

Welcome!

We will begin in a few moments.

Vehicle Miles Traveled (VMT) Mitigation Program
Stakeholder Meeting #2

June 13, 2023



VEHICLE MILES TRAVELED (VMT) MITIGATION PROGRAM
STAKEHOLDER MEETING #2
JUNE 13, 2023

Housekeeping

Today's meeting is being recorded.



Attendee cameras are off and microphones are muted.



During the meeting, comments can be submitted using the Q&A icon.



To make verbal comments or questions following the presentation, please use the 'raise hand' icon. If you are joining by phone, you can **Raise Hand using *9** and **Mute/Unmute using *6**



For technical support, call or text 949.584.7009.

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project. To provide a safe and equitable process, we are asking for your help.

During this meeting, please:

- > Respect the format of the meeting and allow everyone an opportunity to comment
- > Turn off cell phones and background noise when speaking
- > Treat fellow community members, agency representatives, Metro staff and others with respect
- > Address all comments to Metro staff and consultants – not to other attendees
- > Maintain a conversational tone

**Metro has a plan to make it easier to get around LA.
As part of that plan, Metro is working to develop a
framework to reduce and offset impacts from highway
projects and provide greater mobility options
throughout the county.**

Staff Introductions



Julio Perucho

Project Manager,
Complete Streets &
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Paul Backstrom

Deputy Project
Manager, Long Range
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**Jefferson Isaí
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Manager, Community
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**Erica Boatman-
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MBI Media
Project Manager,
Outreach



Chelsea Richer

Fehr & Peers
Project Manager



Agenda

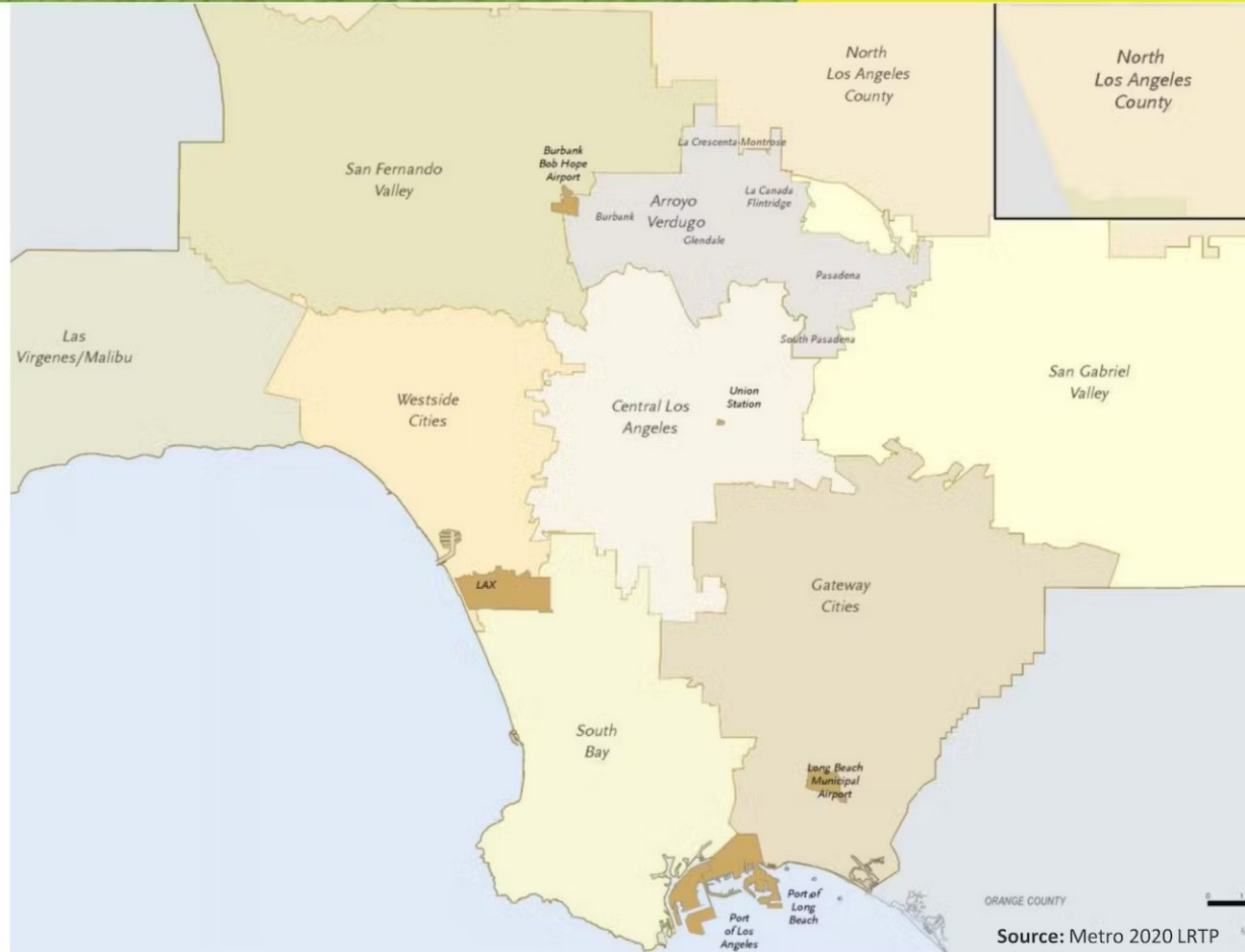
- I. Project Background
- II. Stakeholder Meeting 1 Recap
- III. Evaluating & Prioritizing VMT Mitigation Actions
- IV. Q&A
- V. Future Meetings

Instructions

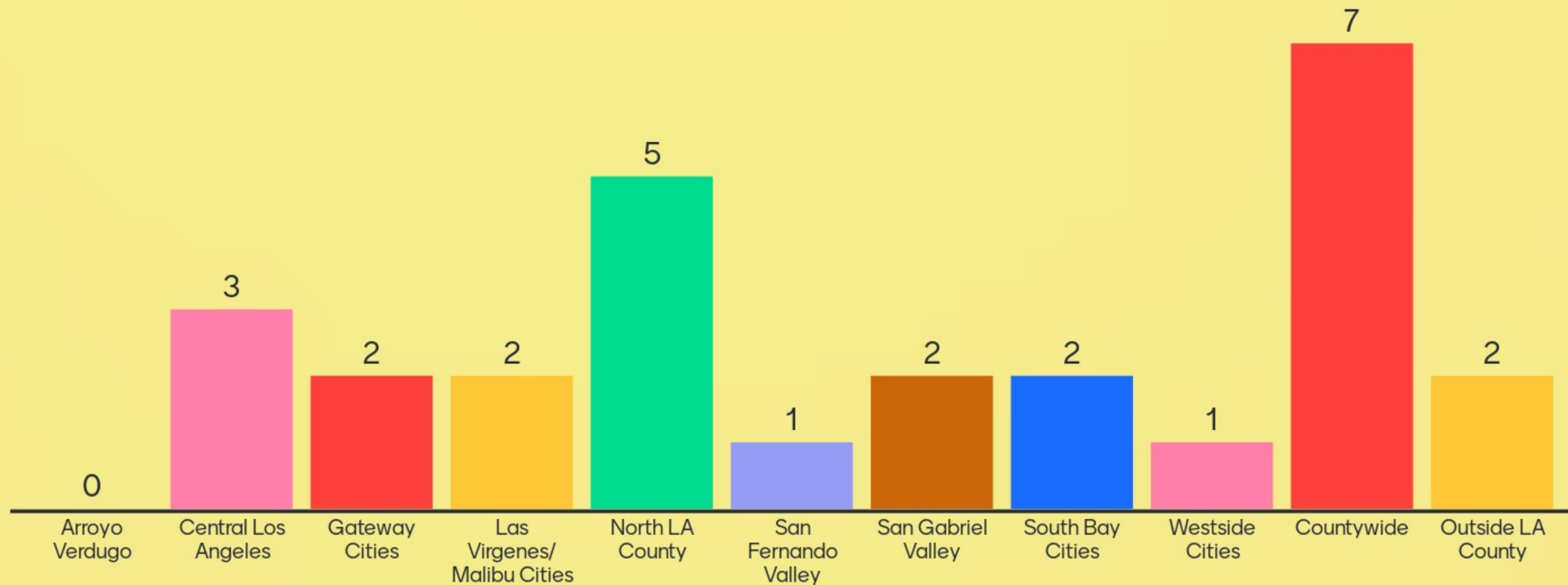
Poll – Stakeholder Representation

> What Metro region or subregion(s) do you represent?

- > Arroyo Verdugo
- > Central Los Angeles
- > Gateway Cities
- > Las Virgenes/Malibu Cities
- > North County
- > San Fernando Valley
- > San Gabriel Valley
- > South Bay Cities
- > Westside Cities
- > Countywide
- > Outside LA County



What Metro region or subregion(s) do you represent?



Relevant Terminology

- > **VMT** refers to **vehicle miles traveled**, which measures how much driving is happening in the county.
- > **LOS** refers to *level of service*, which measures congestion and delay for drivers.
- > **CEQA** refers to the *California Environmental Quality Act*, which requires projects to identify significant environmental impacts.



Measure R & M Commitments

- > Measures R & M include multi-modal project lists, and include some roadway projects that are likely to increase VMT, causing a CEQA impact.
- > Despite this, the package of roadway projects are likely to:
 - Improve **travel time for drivers**
 - Improve **access to opportunity**
 - Improve **safety**
 - Improve **truck corridors**
- > Metro Objectives for Multimodal Highway Investment further incorporate a focus on improving equity outcomes



- > Metro's highway projects include elements that:
 - **Improve travel time**
 - Most transit riders are low-income but most low-income individuals drive (81% of workers drive vs 7% transit); improvements benefit both
 - **Improve access to opportunity**
 - Due to built environment, vehicles greatly improve mobility for low-income individuals
 - **Improve safety**
 - Address geometric bottlenecks or antiquated highway designs which reduce collision severity & frequency
 - **Improve truck corridors**
 - Freight is an economic engine in Southern California providing jobs & opportunity
- > Metro Objectives for Multimodal Highway Investment incorporate a focus on improving equity outcomes

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

This program strives to ease traffic...

Better Transit

Transit Projects

Bus Improvements

New Mobility Options

Less Congestion

Roadway Improvements

Congestion Management

*Improved and Efficient Goods
Movement*

Complete Streets

Bike and Pedestrian Projects

Local Street Improvements

*Station and Stop Access
Enhancements*

Access to Opportunity

Workforce Initiatives

*Support for Local
Businesses*

*Transit Oriented
Communities*

...and it may serve many other Metro priorities

Better Transit

Transit Projects

Bus Improvements

New Mobility Options

Less Congestion

Roadway Improvements

Congestion Management

Improved and Efficient Goods Movement

Complete Streets

Bike and Pedestrian Projects

Local Street Improvements

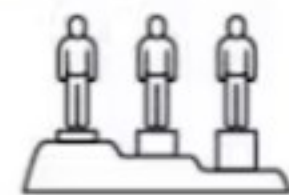
Station and Stop Access Enhancements

Access to Opportunity

Workforce Initiatives

Support for Local Businesses

Transit Oriented Communities



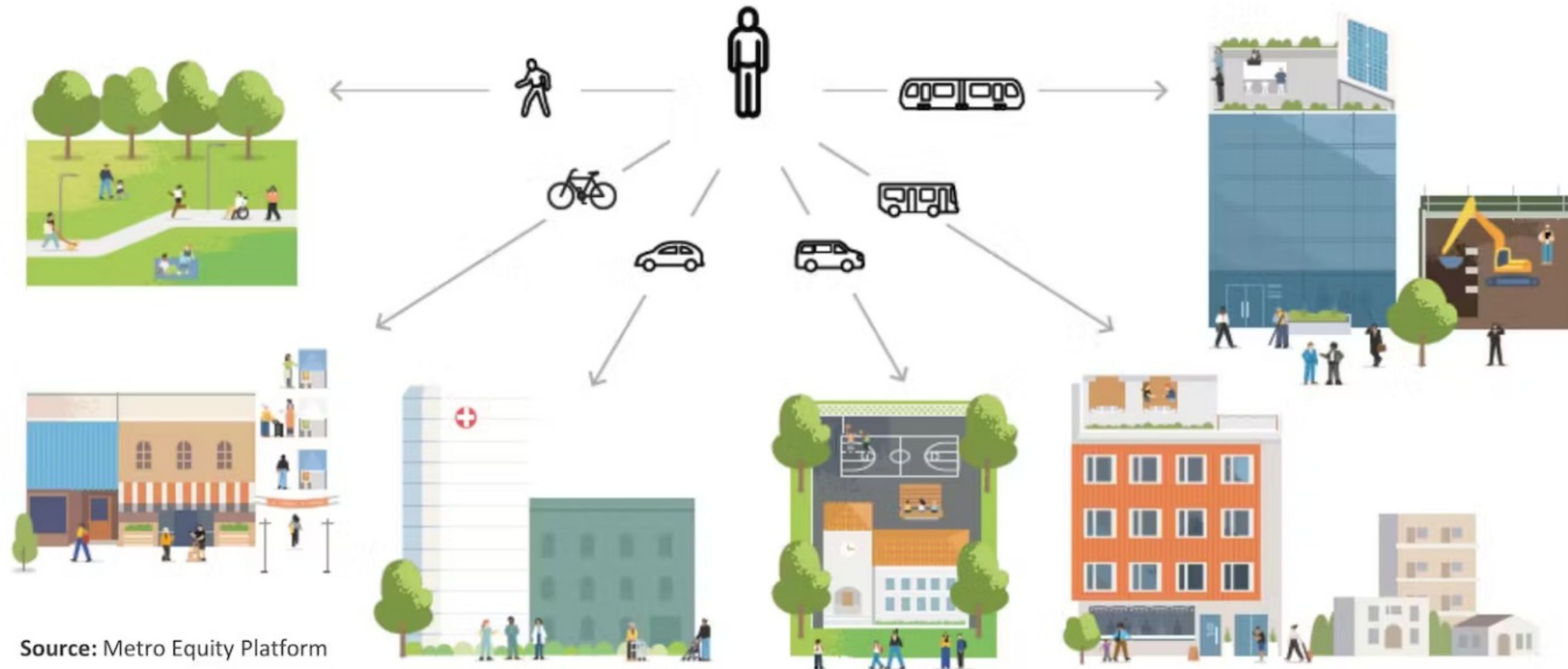
Equity



Sustainability

Metro's Definition of Equity

Equity is both **an outcome** and a **process** to address racial, socioeconomic, and gender disparities to ensure **fair and just access to opportunities** such as jobs, housing, education, mobility options, and healthier communities.



Source: Metro Equity Platform

Equity Focus Communities (EFCs)

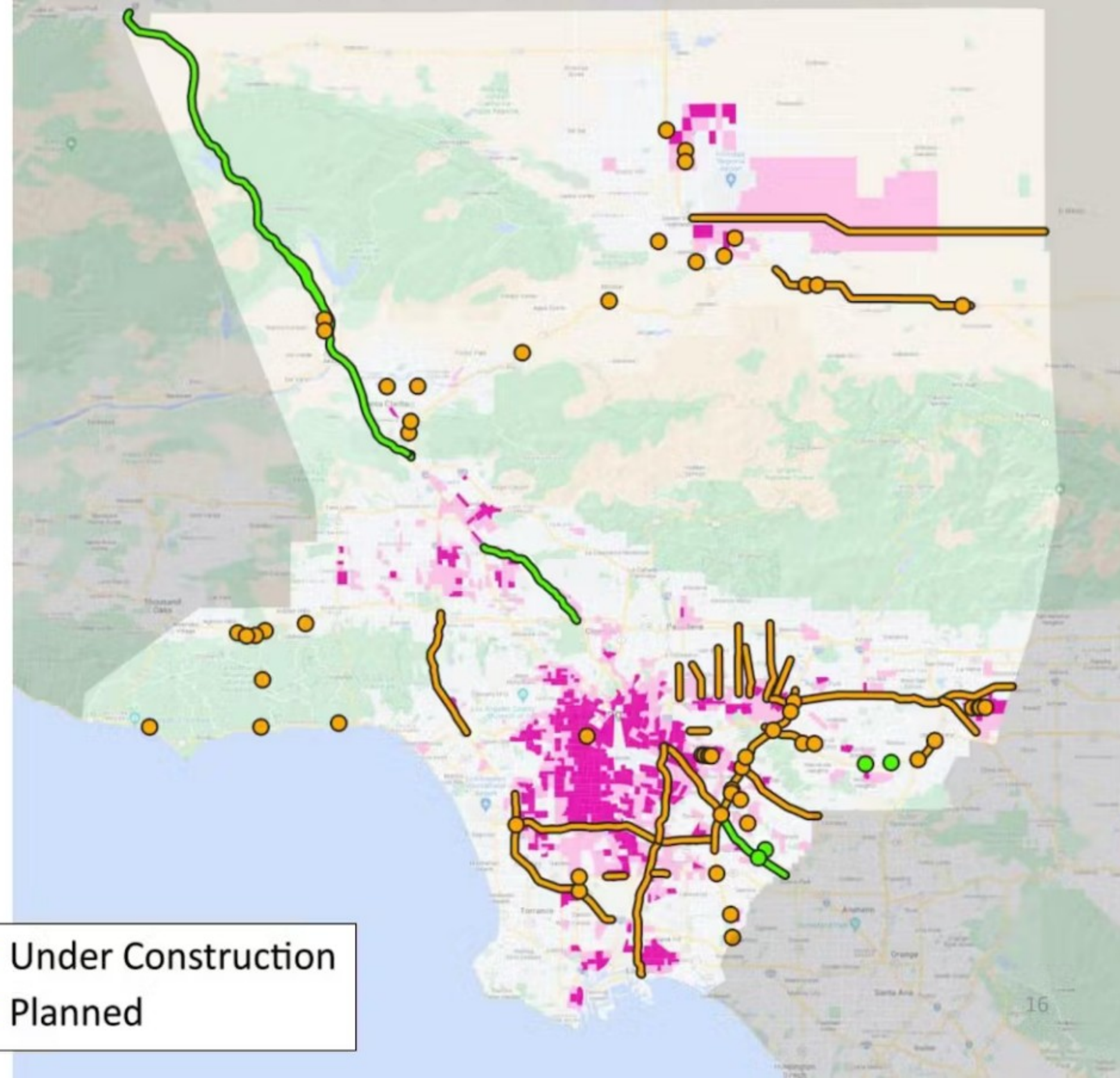
An **equity** focus requires ensuring access to opportunity for all.

Metro created the EFC designation in 2019 to help identify where transportation needs are greatest. The updated 2022 EFC Index Map considers the concentration of three characteristics:

- Low-income households;
- Black, Indigenous, and other People of Color (BIPOC) residents; and
- Households with no access to a car.

Within this index, the top two quintiles ("High Need" and "Very High Need") are designated EFCs.

Source: Metro Office of Equity & Race; Complete Streets & Highways Division



- Under Construction
- Planned

Let's Engage

1. Provide information on the development of the program and key decisions
2. Learn about stakeholder priorities for ways to reduce VMT
3. Solicit input on selecting and weighting criteria for evaluating VMT reduction options
4. Solicit input on program framework

Last Time

Stakeholder Meeting #1 Recap

Key Themes:

- > Importance of safety and security at stations and on public transit
- > Inclusion of more shared mobility options
- > Neighborhood-oriented development options, to encourage short-distance trips
- > Inclusion of fareless transit
- > Questions about Metro's role in highway projects
- > Inquiry about whether large thoroughfares such as La Cienega Blvd. would be considered to be highway projects



Let's Engage

1. Provide information on the development of the program and key decisions

2. Learn about stakeholder priorities for ways to reduce VMT

3. Solicit input on selecting and weighting criteria for evaluating VMT reduction options

← Today

4. Solicit input on program framework

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: Affordable housing; transit-oriented housing; transit-oriented mixed-use "15-minute neighborhoods"

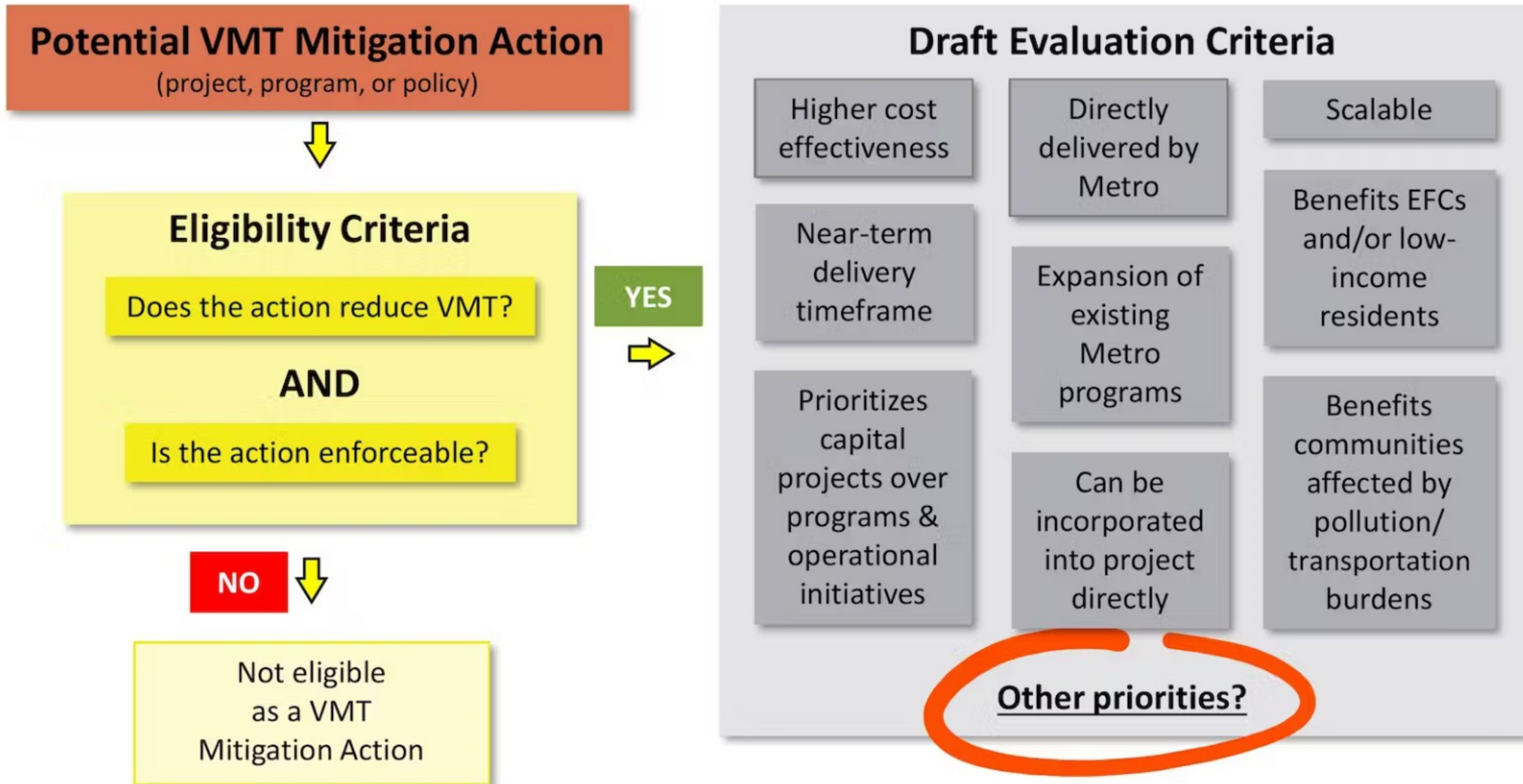
Land Use



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

Pricing

Deciding Which Strategies to Pursue

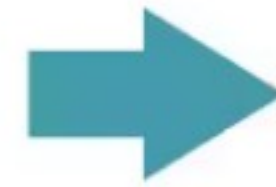


Instructions

Maximizing the amount of VMT that can be reduced for the least amount of money.

Considerations: In emphasizing cost effectiveness...

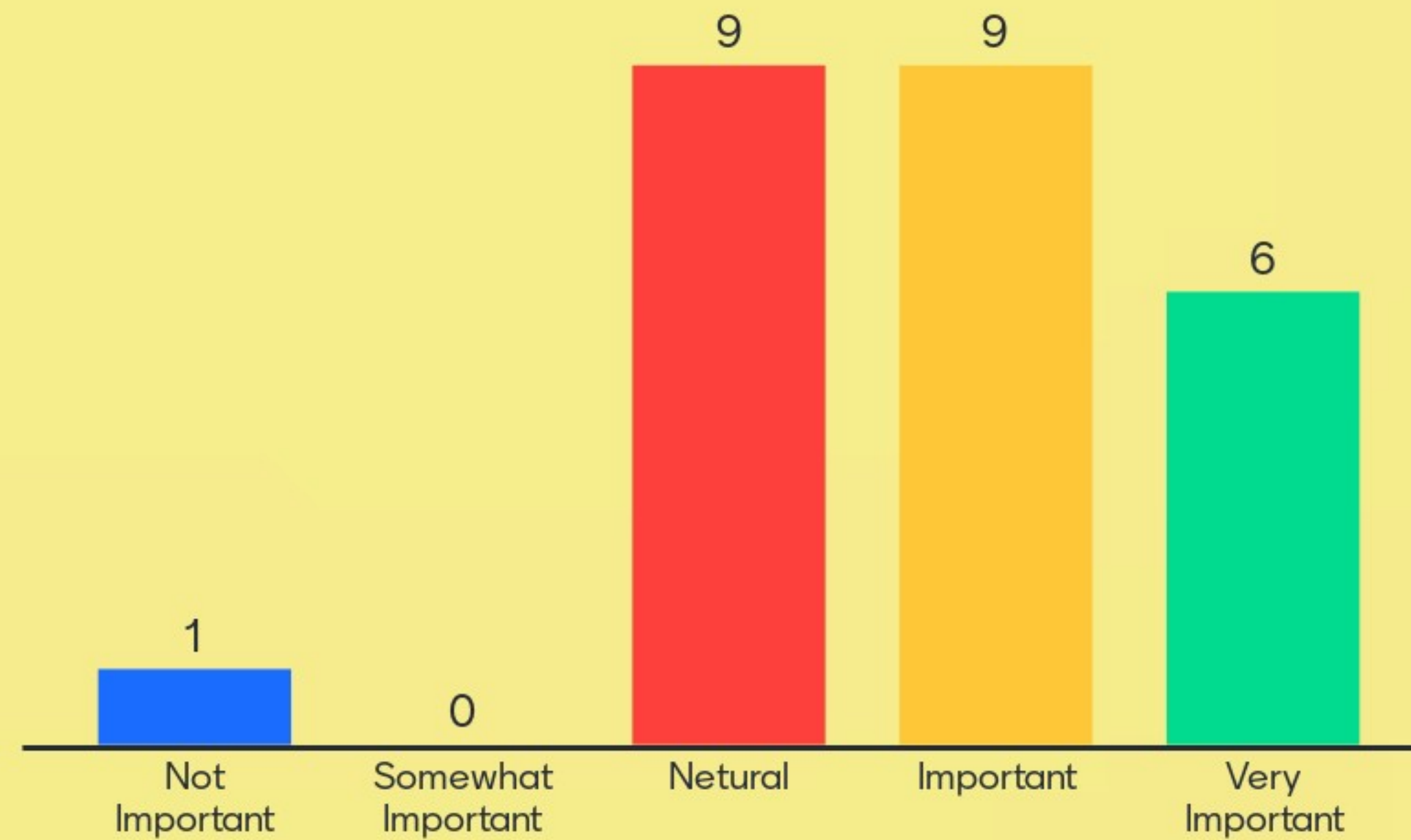
- The program may de-emphasize expensive capital improvements that aren't shown to reduce much VMT.
- The program may not confer as many benefits to people who are already riding transit / not driving.



How important is it to you that the Mitigation Program...

- Prioritizes strategies that are cost effective?

How important is it to you that the Mitigation Program *prioritizes strategies that are cost effective?*



Mitigation actions can be implemented quickly and VMT reduction benefits accrue quickly

Considerations: In emphasizing near term delivery...

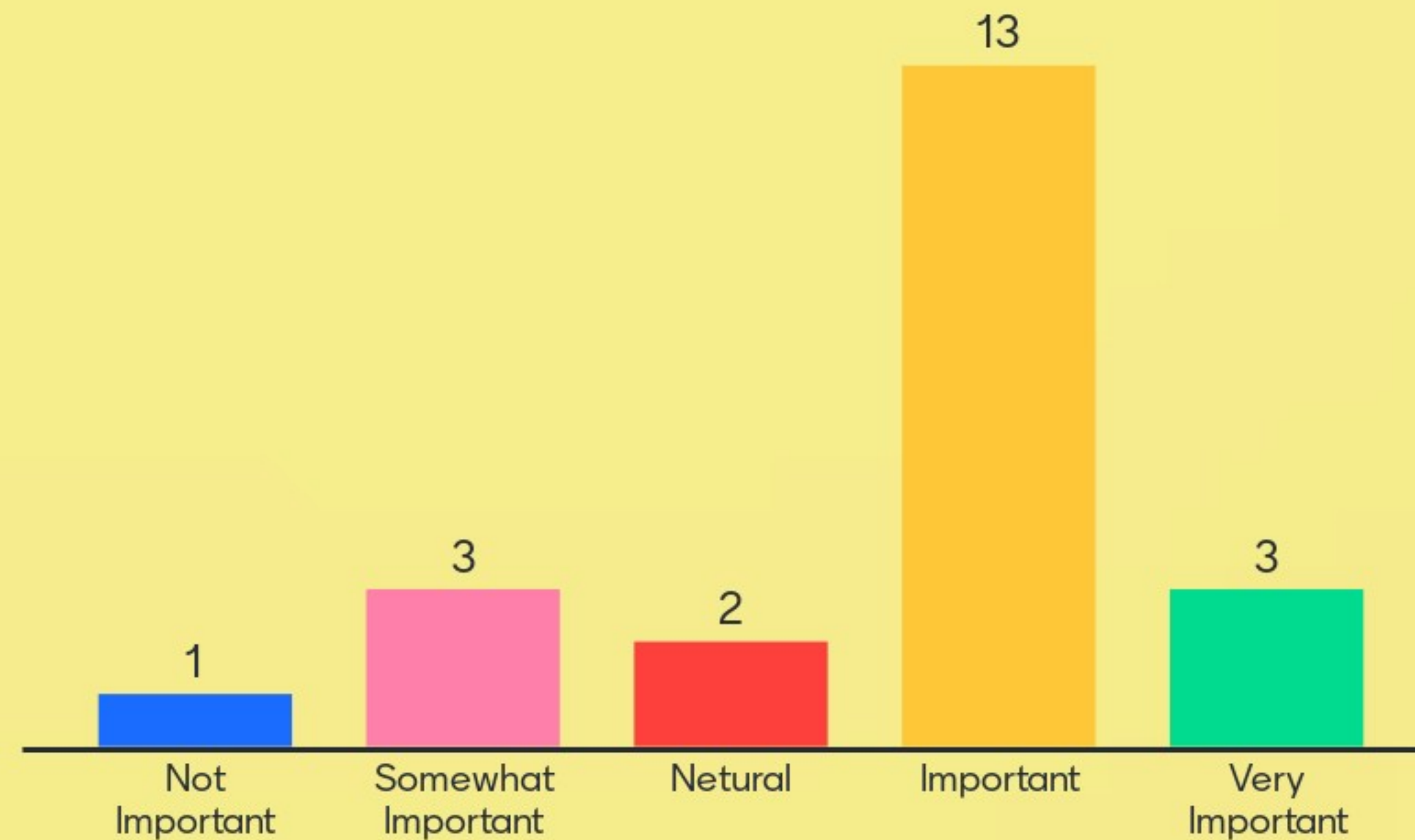
- The program may de-emphasize strategies that take a longer time to implement



How important is it to you that the Mitigation Program...

- Prioritizes strategies that can be delivered in the near-term?

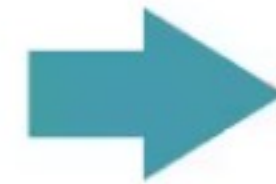
How important is it to you that the Mitigation Program *prioritizes strategies that can be delivered in the near-term?*



Projects that can be built once and will produce VMT reduction are prioritized over mitigation actions that must be funded year over year

Considerations: In emphasizing capital projects over programs and operations...

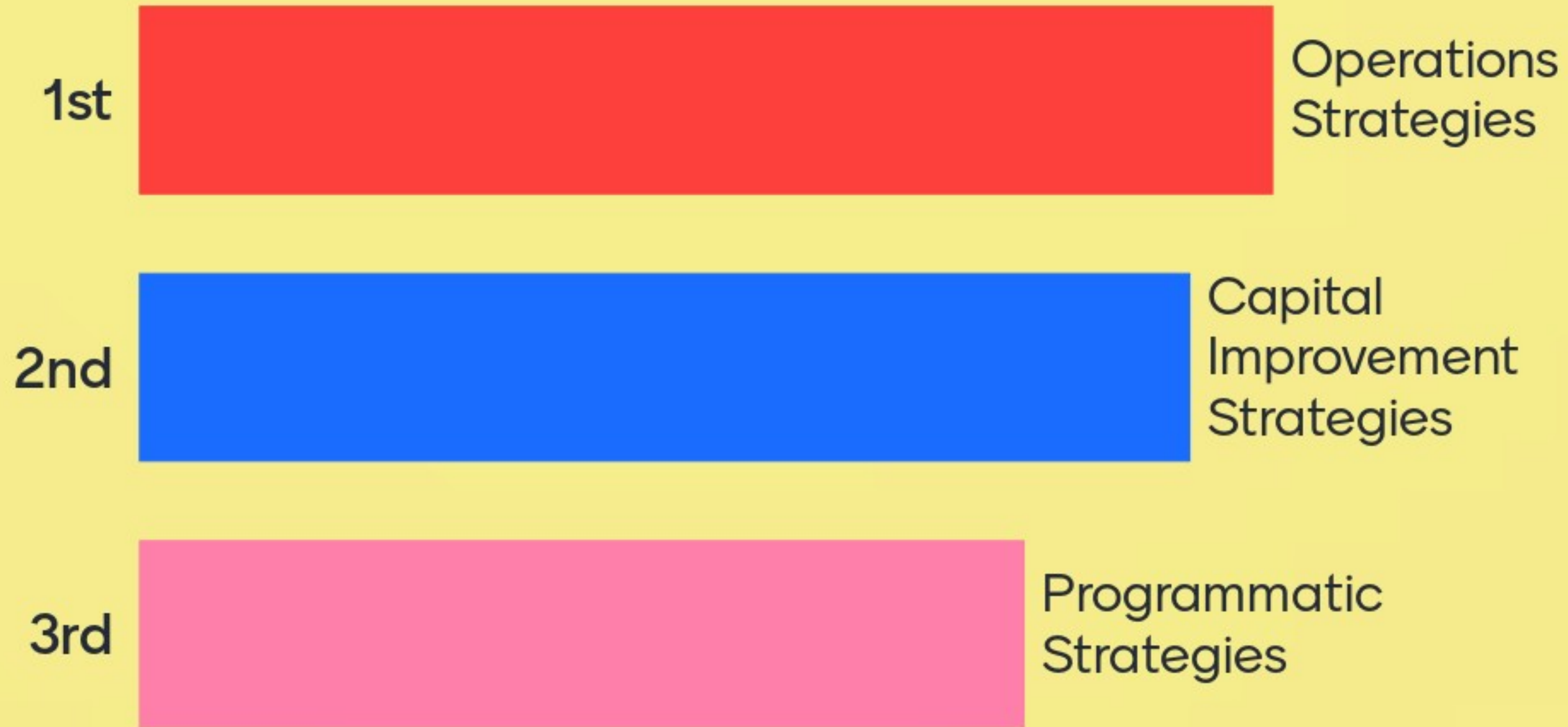
- The program may de-emphasize effective programmatic options like transit pass programs
- The program may require longer lead times – in tension with the goal of prioritizing near term strategies



How important is it to you that the Mitigation Program...

- Prioritizes capital improvement strategies over programmatic or operations strategies?

Rank which strategies is most important to you that the Mitigation Program should prioritize.

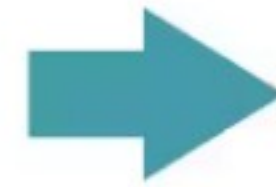


Direct Delivery by Metro

Projects that can be directly implemented by Metro and do not require partnerships or actions by other entities, streamlining the implementation

Considerations: In emphasizing strategies that can be directly delivered by Metro...

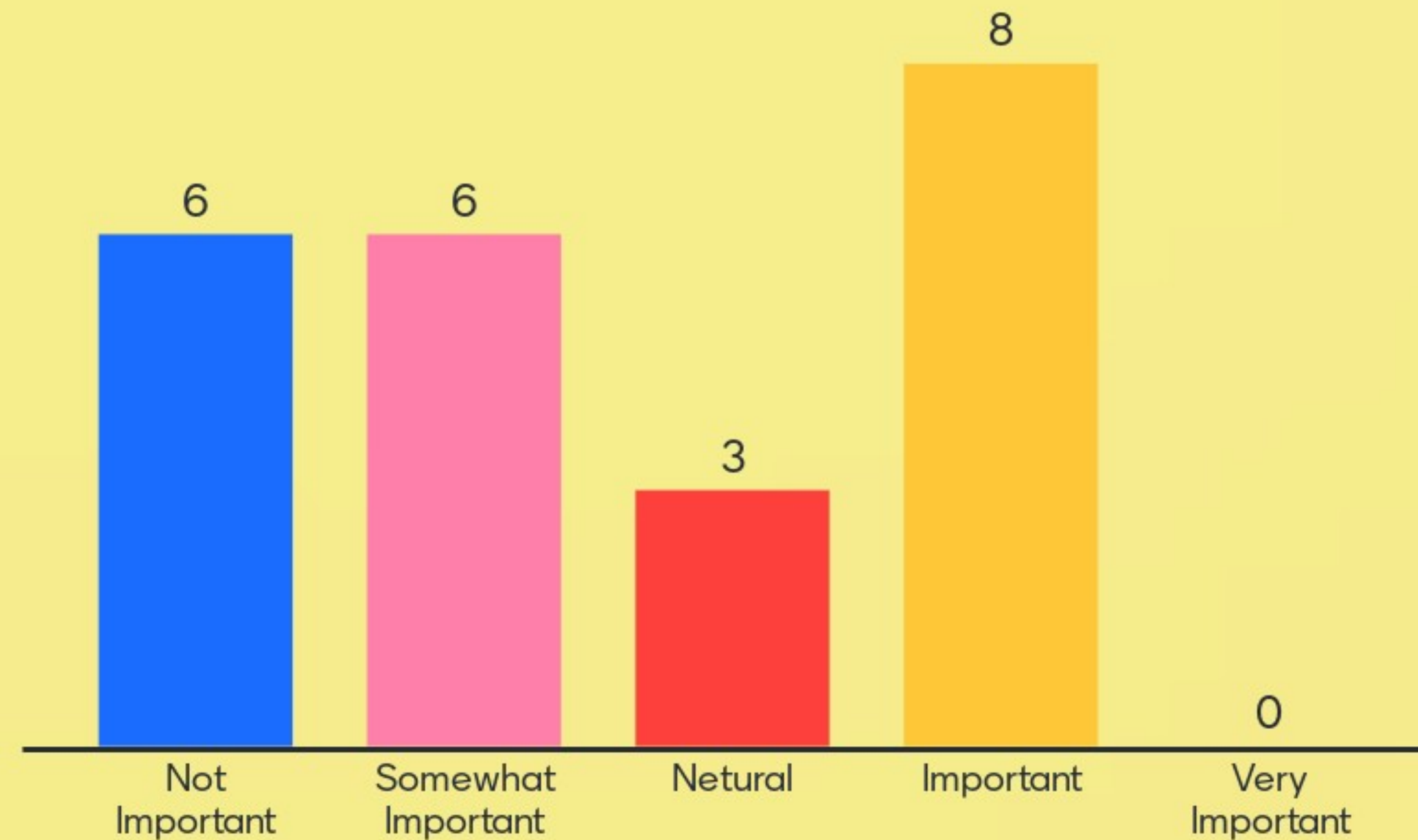
- The program may de-emphasize viable strategies that require partnerships, like local roadway projects or land use projects



How important is it to you that the Mitigation Program...

- Prioritizes strategies that can be directly delivered by Metro?

How important is it to you that the Mitigation Program *prioritizes strategies that can be directly delivered by Metro?*



Expansion of Existing Metro Programs

Strategies that expand one or more of Metro's existing suite of projects and programs, to provide the same kinds of mobility benefits to more people

Considerations: In emphasizing strategies that expand projects/programs that Metro already provides...

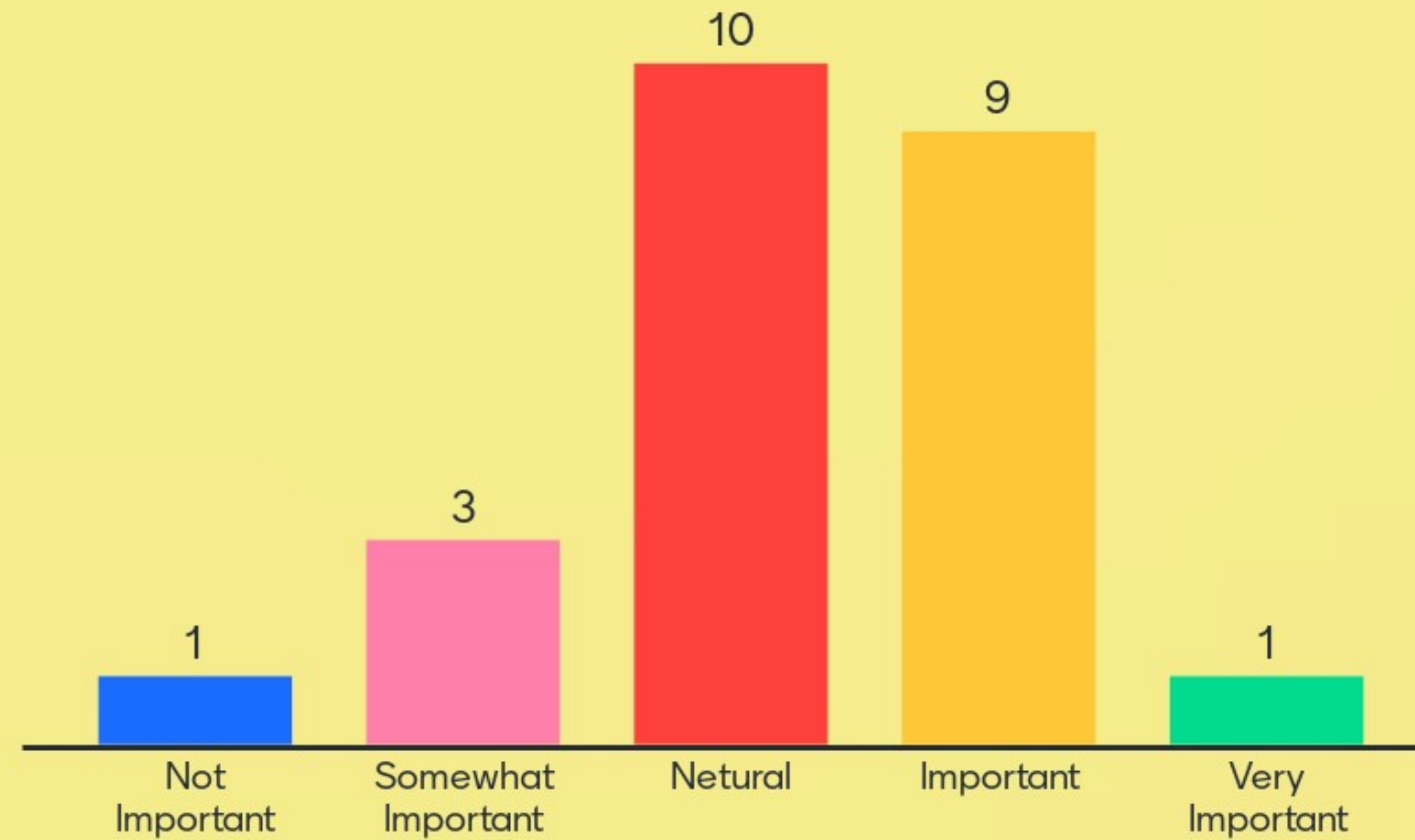
- The program may de-emphasize pilot programs, exploratory ideas, or unproven VMT reduction strategies



How important is it to you that the Mitigation Program...

- Prioritizes strategies that expand projects/programs that Metro already provides?

How important is it to you that the Mitigation Program *prioritizes strategies that expand projects/programs that Metro already provides?*



Incorporation of Action Directly into Project

Strategies that can be incorporated directly into a highway project and completed along the same time frame, such as a rapid bus route that runs in the center of a highway corridor

Considerations: In emphasizing strategies that can be incorporated directly into a highway project...

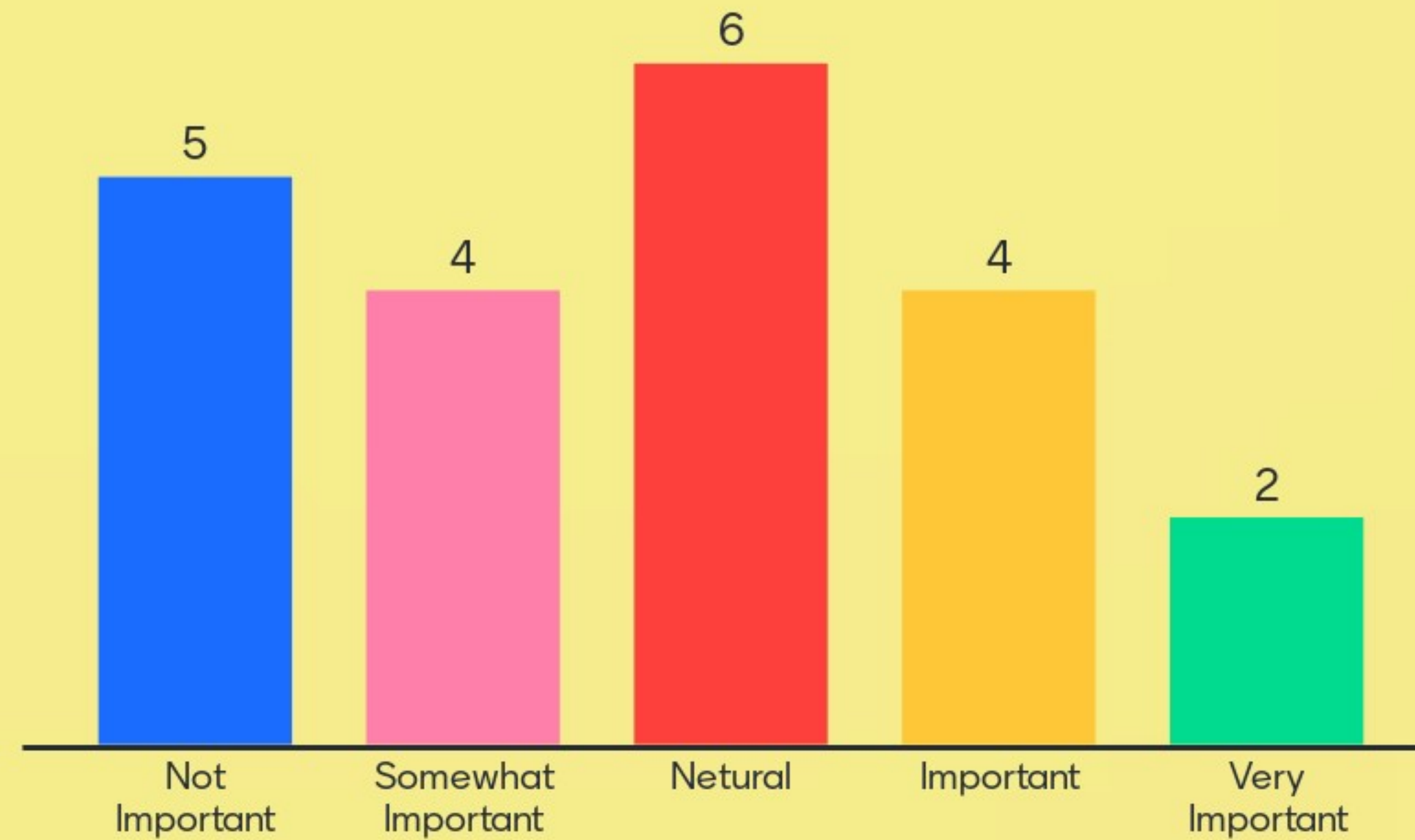
- The program may not confer as many mobility benefits to communities that do not have a highway investment programmed



How important is it to you that the Mitigation Program...

- Prioritizes strategies that can be directly incorporated into the highway project?

How important is it to you that the Mitigation Program *prioritizes strategies that can be directly incorporated into the highway project?*



Projects that can be scaled as additional funding becomes available, providing geographic coverage across LA County

Considerations: In emphasizing strategies that are easily scalable...

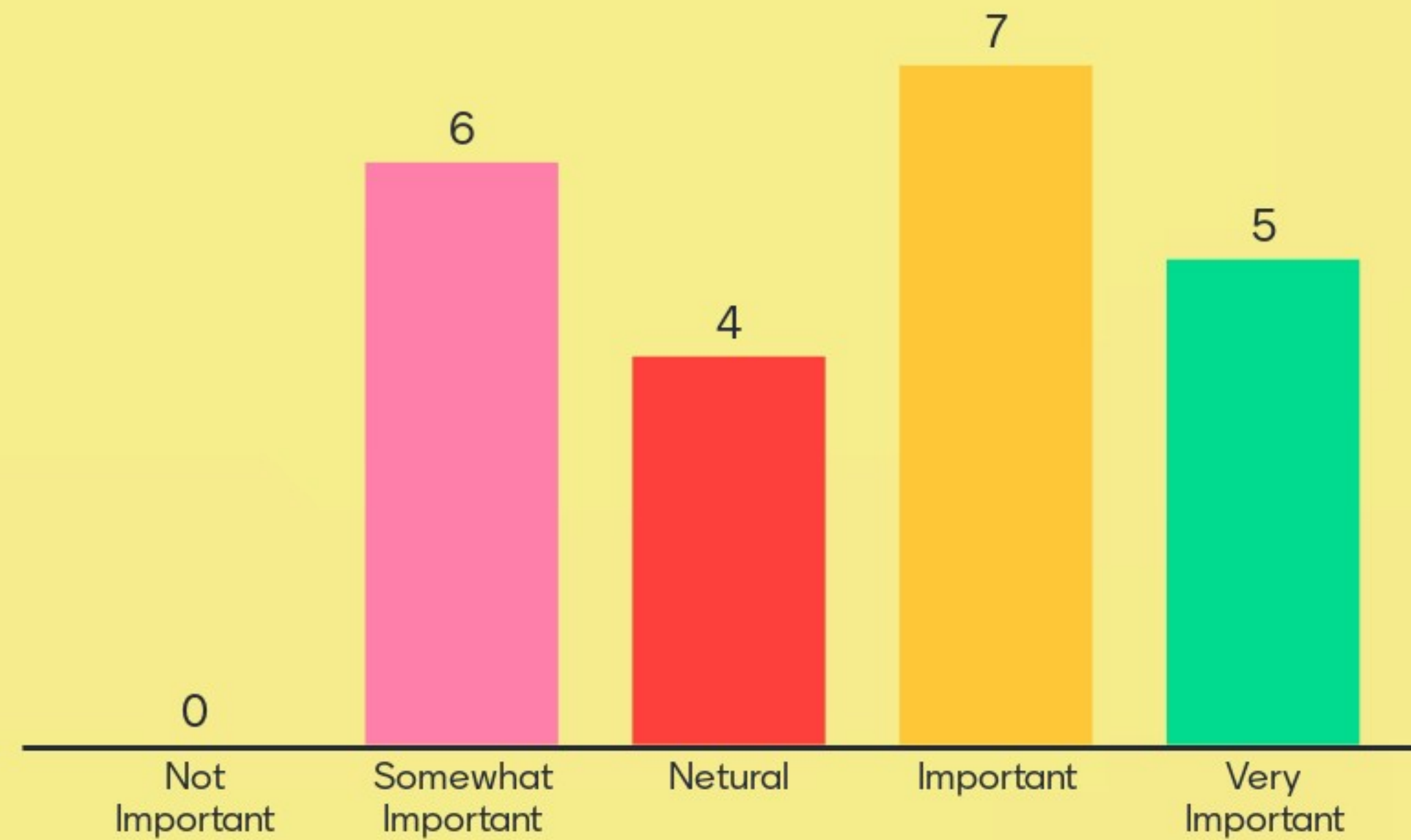
- The program may de-emphasize capital improvements, which are not as easy to scale across geographic coverage



How important is it to you that the Mitigation Program...

- Prioritizes strategies that are easily scalable?

How important is it to you that the Mitigation Program *prioritizes strategies that are easily scalable?*

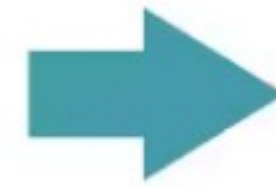


Benefits EFCs and/or Low-Income Residents

Strategies that are implemented in EFCs first, and/or have eligibility constraints to ensure benefits accrue to low-income residents

Considerations: In emphasizing strategies that benefit EFCs and/or low-income residents...

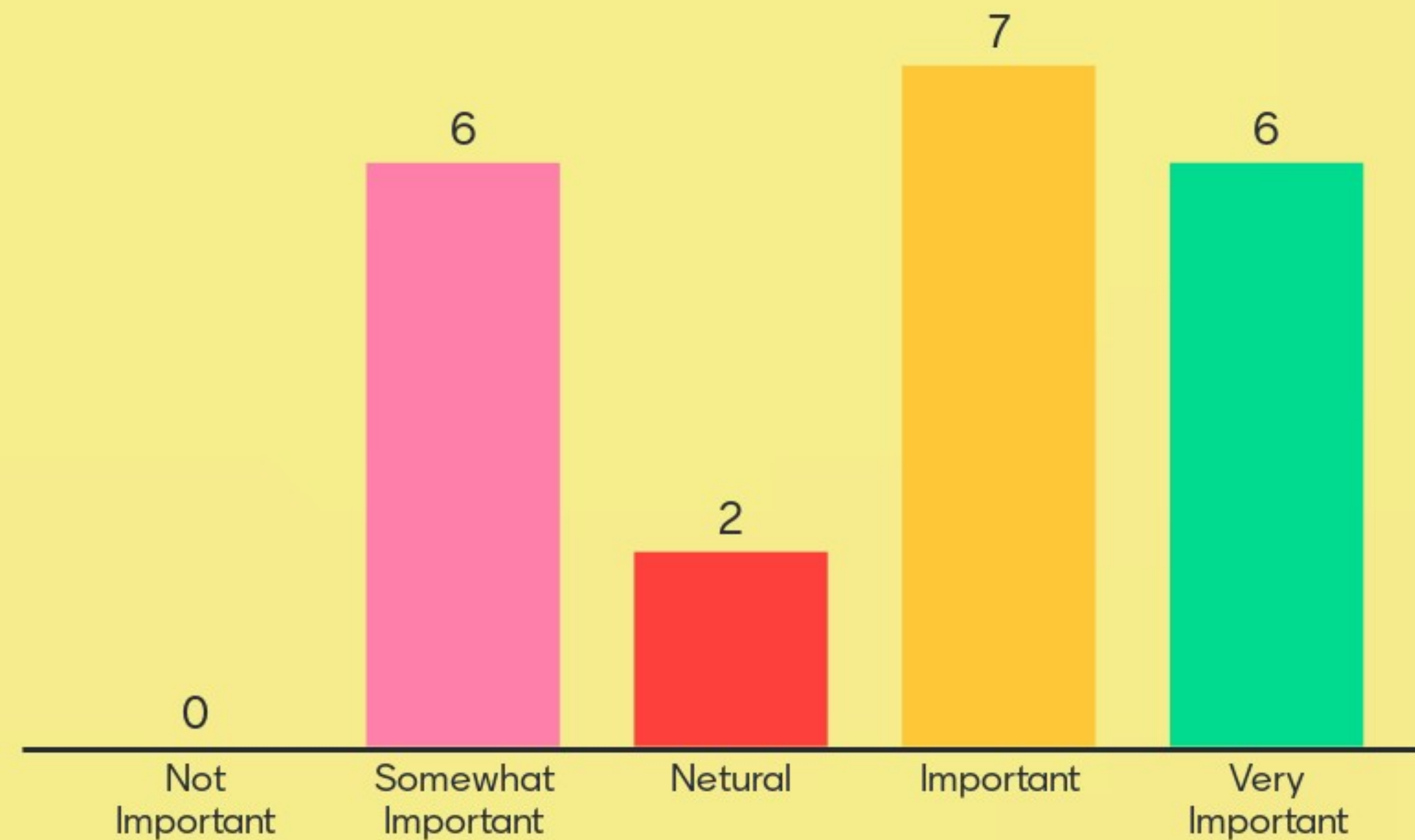
- The program may result in less cost-efficient VMT reduction, because on average, EFCs and low-income individuals generate VMT at a lower rate than high-income individuals and non-EFCs



How important is it to you that the Mitigation Program...

- Prioritizes strategies that benefit people who live in EFCs and/or low-income residents?

How important is it to you that the Mitigation Program *prioritizes strategies that benefit people who live in EFCs and/or low-income residents?*

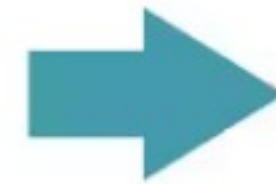


Benefits Communities Impacted by Transportation Burdens

Projects provide benefits to communities impacted by transportation burdens

Considerations: In emphasizing strategies that benefit communities impacted by transportation burdens...

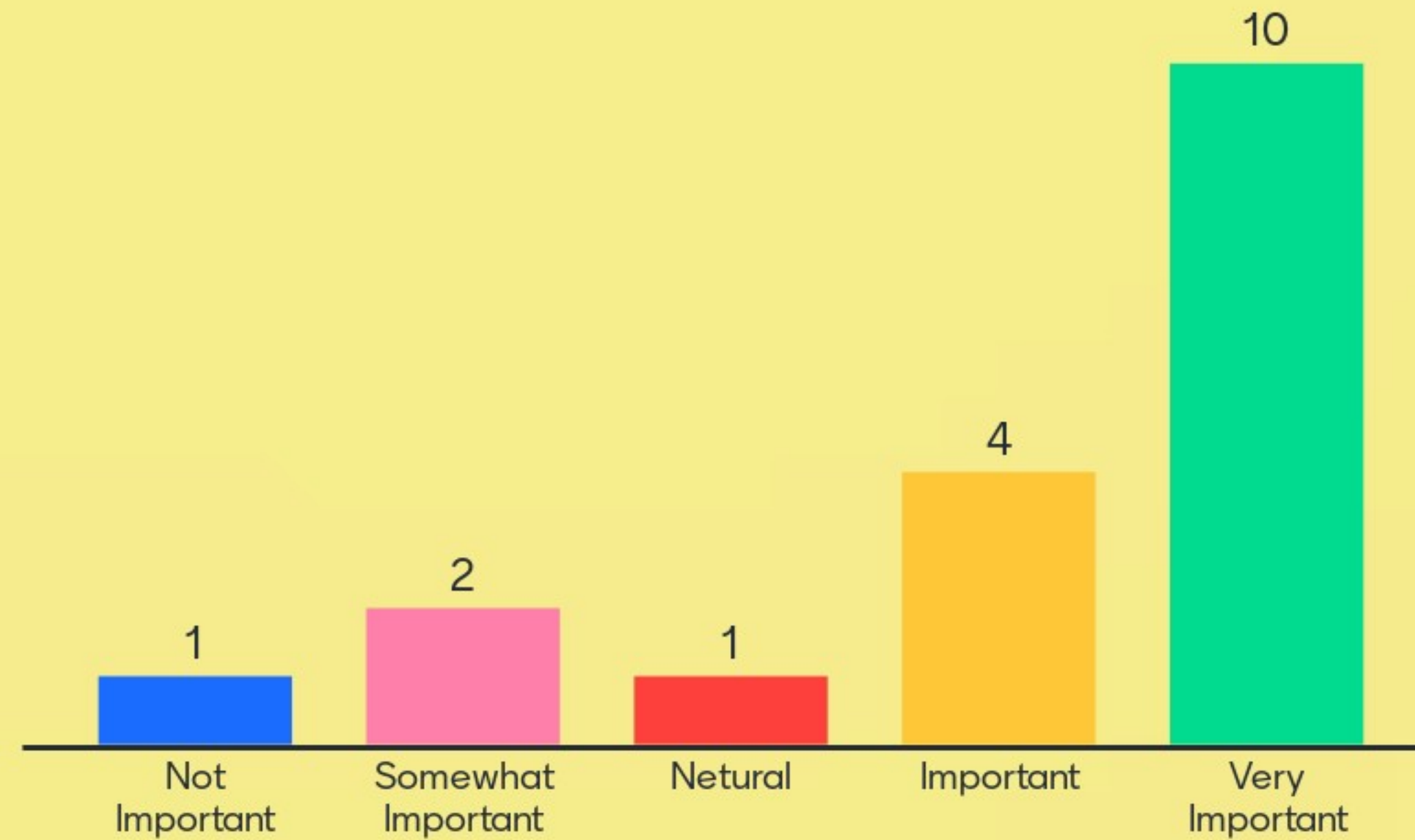
- The program may not target benefits to low-income individuals, exclusively



How important is it to you that the Mitigation Program...

- Prioritizes strategies that benefit communities impacted by transportation burdens?

How important is it to you that the Mitigation Program *prioritizes strategies that benefit communities impacted by transportation burdens?*



Let's Engage

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4. Solicit input on program framework

Next Time

How to mitigate VMT from highway projects?



VMT Bank: create a monetary value on VMT reduced such that a project sponsor could “purchase” VMT reduction credits



VMT Exchange: require a project sponsor to fund and/or implement a VMT-reducing project/program from a pre-qualified list



VMT Reduction Plan: establish feasible requirements to control/reduce VMT, with a CEQA document to enable tiering for projects subject to the Plan

Questions & Discussion

Questions & Discussion - Interacting



Attendee cameras are off and microphones are muted.



Questions or comments can be submitted using the Q&A icon.

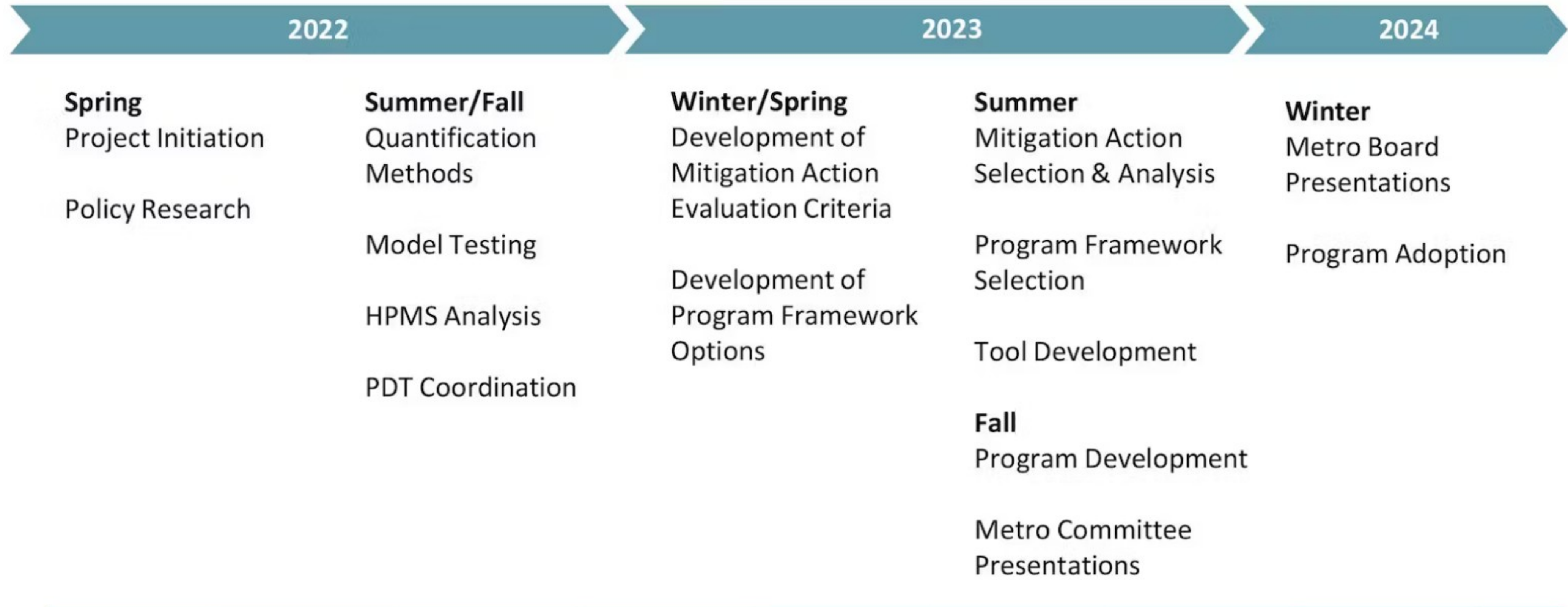


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Project Schedule



ONGOING STAKEHOLDER OUTREACH

Future Stakeholder Meetings

- > Virtual Stakeholder Meeting #3 - **August 10, 2023**
- > Virtual Stakeholder Meeting #4 - **October 2023**

Stay Connected!



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