

# Metro VMT & Mode Share Target Setting

PLANNING & PROGRAMMING COMMITTEE

APRIL 17, 2024

# Why Investigate VMT and Mode Share?



Addresses two key climate goals



To meet the state's 2045 carbon neutrality goal, **CARB's 2022 Scoping Plan** proposes a 30% decrease in VMT. The **2050 California Transportation Plan's** goal is to increase the share of trips taken by non-auto modes by almost 100%.



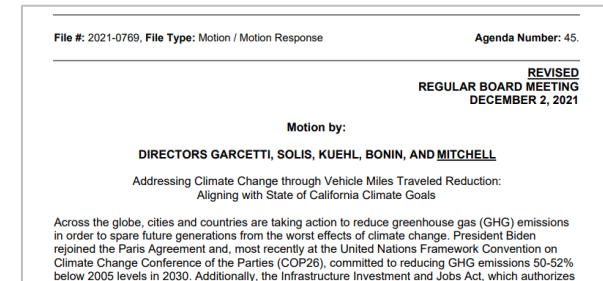
Builds upon important foundational studies



The **OurCounty Sustainability Plan** took a first pass at setting aggressive VMT and mode share reduction targets. Our study advances this work by identifying what is possible from the **OurCounty** elements that are within Metro's control.



Responds to Board Motion 2021-0769



The Board Motion directs Metro to establish **agency-specific VMT and mode share targets**.

# Why Set Targets?

➤  
**Accountability  
&  
Transparency**

➤  
**Inform  
Investment  
Policy  
Decisions**

➤  
**Active  
Management  
& Tracking  
Over Time**

Note: The adoption of targets does not require the exact implementation of specific levers or programs as they have been modeled in this study.

# Scenario Framing

This study aims to illustrate **VMT and mode-share outcomes** based on three future scenarios (2045):

<b>Scenario 0</b> No Build	Comparison scenario that estimates countywide VMT with forecasted 2045 land use/population patterns, and existing and under construction projects only
<b>Scenario 1</b> Adopted & Ambitious	Metro’s ambitious portfolio of adopted and programmed projects, plans, and policies, including Measure M & R projects, and more
<b>Scenario 2</b> Expanded & Fiscally Unconstrained	An “unconstrained” future for Metro, where more funding is available for expansion of services and programs
<b>Scenario 3</b> Multi-Jurisdictional Collaboration	An “unconstrained” future for Metro (same as Scenario 2), plus land use change that leverages Metro’s investments, actions that require local partnership, and a VMT fee

**Key Feedback:**




**Metro’s Technical Staff**  
Captured the appropriate level of model detail and represented expanded programs (Scenario 2) in a way that reflects what’s possible.




















































**External Stakeholders**  
Underscored the importance of including a scenario that tested Metro actions plus things outside Metro’s control (Scenario 3).

# WHAT WE MODELED

## Scenarios 1-3

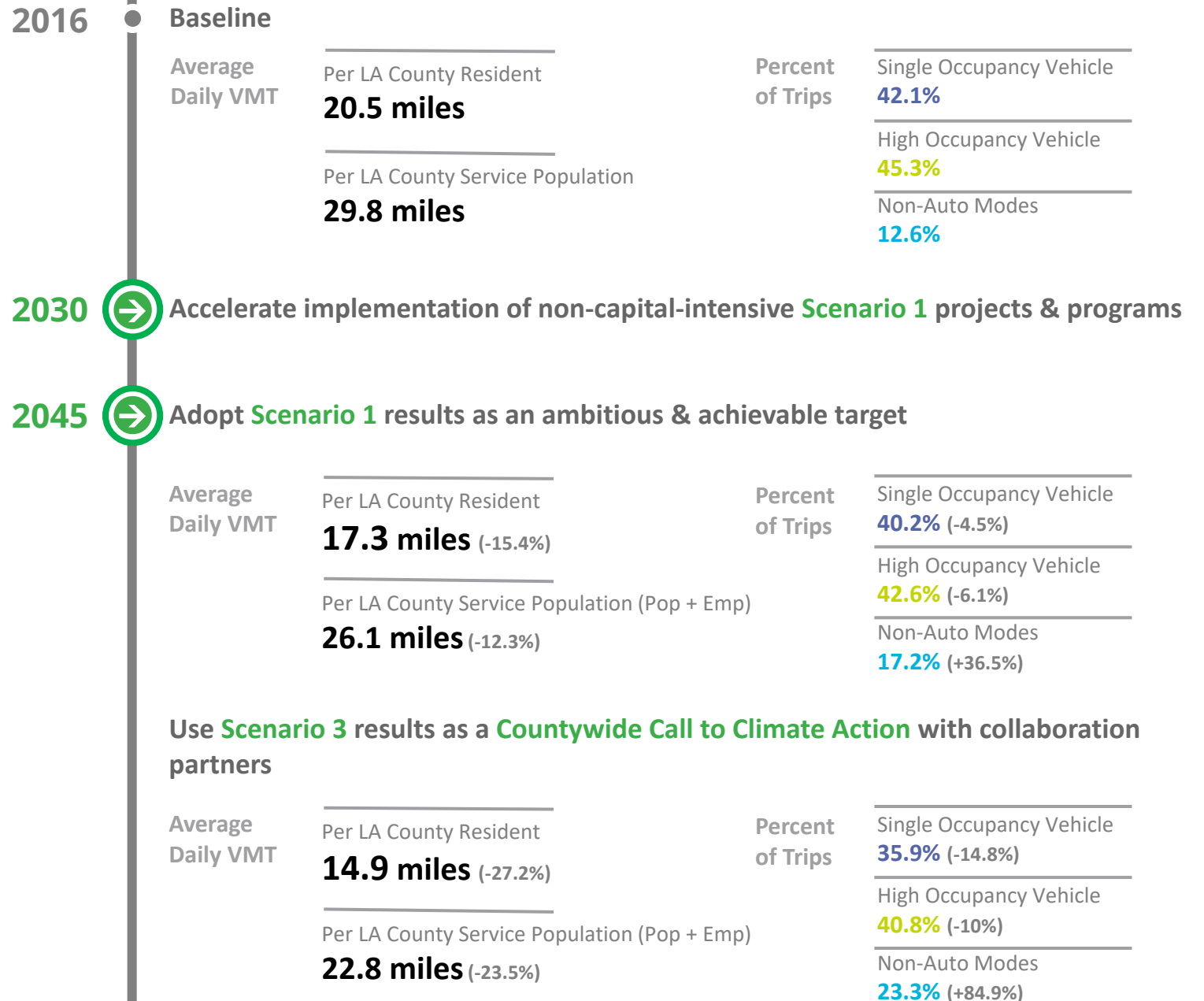
### KEY

-  Not Included
-  Included
-  Enhanced

Levers	Components	Scenario 1 Adopted & Ambitious	Scenario 2 Expanded, Fiscally Unconstrained	Scenario 3 Multi-Jurisdictional Collaboration
<b>Transit Service</b>	NextGen Route Realignment			
	Bus Speed Improvements			
	Bus Frequency Improvements			
<b>Transit Cost</b>	Student Fare-Free Transit			
	Expanded Fare-Free & Subsidized Transit			
<b>Countywide TDM Program</b>				
<b>Joint Development</b>				
<b>Transit Infrastructure</b>	Bus-only Lanes			
	Bus Rapid Transit			
	Rail Lines			
<b>Regional Active Transportation</b>	ATSP First/Last Mile			
	ATSP Bikeways			
	ATSP Pedestrian Facilities			
	Metro Bikeshare Expansion			
<b>ExpressLanes</b>				
<b>Complete Streets &amp; Highways</b>				
<b>Road Pricing</b>	Congestion Pricing (Cordon/Corridor)			
	Per-Mile VMT Fee			
<b>Parking</b>	Local Parking Costs			
	Metro Parking Costs			
<b>Local Actions</b>	AT/TDM Projects & Programs			
	TOD Land Use Change			

## OUR RECOMMENDATION

# Recommended Targets & Actions



## OUR RECOMMENDATION

# Continue to Invest In & Expand Innovative VMT-Reducing Programs



### One Car Challenge

Pilot findings showed that Treatment Group reduced their Household VMT compared to Control Group.



### Bus Speed & Reliability Working Group

Achieves transit speed improvements through interjurisdictional collaboration.



### VMT Mitigation Program

Opportunity to reduce VMT impacts from Complete Streets & Highways projects that induce VMT.

# Thank you

## CONTACT

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**Metro**

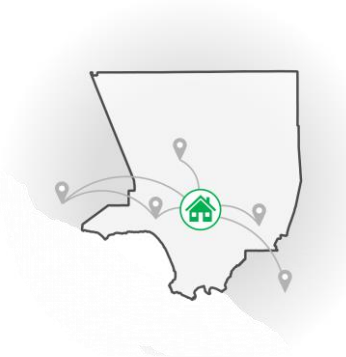




WHERE ARE WE NOW?

# 2016 Baseline

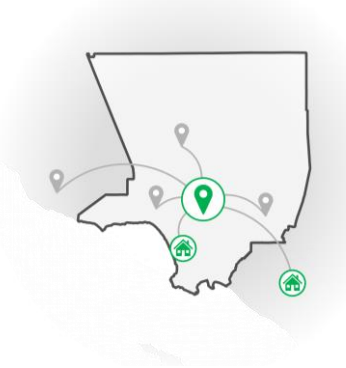
## Average Daily VMT



Per LA County Resident\*

**20.5 miles**

\*all trips for anyone who **lives** in LA County

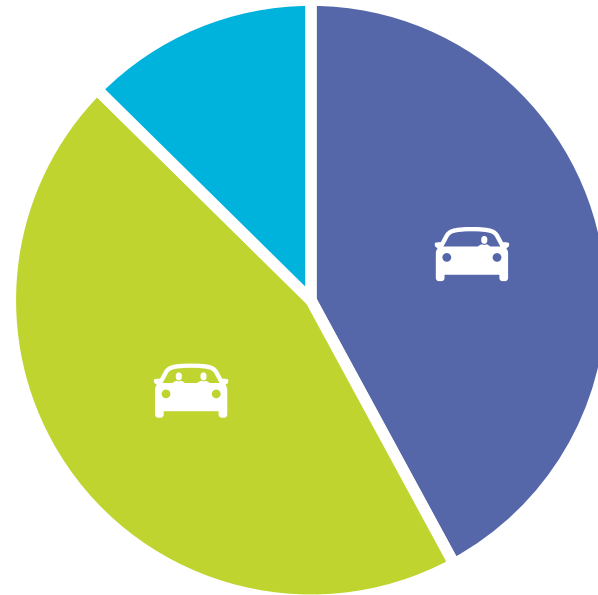


Per LA County Service Population\*\*

**29.8 miles**

\*\*all trips for anyone who **lives or works** in LA County

## Percent of Trips



Single Occupancy Vehicle  
**42.1%**



High Occupancy Vehicle  
**45.3%**

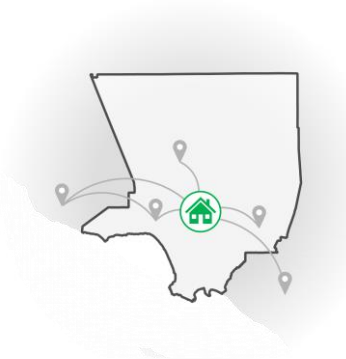


Non-Auto Modes  
**12.6%**

## ANALYSIS RESULTS

# Scenario 1 Adopted & Ambitious

### Average Daily VMT

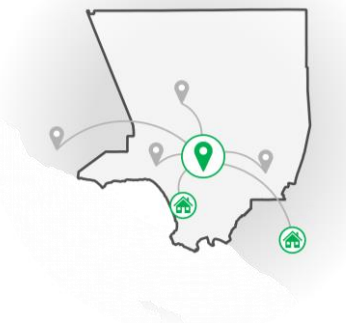


Per LA County Resident\*

**17.3 miles**

(-15.4%) *from baseline*

\*all trips for anyone who **lives** in LA County



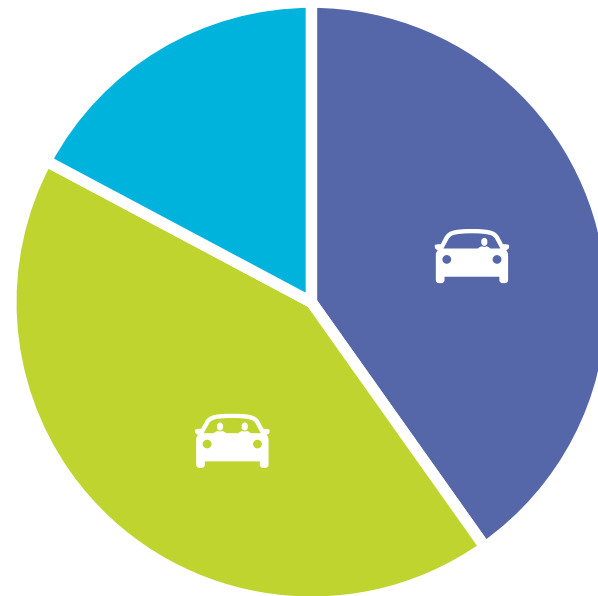
Per LA County Service Population\*\*

**26.1 miles**

(-12.3%) *from baseline*

\*\*all trips for anyone who **lives or works** in LA County

### Percent of Trips



Single Occupancy Vehicle

**40.2%** (-4.5%)



High Occupancy Vehicle

**42.6%** (-6.1%)



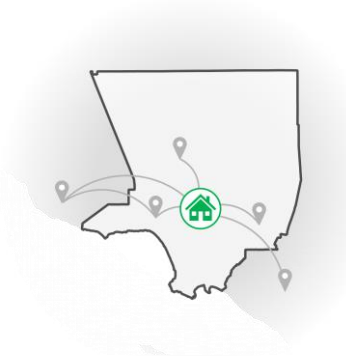
Non-Auto Modes

**17.2%** (+36.5%)

## ANALYSIS RESULTS

# Scenario 2 Expanded & Fiscally Unconstrained

### Average Daily VMT

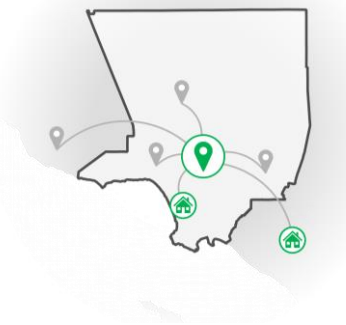


Per LA County Resident\*

**17.2 miles**

(-16%) *from baseline*

\*all trips for anyone who **lives** in LA County



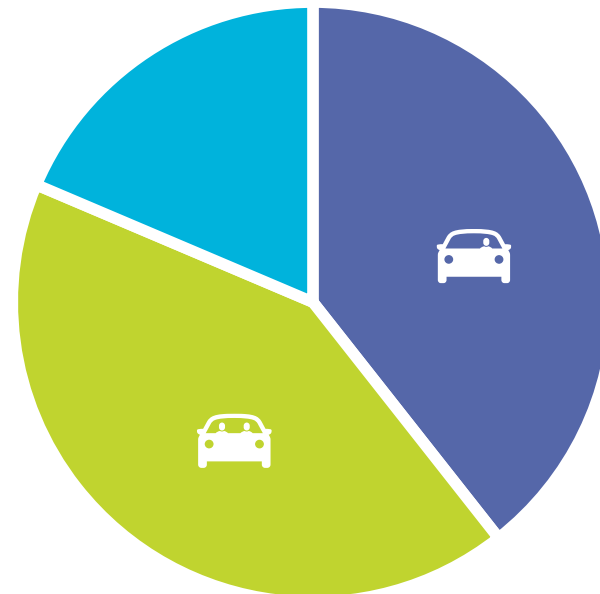
Per LA County Service Population\*\*

**25.8 miles**

(-13.2%) *from baseline*

\*\*all trips for anyone who **lives or works** in LA County

### Percent of Trips



Single Occupancy Vehicle

**39.3%** (-6.7%)



High Occupancy Vehicle

**42.0%** (-7.3%)



Non-Auto Modes

**18.7%** (+48.4%)

## ANALYSIS RESULTS

# Scenario 3 Multi-Jurisdictional Collaboration

### Average Daily VMT



Per LA County Resident\*

**14.9 miles**

(-27.2%) *from baseline*

\*all trips for anyone who **lives** in LA County



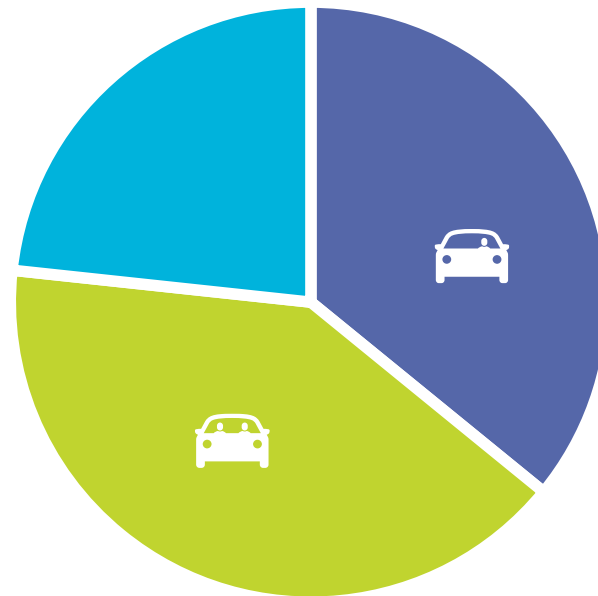
Per LA County Service Population\*\*

**22.8 miles**

(-23.5%) *from baseline*

\*\*all trips for anyone who **lives or works** in LA County

### Percent of Trips



Single Occupancy Vehicle

**35.9%** (-14.8%)



High Occupancy Vehicle

**40.8%** (-10%)



Non-Auto Modes

**23.3%** (+84.9%)