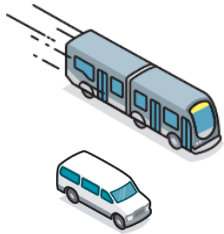
> **Establish** a Mitigation Program to address VMT impacts that meets the needs of projects on the State Highway System



> **Integrate** Equity Platform goals and process elements into this effort & the resulting Mitigation Program

Potential Mitigation Strategies

Transit & Vanpool



Operational: More service hours, more bus routes
Programmatic: Fare subsidies, TDM programs, expansion of vanpool and shuttle programs
Capital: Bus-only lanes, bus stop improvements, more vehicles

Active Transportation



Programmatic: Bikeshare and scooter-share membership subsidies, bike purchase subsidies
Capital: Active transportation corridors, first/last mile improvements



Land Use: Joint Development; affordable housing; transit-oriented housing; transit-oriented mixed-use “15-minute neighborhoods”

Land Use



Pricing: Corridor/cordon pricing, VMT tax, parking pricing

Pricing

Stakeholder Feedback Recap

Stakeholder Feedback Summary

Conducting stakeholder feedback since March 2022:

- > PWG Meetings
- > Stakeholder meetings
- > Board presentation
- > Internal Metro staff meetings
- > Focused Caltrans and SCAG meetings

Where we've landed: VMT Mitigation Bank with Subregional Accounts

- Flexible approach that meets SHS Project needs + Mitigation Action implementer needs
- Diverse Mitigation Actions to reflect diverse countywide priorities



Advancing the VMT Mitigation Bank

Preliminary Mitigation Action Cost Effectiveness & Scalability

Metro Mitigation Actions	Magnitude of VMT Reduction Possible	Average Anticipated Cost per VMT	
Provide Bus Rapid Transit	high	\$1.80	\$\$
Provide Bus Only Lanes	high	\$0.34	\$
Increase Transit Service Frequency	high	\$0.45	\$
Extend Transit Network Coverage or Hours	low	\$0.49	\$
Expand Metro Micro	high	\$1.47	\$
Implement Subsidized/Discounted Transit Program (UPass)	low	\$7.07	\$\$\$
Implement Subsidized/Discounted Transit Program (Employer Pass)	low	\$7.30	\$\$\$
Implement Commute Trip Reduction Program (ETC Support)	high	\$0.02	\$
Community Based Travel Program (TDM Master Plan - Residential)	low	\$2.18	\$\$
E-Bike Subsidies	medium	\$2.09	\$\$
Implement Electric Bikeshare Program	low	\$8.24	\$\$\$
Implement Pedal (Non-Electric) Bikeshare Program	low	\$8.40	\$\$\$
Metro Joint Development – Affordable TOC Housing	medium	\$1.75	\$\$
Partnership Mitigation Actions			
Metrolink Service Expansion	high	\$0.45	\$
South Bay Cities Local Travel Network	medium	\$0.05	\$

Cost Effectiveness Key

\$ = < \$1.00

\$\$ = \$1.01-\$4.00

\$\$\$ = > \$4.00

Low

Medium

High

Mitigation Action Evaluation Criteria

- > Metro Direct Enforceability
- > Expansion of Existing Programs
- > Cost Effectiveness
- > Scalability
- > Incorporable into SHS Project
- > Speed of Delivery Timeframe
- > Benefits to EFCs/Low-Income Populations
- > Benefits to Populations Affected by VMT/Pollution Burdens
- > **NEWLY ADDED: Ease of Implementation**



Mitigation Action Evaluation Criteria

- > Metro Direct Enforceability
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- > Benefits to Populations Affected by VMT/Pollution Burdens
- > **NEWLY ADDED: Ease of Implementation**

15 Mitigation
Actions

Score = 3

Score = 2

Score = 1

Mitigation Action Evaluation Criteria

- > Metro Direct Enforceability
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- > Cost Effectiveness
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- > Incorporable into SHS Project
- > Speed of Delivery Timeframe
- > Benefits to EFCs/Low-Income Populations
- > Benefits to Populations Affected by VMT/Pollution Burdens
- > **NEWLY ADDED: Ease of Implementation**

15 Mitigation
Actions

Score = 3

Score = 2

Score = 1

Final Score

Mitigation Action Evaluation

Metro Mitigation Actions

Provide Bus Rapid Transit

Provide Bus Only Lanes

Increase Transit Service Frequency

Extend Transit Network Coverage or Hours

Expand Metro Micro

Implement Subsidized/Discounted Transit Program (UPass)

Implement Subsidized/Discounted Transit Program (Employer Pass)

Implement Commute Trip Reduction Program (ETC Support)

Community Based Travel Program (TDM Master Plan - Residential)

E-Bike Subsidies

Implement Electric Bikeshare Program

Implement Pedal (Non-Electric) Bikeshare Program

Metro Joint Development – Affordable TOC Housing

Partnership Mitigation Actions

Metrolink Service Expansion

South Bay Cities Local Travel Network

Mitigation Action Evaluation

								Benefits to Populations Affected by		
Metro Mitigation Actions	Metro Direct Enforceability	Expansion of Existing Programs	Cost Effectiveness	Scalability	Incorporable into Project	Speed of Delivery Timeframe	Benefits to EFCs/ Low-Income Populations	VMT/Pollution Burdens	Ease of Implementation	
Provide Bus Rapid Transit	1	3	2	3	2	1	2	3	1	
Provide Bus Only Lanes	1	3	3	3	2	1	2	3	3	
Increase Transit Service Frequency	3	3	3	3	2	3	2	3	3	
Extend Transit Network Coverage or Hours	3	3	3	2	2	3	3	3	3	
Expand Metro Micro	2	3	3	3	2	3	2	2	2	
Implement Subsidized/Discounted Transit Program (UPass)	2	3	1	2	2	2	3	3	3	
Implement Subsidized/Discounted Transit Program (Employer Pass)	2	3	1	1	2	2	3	3	3	
Implement Commute Trip Reduction Program (ETC Support)	2	3	3	2	3	3	2	3	3	
Community Based Travel Program (TDM Master Plan - Residential)	2	2	2	2	3	2	2	3	3	
E-Bike Subsidies	3	1	2	2	3	3	2	3	2	
Implement Electric Bikeshare Program	2	3	1	2	3	2	2	3	2	
Implement Pedal (Non-Electric) Bikeshare Program	2	3	1	2	3	2	2	3	2	
Metro Joint Development – Affordable TOC Housing	3	3	3	2	1	2	3	2	2	
Partnership Mitigation Actions										
Metrolink Service Expansion	2	3	3	3	2	2	2	3	2	
South Bay Cities Local Travel Network	1	2	3	2	2	2	2	2	2	

Mitigation Action Evaluation

								Benefits to EFCs/ Low-Income Populations	Benefits to Populations Affected by VMT/Pollution Burdens	Ease of Implementation
Metro Mitigation Actions	Metro Direct Enforceability	Expansion of Existing Programs	Cost Effectiveness	Scalability	Incorporable into Project	Speed of Delivery Timeframe				
Provide Bus Rapid Transit	1	3	2	3	2	1	2	3	1	
Provide Bus Only Lanes	1	3	3	3	2	1	2	3	3	
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Extend Transit Network Coverage or Hours	3	3	3	2	2	3	3	3	3	
Expand Metro Micro	2	3	3	3	2	3	2	2	2	
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South Bay Cities Local Travel Network	1	2	3	2	2	2	2	2	2	

Mitigation Action Evaluation

									Benefits to Populations Affected by VMT/Pollution Burdens	Ease of Implementation
Metro Mitigation Actions	Metro Direct Enforceability	Expansion of Existing Programs	Cost Effectiveness	Scalability	Incorporable into Project	Speed of Delivery Timeframe	Benefits to Low-Income Populations			
Provide Bus Rapid Transit	1	3	2	3	2	1	2		3	1
Provide Bus Only Lanes	1	3	3	3	2	1	2		3	3
Increase Transit Service Frequency	3	3	3	3	2	3	2		3	3
Extend Transit Network Coverage or Hours	3	3	3	2	2	3	3		3	3
Expand Metro Micro	2	3	3	3	2	3	2		2	2
Implement Subsidized/Discounted Transit Program (UPass)	2	3	1	2	2	2	3		3	3
Implement Subsidized/Discounted Transit Program (Employer Pass)	2	3	1	1	2	2	3		3	3
Implement Commute Trip Reduction Program (ETC Support)	2	3	3	2	3	3	2		3	3
Community Based Travel Program (TDM Master Plan - Residential)	2	2	2	2	3	2	2		3	3
E-Bike Subsidies	3	1	2	2	3	3	2		3	2
Implement Electric Bikeshare Program	2	3	1	2	3	2	2		3	2
Implement Pedal (Non-Electric) Bikeshare Program	2	3	1	2	3	2	2		3	2
Metro Joint Development – Affordable TOC Housing	3	3	3	2	1	2	3		2	2
Partnership Mitigation Actions										
Metrolink Service Expansion	2	3	3	3	2	2	2		3	2
South Bay Cities Local Travel Network	1	2	3	2	2	2	2		2	2

Highest-Ranked Mitigation Actions

Metro Mitigation Actions

- > Provide Bus Only Lanes
- > Increase Transit Service Frequency
- > Extend Transit Network Coverage or Hours
- > Expand Metro Micro
- > Implement Subsidized/Discounted Transit Program (UPass)
- > Implement Commute Trip Reduction Program (ETC Support)
- > Implement Community Based Travel Program (TDM Master Plan - Residential)
- > E-Bike Subsidies
- > Metro Joint Development – Affordable TOC Housing

Partnership Mitigation Actions


- > Metrolink Service Expansion



Considerations for Bank Implementation

What does it mean to be “in the Bank”?

Costs of implementing
the Mitigation Action
can be **shared among
multiple SHS projects**



Considerations for Bank Implementation

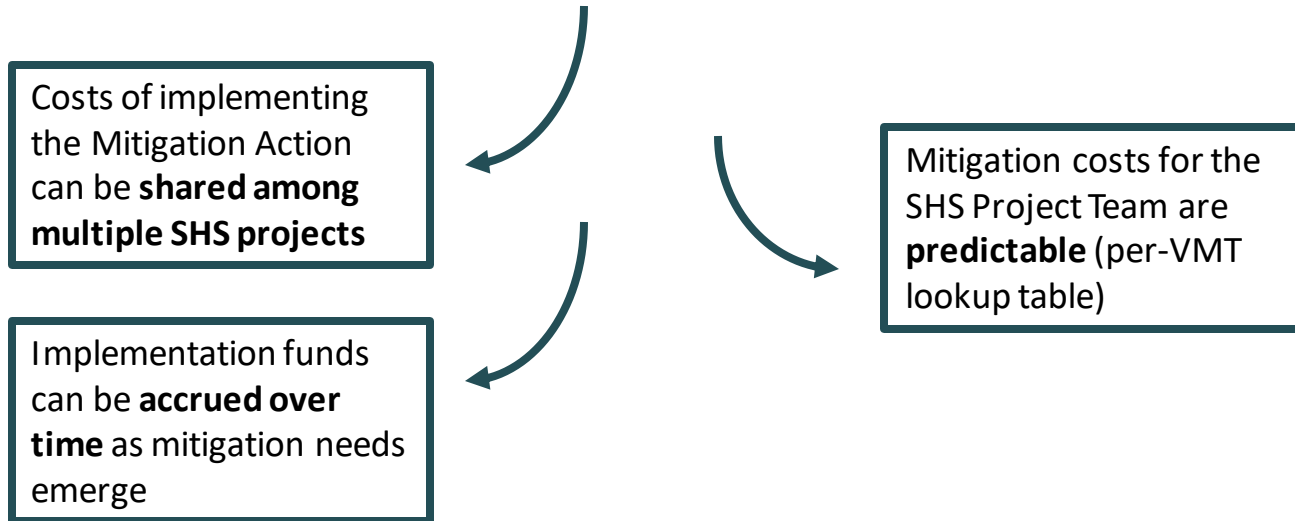
What does it mean to be “in the Bank”?

Costs of implementing the Mitigation Action can be **shared among multiple SHS projects**

Mitigation costs for the SHS Project Team are **predictable** (per-VMT lookup table)

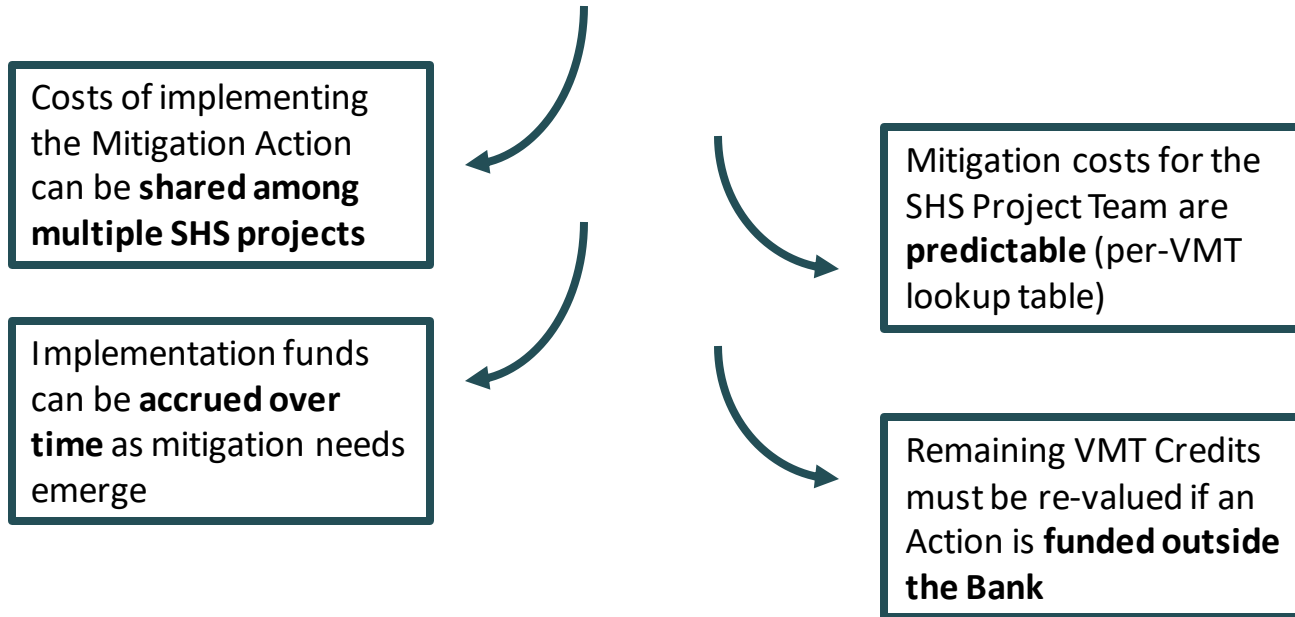
Considerations for Bank Implementation

What does it mean to be “in the Bank”?



Considerations for Bank Implementation

What does it mean to be “in the Bank”?



Next Steps

Project Schedule

WE
ARE
HERE

2022

2023

2024

Spring

Project Initiation

Policy Research

Summer/Fall

Quantification
Methods

Model Testing

HPMS Analysis

PDT Coordination

Winter/Spring

Development of
Mitigation Action
Evaluation Criteria

Development of
Program Framework
Options

Summer

Mitigation Action
Selection & Analysis

Program Framework
Selection

Tool Development

Fall

Tool Training

Program Development

Winter

Program
Development

Spring

Metro Committee
Presentations

Metro Board
Presentations

Program Adoption



ONGOING STAKEHOLDER OUTREACH



Stay Connected!



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Stakeholder Meeting #1 Recap

We asked: What types of VMT-reducing actions should Metro consider?

We heard:

- > More shared mobility options
- > Neighborhood-oriented development options
- > Fareless transit

Other key feedback:

- > Importance of safety & security across the system
- > Questions about Metro's role in highway projects
- > Questions about treatment of large arterials in this program

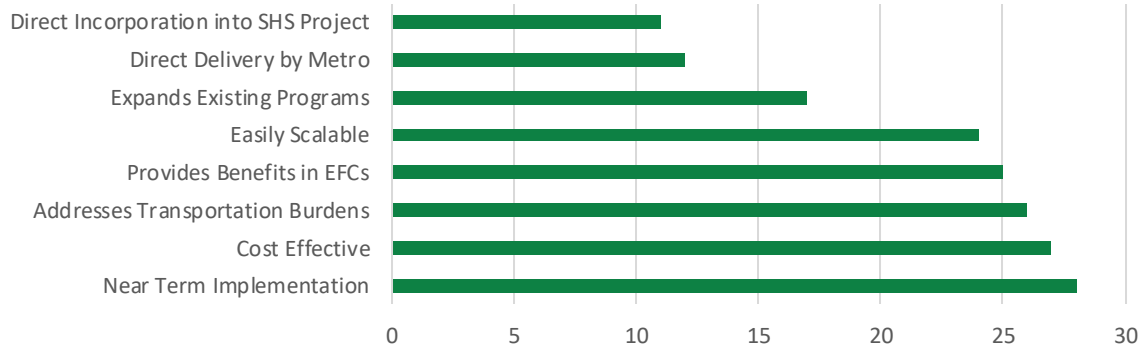


Stakeholder Meeting #2 Recap

We asked: How should Metro prioritize VMT-reducing actions in this program?

We heard:

Overall Feedback on "Important" or "Very Important"
Prioritization Criteria (combined in-person & web survey)

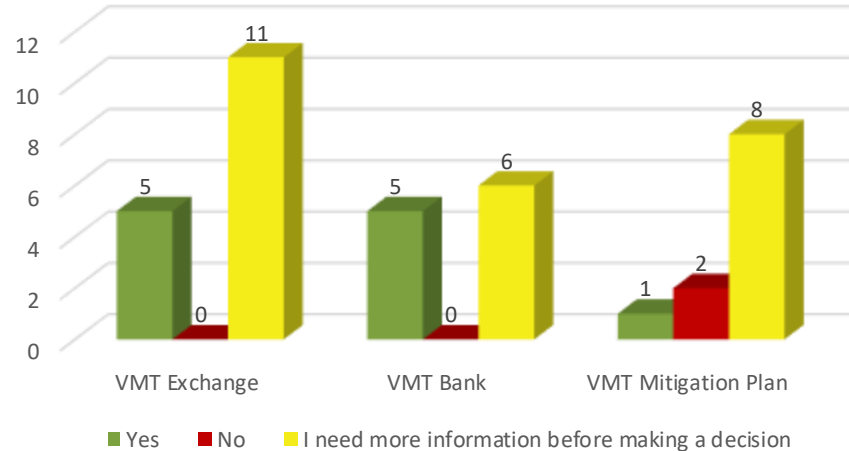


Stakeholder Meeting #3 Recap

We asked: Would you support the VMT Exchange, Bank, and/or VMT Mitigation Plan frameworks? Why or why not?

We heard:

Stakeholder Input - Framework Type



Stakeholder Meeting #3 Recap

We asked: Would you support the VMT Exchange, Bank, and/or VMT Mitigation Plan frameworks? Why or why not?

We heard:

> **Exchange:**

- Simple, expeditious
- Menu could become exhausted

> **Bank:**

- Avoid flaws of Cap & Trade, geographic equity concerns

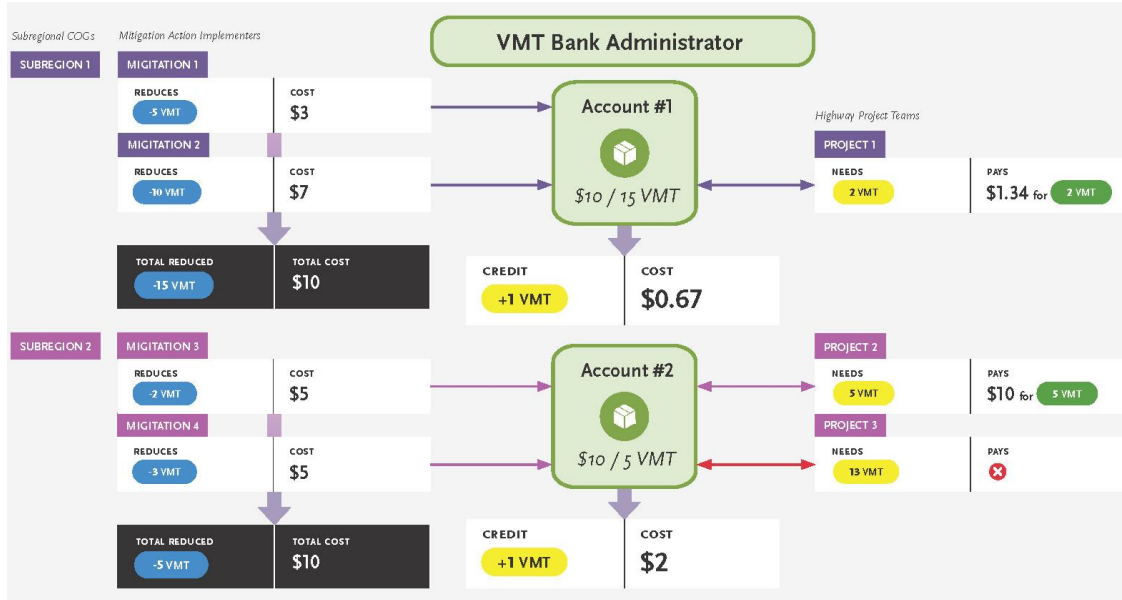
> **Plan:**

- Concerned about “extra” CEQA, may be difficult to explain to the public, lack of flexibility



Stakeholder Meeting #4 Recap

We shared: VMT Mitigation Bank framework, with and without Subregional Accounts



Policy Working Group #7 Feedback

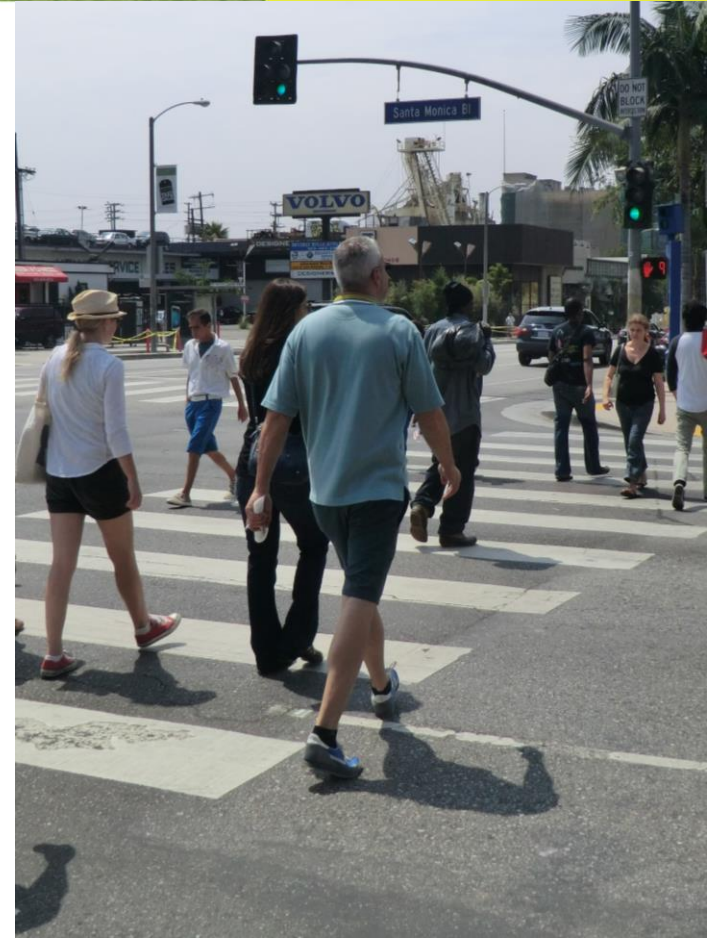
We shared: VMT Mitigation Bank framework, with and without Subregional Accounts

We heard:

- > No red flags on this approach

Should consider:

- > Importance of timing & concurrency
- > Assurances of additionality
- > Need for third-party oversight



Metro Board Feedback

- > Presented a broad overview of the VMT Mitigation Program to the full Board of Directors on July 27th.
- > Presented on quantification methodology and project cost implications to Planning & Programming committee on September 20th
- > The hybrid methodology, as described previously, is Metro's initial path forward and we will be working through the technical details at a project level with Caltrans HQ.
- > Concerns voiced from Board Directors about equity, mitigation costs, geographic equity, and joint development program opportunities.



Metro Staff Feedback

- > Met with implementing departments for all mitigation actions to develop cost estimates and refine implementation approach
 - Transit service planning
 - Fare programs
 - Metro Micro
 - Mobility corridors
 - ETC support program
 - Bikeshare
 - TDM Policy & Initiatives
 - Transit oriented communities
 - SBCCOG

