



Board Report

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REVISED
REGULAR BOARD MEETING
DECEMBER 2, 2021

Motion by:

DIRECTORS GARCETTI, SOLIS, KUEHL, BONIN, AND MITCHELL

Addressing Climate Change through Vehicle Miles Traveled Reduction:
Aligning with State of California Climate Goals

Across the globe, cities and countries are taking action to reduce greenhouse gas (GHG) emissions in order to spare future generations from the worst effects of climate change. President Biden rejoined the Paris Agreement and, most recently at the United Nations Framework Convention on Climate Change Conference of the Parties (COP26), committed to reducing GHG emissions 50-52% below 2005 levels in 2030. Additionally, the Infrastructure Investment and Jobs Act, which authorizes billions of dollars in highway, transit, and safety programs, has a strong climate change focus.

The state of California is a global leader in addressing climate change and is prioritizing infrastructure that will support reduced GHG emissions. Governor Newsom's Executive Directive N-19-19 aligns state programs, including \$5 billion in annual transportation spending, with GHG reduction goals. The state has set goals in line with global needs under AB 32, now updated under SB 32. Currently, surface transportation is responsible for the largest share of statewide GHG emissions and as such, reducing vehicle miles traveled (VMT) is a central goal to successfully addressing climate change.

Under SB 375, the California Air Resources Board (CARB) sets GHG targets, including VMT reduction goals, for each Metropolitan Planning Organization in the state. The Southern California Association of Governments (SCAG) creates the Regional Transportation Plan/ Sustainable Community Strategy (RTP/ SCS) goals in line with these state goals.

However, as the Metropolitan Transportation Authority overseeing surface transportation in Los Angeles County, Metro has not yet adopted VMT reduction goals in support of the SCAG or CARB targets. In 2019, the County of Los Angeles published a Countywide Sustainability Plan (OurCounty) which created VMT reduction and accompanying mode shift goals, in line with SCAG and CARB targets. Currently, approximately 11% of all commute trips in Los Angeles County were made by foot, bike, micromobility, or public transit, based on 2015 U.S. Census data, and daily trips averaged 21.9 VMT per capita in Los Angeles County in 2017 based on Caltrans analysis.

**SUBJECT: ADDRESSING CLIMATE CHANGE THROUGH VEHICLE MILES TRAVELED
REDUCTION: ALIGNING WITH STATE OF CALIFORNIA CLIMATE GOALS**

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Solis, Kuehl, Bonin, and Mitchell that Metro develop VMT reduction and mode shift targets consistent with and supportive of those in the OurCounty Plan and SCAG RTP/SCS for Board adoption as part of the annual Sustainability Plan update in September 2022.

WE FURTHER DIRECT the CEO to:

- A. Include in the Long Range Transportation Plan, Sustainability Plan, and regular reports on the progress of each, financially unconstrained analysis providing options to meet the above goals; and,
- B. Include, and present to the Board for consideration, VMT reduction and mode shift projections in project alternatives, operations budgets, program performance, or similar actions that allocate resources toward climate change reduction.

WE FURTHER DIRECT the CEO to use the VMT reduction and mode shift targets of the 2019 OurCounty Plan, as follows, for interim planning and forecasting purposes:

- 2025 Targets:
 - Reduce average daily VMT per capita to 20 miles
 - Increase to at least 15% all trips by foot, bike, micromobility, or public transit
- 2035 Targets:
 - Reduce average daily VMT per capita to 15 miles
 - Increase to at least 30% all trips by foot, bike, micromobility, or public transit
- 2045 Targets:
 - Reduce average daily VMT per capita to 10 miles
 - Increase to at least 50% all trips by foot, bike, micromobility, or public transit