

# Welcome!

*We will begin in a few moments.*

Vehicle Miles Traveled (VMT) Mitigation Program  
Stakeholder Meeting #3

August 10, 2023





VEHICLE MILES TRAVELED (VMT) MITIGATION PROGRAM  
STAKEHOLDER MEETING #3  
AUGUST 10, 2023

# Housekeeping

**Today's meeting is being recorded.**



Please mute your microphones.



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**



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**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 &  
Highways,  
Countywide Planning  
& Development



**Paul Backstrom**

Deputy Project  
Manager, Long Range  
Planning, Countywide  
Planning &  
Development



**Jefferson Isai  
Rosa**

Manager, Community  
Relations,  
Operations &  
Countywide Initiatives



**Erica Boatman-  
Dixon**

MBI Media  
Project Manager,  
Outreach



**Chelsea Richer**

Fehr & Peers  
Project Manager



# Agenda

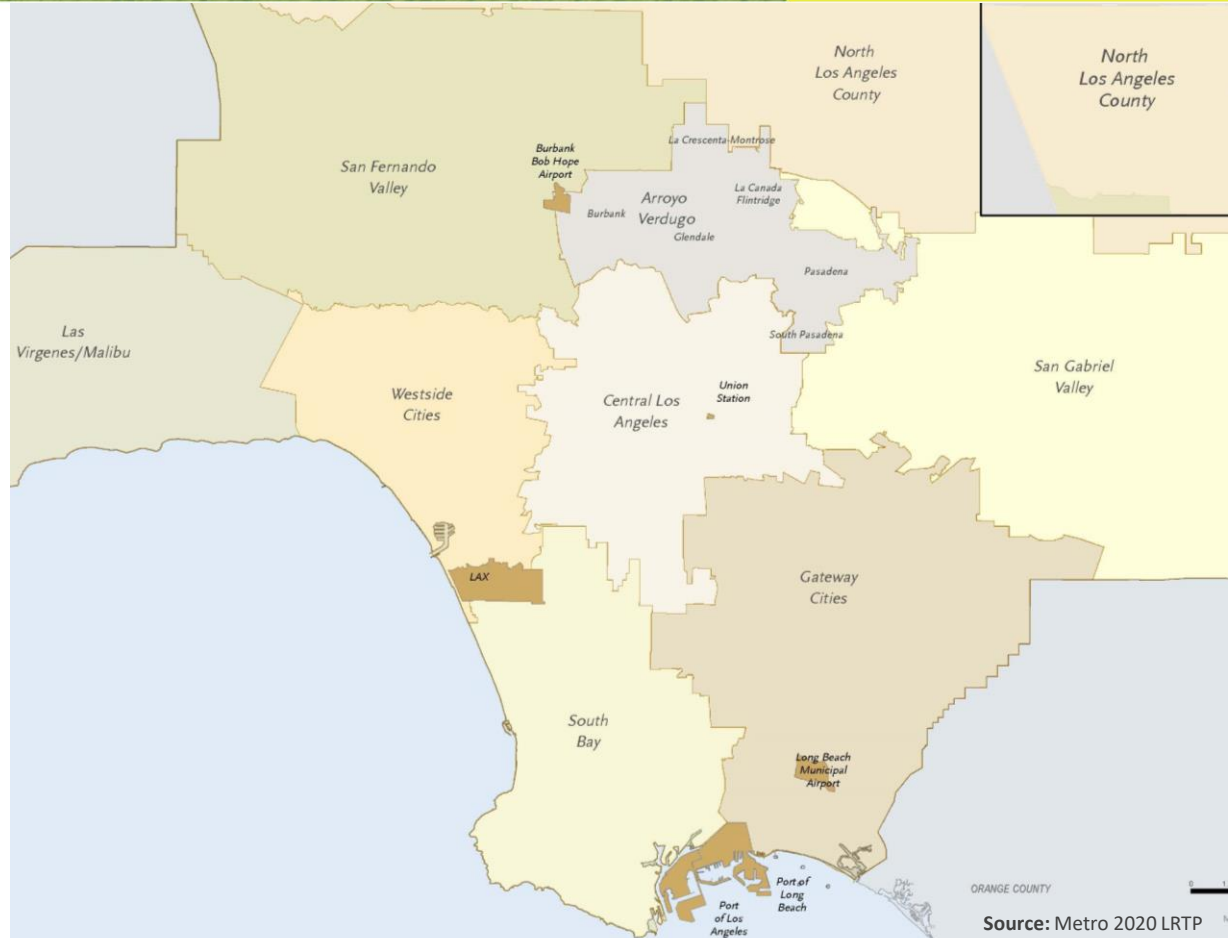
- I. Project Background
- II. Stakeholder Meetings 1 & 2 Recap
- III. VMT Mitigation Program Frameworks
- IV. Q&A
- V. Future Meeting



# Poll – Stakeholder Representation

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

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



# 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

# 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
5. Share the Draft Mitigation Program Framework and Approach



Meetings  
#1 & #2

# Stakeholder Meeting #1 Recap

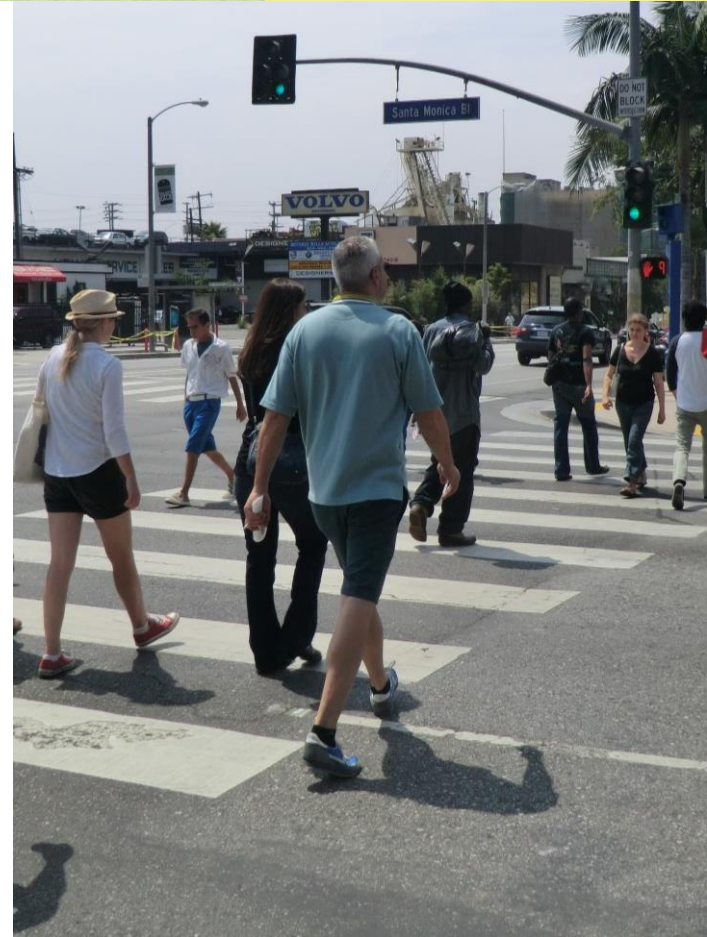
**We asked:** What types of VMT-reducing actions should Metro consider?

**We heard:**

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

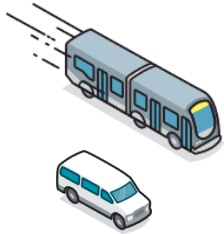
**Other key feedback:**

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



# Refined 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/BRT, bus stop improvements, more vehicles

## Active Transportation



**Operational:** Bikeshare/scooter-share/shared mobility service  
**Programmatic:** Bikeshare, scooter-share, shared mobility 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”; neighborhood-oriented design

## Land Use



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

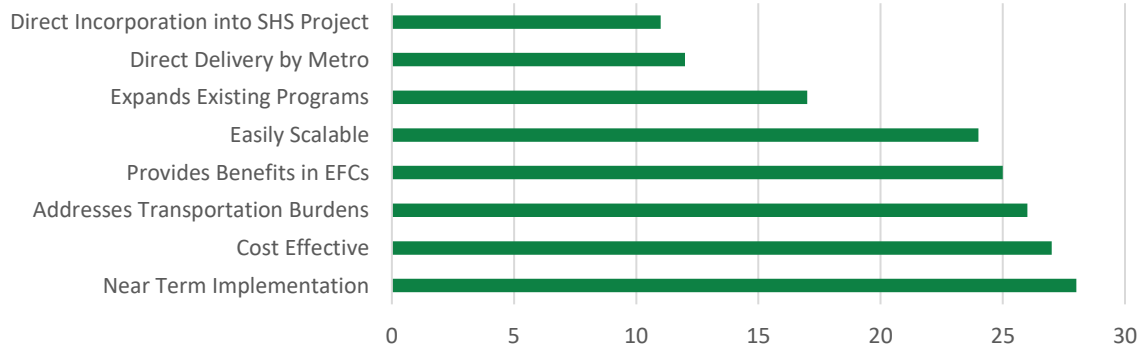
## Pricing

# 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)

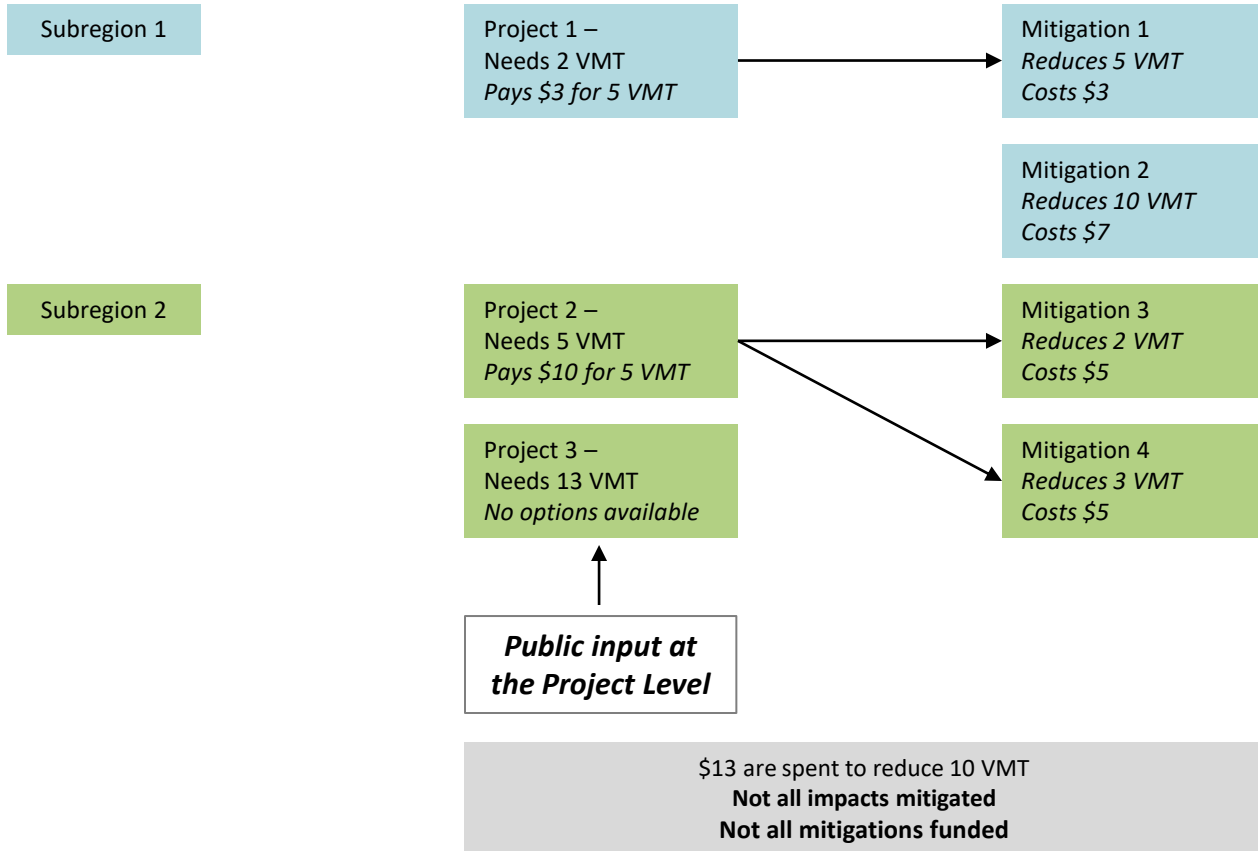


# Let's Engage

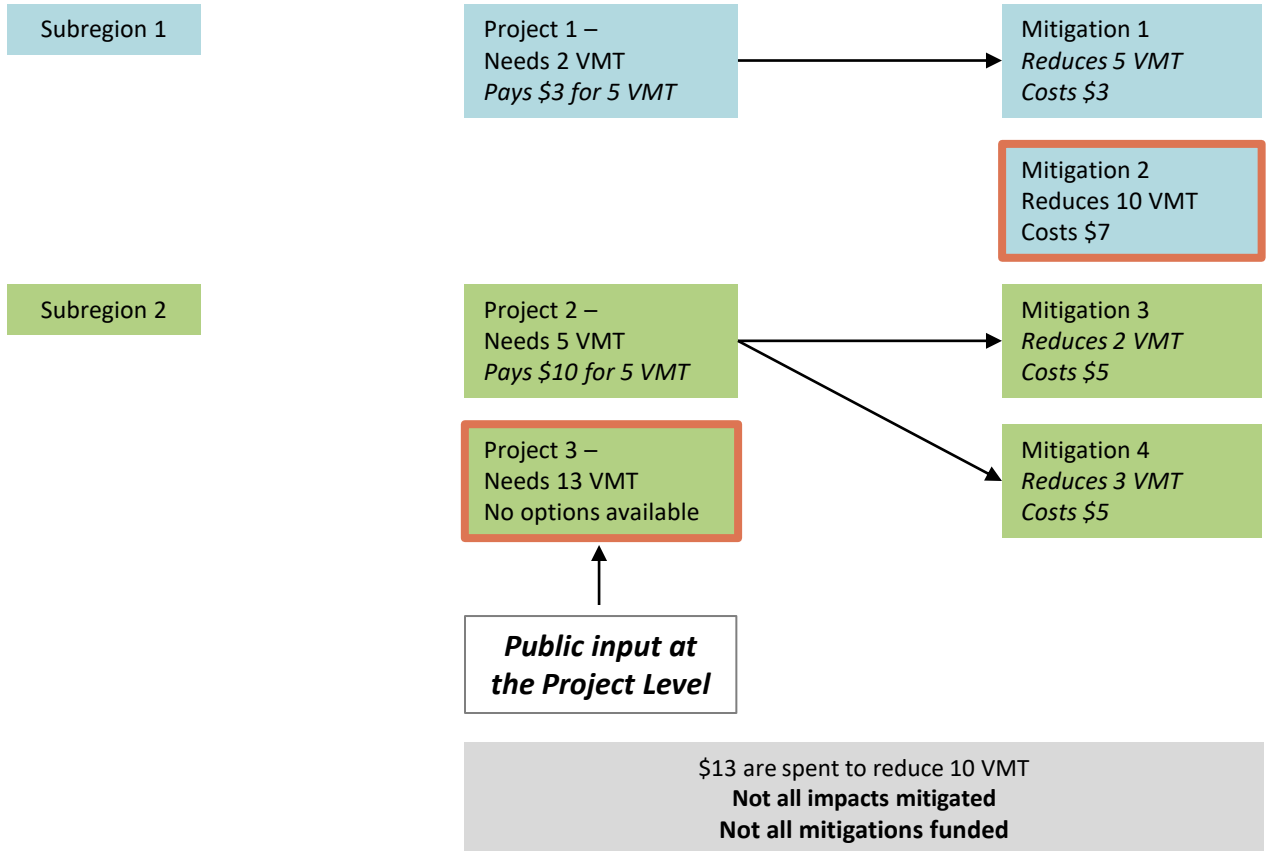
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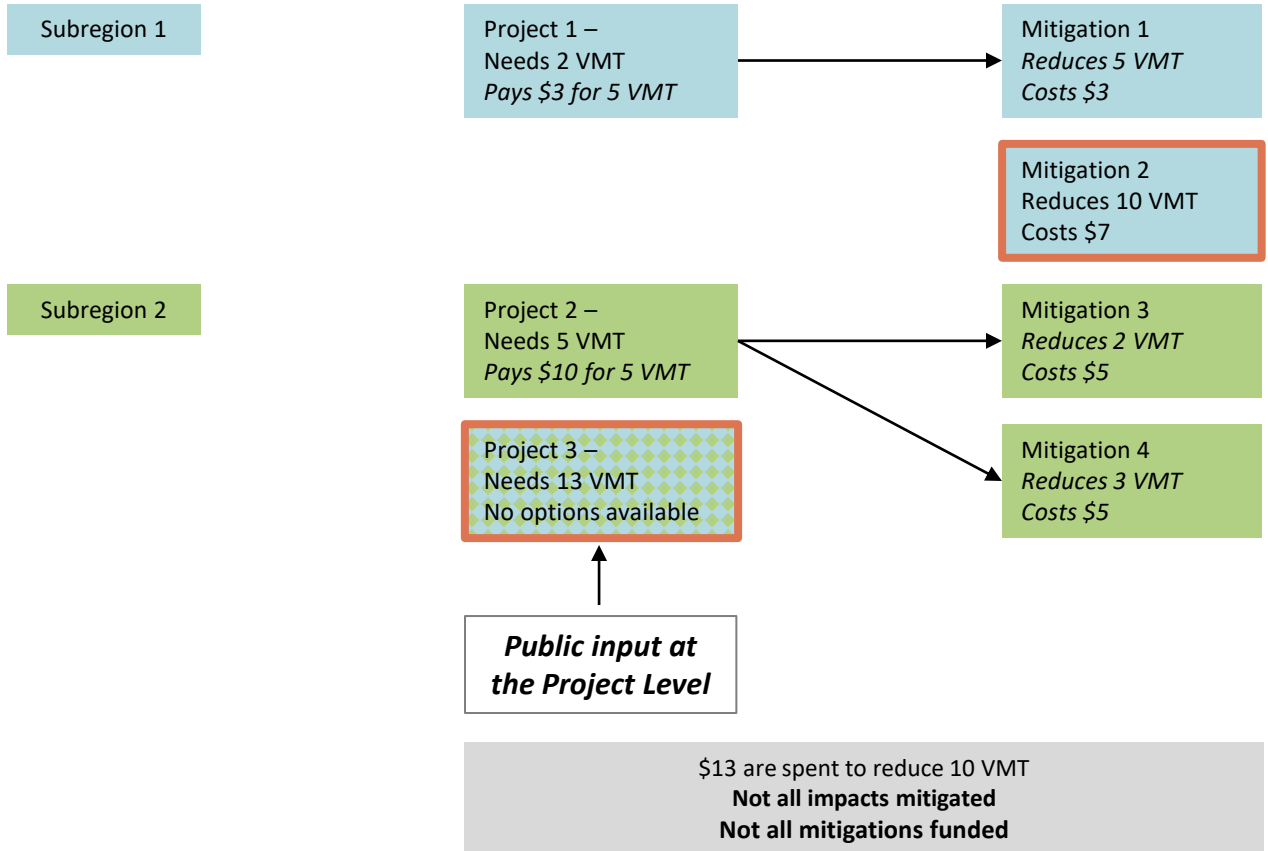
# Project-by-Project Mitigation



# Project-by-Project Mitigation



# Project-by-Project Mitigation



# Project-by-Project Mitigation: Pros & Cons

## > Pros:

- More local/project team control over mitigation approach
- Known approach with (reasonably) predictable risks

## > Cons:

- Greater legal risk due to possible inconsistency in analysis across projects
- More project team time and effort spent on analysis and coordination
- Possible inefficiencies in matching project need to mitigation options

# Possible VMT Mitigation Program Frameworks



**VMT Exchange**: require a project sponsor to fund or implement a VMT-reducing action from a **pre-qualified list**



**VMT Bank**: create an average **dollar value on VMT** reductions so project sponsors can “purchase” VMT reduction credits



**VMT Reduction Plan**: balance project impacts & mitigations through development of one cohesive plan, which itself goes through **CEQA to enable tiering** for projects and actions contained in the Plan

# VMT Mitigation Program: Framework Options

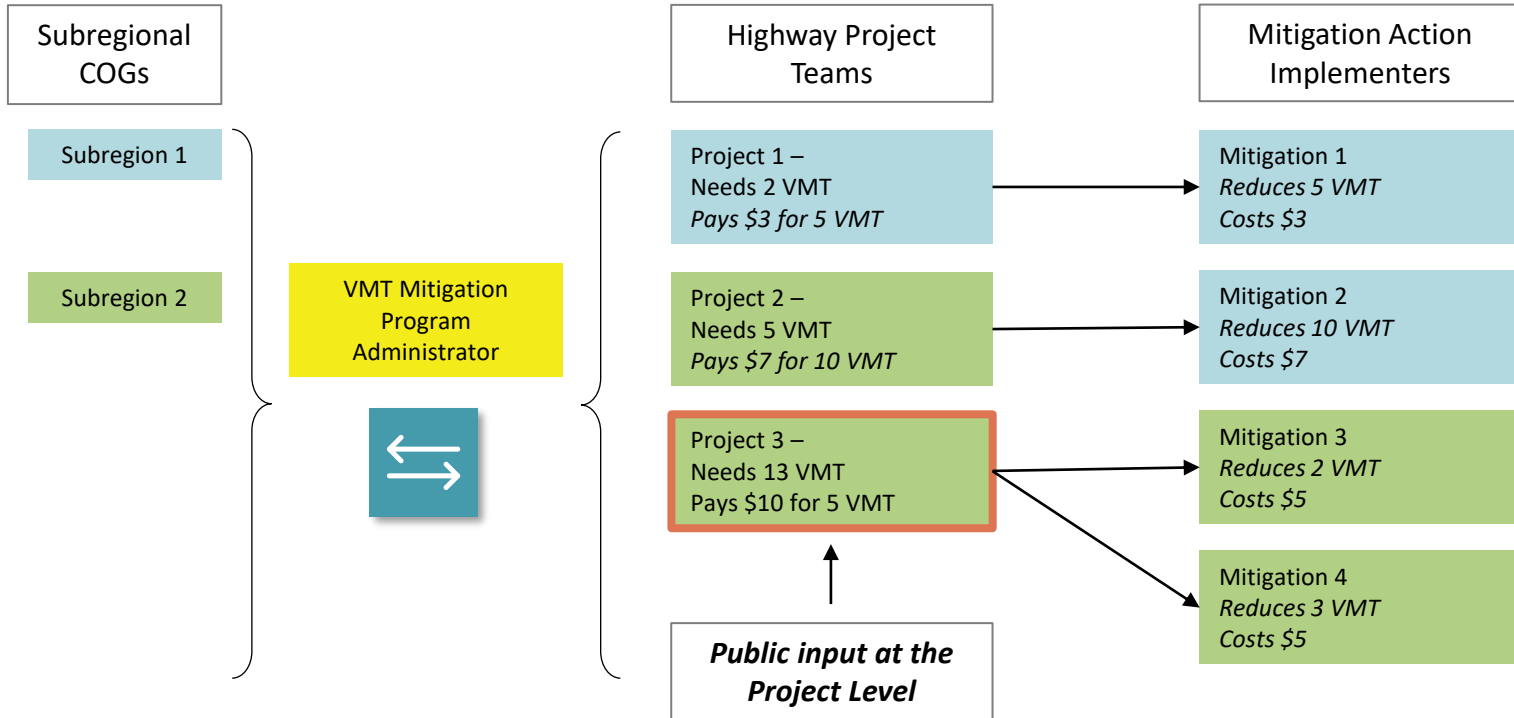
Key participants in the Mitigation Program framework options:

- > Subregional Councils of Governments
- > Program administrator
- > Highway project teams
- > Mitigation action implementers

The next few flowcharts demonstrate the relationships of these participants and how different frameworks are structured.

Note – these are all simplified numbers!

# VMT Exchange: Subregional Input & Administrative Support



\$20 are spent to reduce 20 VMT  
**Not all impacts mitigated**  
All mitigations funded



# VMT Exchange: Pros & Cons

## > Pros:

- Retain local/project team control over mitigation approach
- Closest resemblance to existing project-by-project approach
- Reduces risk due to inconsistent analysis approach
- Reduces project team time/effort by pre-analyzing and pre-qualifying mitigation measures
- Flexibility to add new mitigation measures as they become available

## > Cons:

- Possible inefficiencies in matching project need to mitigation options
- Greater cost uncertainty (compared to Bank)
- "First in" problem whereby most cost-efficient mitigation actions are selected first, leaving later projects to face higher costs
- Requires additional administrator time/effort to pre-qualify, pre-analyze, and maintain records related to mitigation action implementation

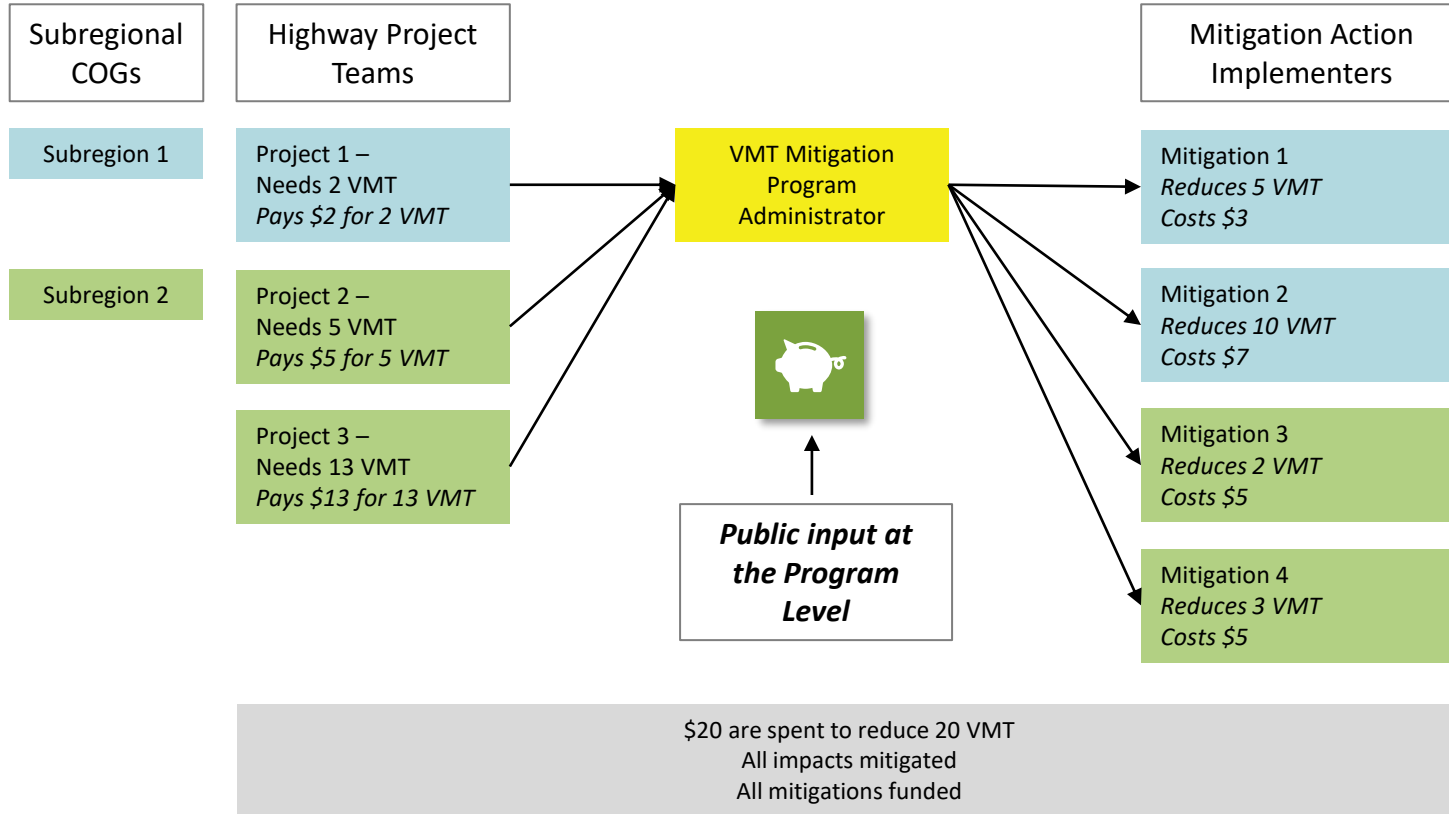
# How does the VMT Exchange meet my needs?

## > Menti poll –

- **Would you support the VMT Exchange model?**
- **Why or why not?**



# VMT Bank: Centralized Administration & Efficiency in Matching Projects to Mitigations



# VMT Bank: Pros & Cons

## > Pros:

- Maximize efficiency in allocating mitigation dollars to mitigation actions
- Most straightforward process for project teams
- Increases cost certainty (compared to Exchange)
- Eliminates "first in" problem where most cost-efficient mitigation actions are consumed first

## > Cons:

- Requires high level of administrator time/effort to pre-qualify, pre-analyze, and refresh VMT Credit cost on a recurring cycle, and maintain records related to mitigation action implementation
- Less flexibility to add new mitigation measures outside the "refresh" cycle
- Reduction in project-level public influence on mitigation approach

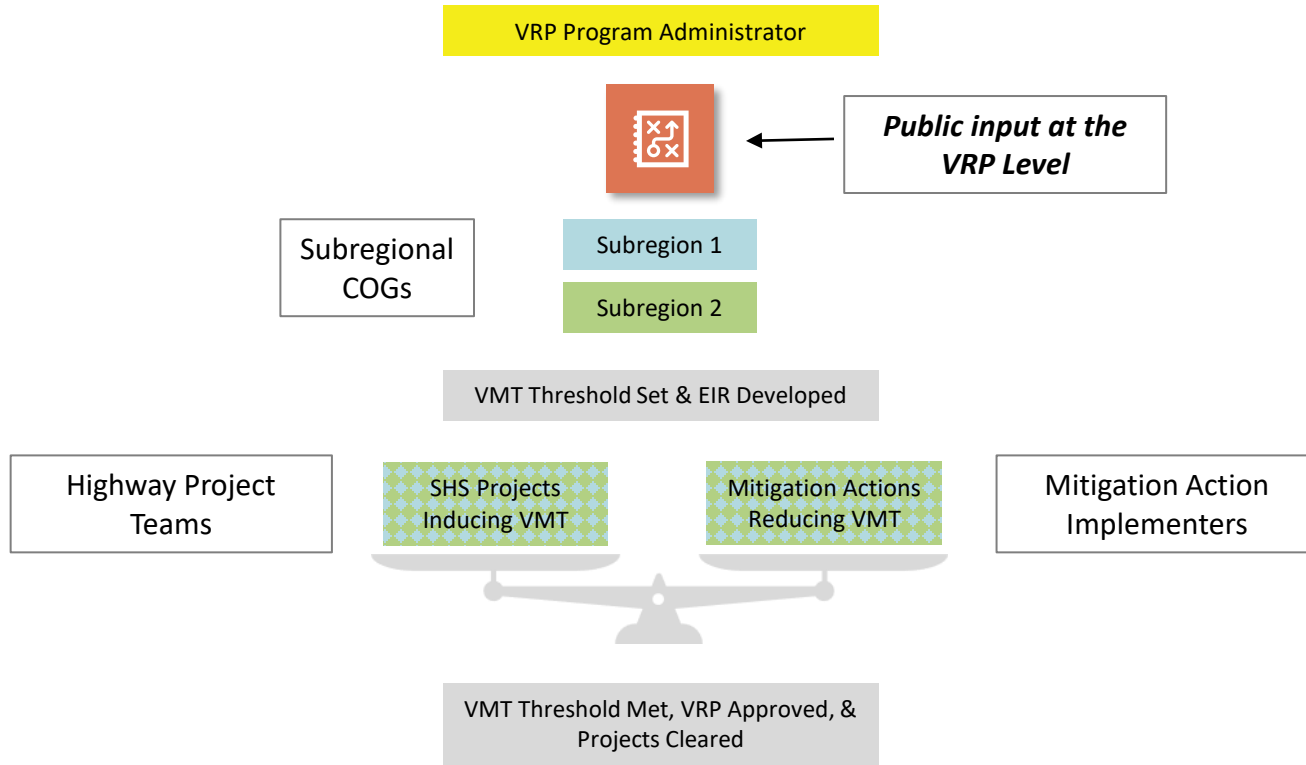
# How does the VMT Bank meet my needs?

## > Menti poll –

- **Would you support the VMT Bank model?**
- **Why or why not?**



# VMT Reduction Plan: Centralized Administration & Regional Coordination in Implementation



# VMT Reduction Plan: Pros & Cons

## > Pros:

- Reduces project-by-project analysis obligations
- Eliminates "first in" problem where most cost-efficient mitigation actions are consumed first
- Captures synergies between projects and mitigations, which are lost in a project-by-project analysis/clearance approach

## > Cons:

- Requires an extra CEQA process to environmentally clear the VRP
- Cost burden occurs at the Agency level rather than the project level
- Least flexibility to add new mitigation measures
- Loss of project-level public influence on mitigation approach; public input occurs when developing the VRP
- Projects and mitigations are likely to have to be within one agency's jurisdiction only

# How does the VMT Reduction Plan meet my needs?

## > Menti poll –

- **Would you support the VMT Reduction Plan model?**
- **Why or why not?**



# Questions & Discussion

# Questions & Discussion - Interacting



Attendee microphones are muted.



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

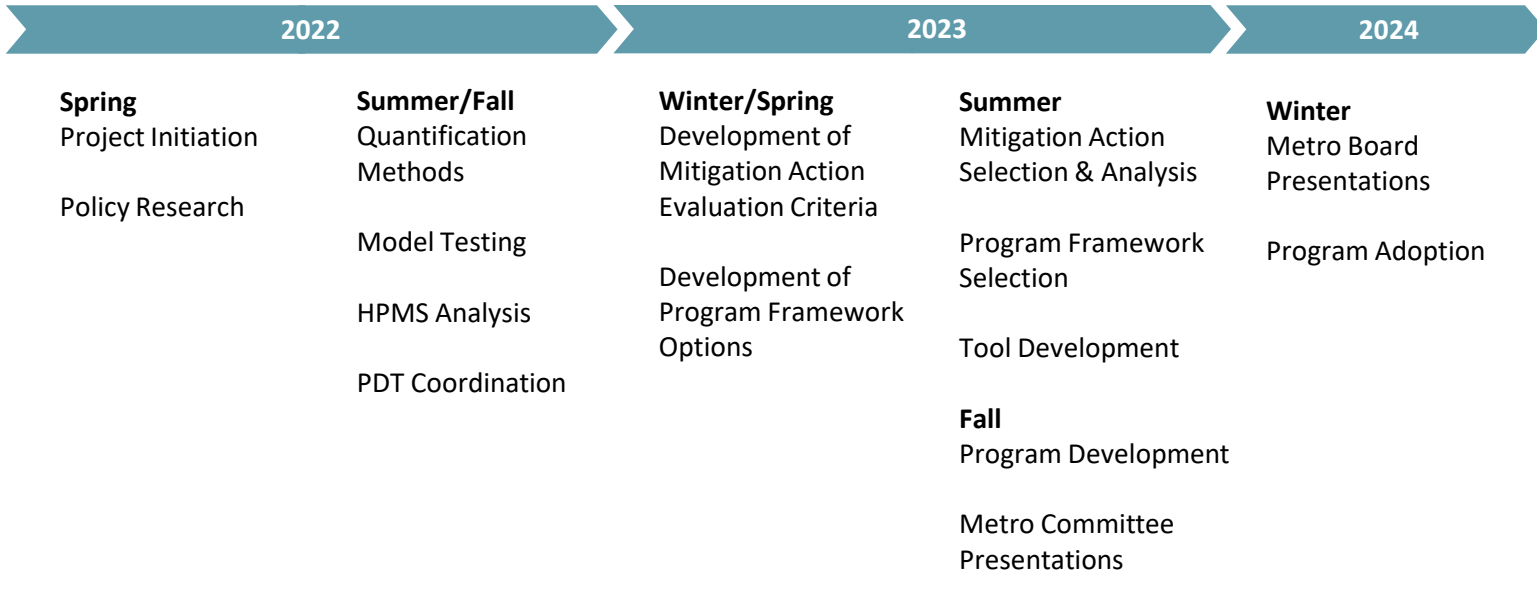


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# Project Schedule



ONGOING STAKEHOLDER OUTREACH



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Next Time

# Thanks For Joining Us!

## Final Stakeholder Meeting

> Virtual Stakeholder Meeting #4 – **October 10, 2023**



# Stay Connected!



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