

Vehicle Miles Traveled (VMT) Mitigation Program

PLANNING & PROGRAMMING COMMITTEE APRIL 17, 2024



## **GOALS**



Integrate Equity



Explore Mitigation Options & Impact Need



Establish Mitigation Program

## WHAT WE HEARD

Consistency

**Simplicity** 

# **DELIVERABLES**

**Quantification Methods** 

**Mitigation Options** 

Pilot VMT Mitigation Bank

Metro VMT Calculator

# **STAKEHOLDERS**

**Highway Project Teams** 

**Subregional COGs** 

**Program Administrator** 

Mitigation Action Implementers

**General Public** 

Geographic Alignment

**Flexibility** 

Implementable

# **SR-14 Traffic Safety Improvement Project: Potential Mitigation Requirements**

#### PREVIOUS MITIGATION COST ESTIMATE

Project Cost	LA County- Specific Quantification	California Induced Travel Calculator
Estimated Capital Cost	Methodology \$168 million	
Mitigation Cost*	\$97.7 million	\$252.6 million
Total Project Cost with Mitigation	\$265.7 million	\$420.6 million

<sup>\*</sup>Mitigation costs derived from I-680 Northbound ExpressLanes project in Contra Costa County and I-5 Managed Lanes Project in Orange County

#### **UPDATED MITIGATION COST ESTIMATE**

Project Cost	LA County- Specific Quantification Methodology	Hybrid Methodology
Estimated Capital Cost	\$168 million	
Mitigation Cost	\$107.4 million	\$196.2 million
Total Project Cost with Mitigation	\$275.4 million	\$364.2 million

<sup>\*</sup>Mitigation costs derived by applying Metrolink service frequency increases on Metrolink lines servicing Los Angeles County



# **Refining & Evaluating Mitigation Actions**

### **ELIGIBILITY CRITERIA**

Effective
Enforceable
Evidentiary

# PILOT VMT MITIGATION BANK

Flexible approach that meets SHS Project needs + Mitigation Action implementer needs

Diverse Mitigation Actions to reflect diverse countywide priorities

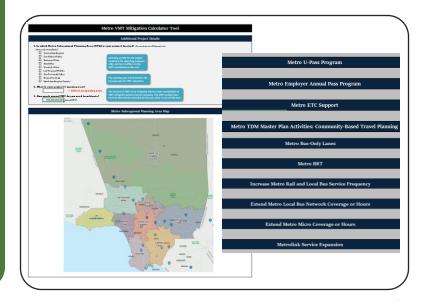
### **METRO ACTIONS**

- 1. Provide Bus Rapid Transit
- 2. Provide Metro Bus-Only Lanes
- 3. Increase Metro Bus Service Frequency
- Extend Metro Bus Network Coverage/ Hours
- 5. Expand Metro Micro
- Implement Subsidized or Discounted Transit Program (UPass)
- Implement Subsidized or Discounted Transit Program (Employer Pass)
- 8. Implement Commute Trip Reduction Program (Employer Commute Support)
- Implement Community Based Travel Program (TDM Master Plan – Residential Programs)
- 10. Implement E-Bike Subsidy Program
- 11. Implement Electric Bikeshare Program
- 12. Implement Pedal (Non-Electric) Bikeshare Program
- Implement Housing (including Affordable Housing) on Metro Joint Development Sites

## PARTNER AGENCY ACTIONS

- 14. Metrolink Service Expansion
- 15. Implement South Bay Cities COG Local Travel Network

Note: The four bolded Actions have been advanced to the Pilot VMT Mitigation Bank.



# **VMT Bank Structure**



Project: 2 of 2

**NEEDS: 2.1 MILLION** 

**ANNUAL VMT CREDITS** 

\$3,207,600

1 Package Bus Service Frequency \$1,199,400 Credits

198 Packages Joint Development Credits

Total... \$4,407,000 Project: 1 of 2

**NEEDS: 4.5 MILLION** 

**ANNUAL VMT CREDITS** 

2 Packages Bus Only Lanes Credits

\$958,000

Total... \$958,000 Total VMT Credits... 4.56 Million VMT

> Bank Administrator



**Mitigation Action** 

#### **METROLINK SERVICE**

#### IN PROGRESS

Forthcoming details from Metrolink

#### JOINT DEVELOPMENT UNITS

\$16,200

1 DWELLING 8,165 \$1.99

#### **BUS SERVICE FREQUENCY**

Annually, for 20 years

3,100 RSH & 1 BUS

\$2.60 PER VMT

#### **BUS ONLY LANES**

\$479,000

Annually, for 20 years

15 BUS-ONLY **2.28**<sub>M</sub> LANE MILES

\$0.21 PER VMT







# **Next Steps**

Establish the administrative functions, oversight, and annual reporting necessary to fully implement the VMT Mitigation Program

Initiate the development of the VMT Mitigation Bank

Continue to engage across Metro departments and implementing partners

Continue to work with Caltrans to resolve differences related to VMT quantification methodologies

Provide annual updates to the Board on VMT Mitigation Bank

