ATTACHMENT C

VEHICLE MILES TRAVELED (VMT) OUTCOME

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
TRANSIT AND ACTIVE TRANSPORTATION											
Eastside Transit Corridor Phase 2	Eastside Transit Corridor Phase 2 is an approximately 9-mile light rail transit extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. In 2024, the Board approved the 9-mile Locally Preferred Alternative (LPA) and a 4.6-mile Initial Operating Segment (IOS) to Greenwood. The certified environmental study under the California Environmental Quality Act (CEQA) found that the Project would reduce daily regional VMT by approximately 34,500 miles relative to 2042 conditions without the Project.		X	X				X		X	
Sepulveda Transit Corridor	The Sepulveda Transit Corridor (STC) would create a high-quality, reliable rail transit service alternative connecting the San Fernando Valley and the Westside. Five alternatives currently are under environmental evaluation. The STC project does not yet have an identified LPA. Since this is a regionally significant project providing a mass transit option through the congested Sepulveda Pass, it is anticipated to result in VMT reduction.		X		X			X			X
Green (C) Line Extension to Torrance	The C Line Extension to Torrance Project would extend Metro rail by 4.5 miles from the existing Metro Redondo Beach (Marine)Station to the new Torrance Transit Center. The project would travel through the cities of Lawndale, Redondo Beach and Torrance, and build two new light rail stations to connect the South Bay with the regional rail network. Analysis presented in the Draft Environmental Impact Report (DEIR) estimates that the Project will offset approximately 34,566 daily VMT		X		X				X		
Vermont Transit Corridor	The Vermont Transit Corridor Bus Rapid Transit Project is a 12.4-mile, end-to-end side- running BRT service on Vermont Avenue from Sunset Boulevard to 120th Street. This is the County's busiest bus corridor with 38,000 weekday boardings today, expected to increase to 66,000 by 2025. Environmental analysis performed as		X	X				X		X	

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	part of the CEQA VMT exemption found that the Project will result in a decrease of 85,000 daily VMT, due to mode shift from auto to transit.										
Rail to River Active Transportation Corridor (Segment B)	Segment B of the Rail to River Active Transportation (AT) Corridor will extend the nearly completed six-mile-long Segment A project – also referred to as Rail to Rail – with an additional four miles of AT improvements that will connect to the LA River bicycle path. This project is not expected to increase VMT. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.		X		X				X		X
Los Angeles (LA) River Path	The LA River Path Project proposes to close an 8-mile contiguous gap in the active transportation corridor along the LA River, connecting Elysian Valley and the City of Maywood through downtown Los Angeles and the City of Vernon. The Project would create a safe and accessible pathway for pedestrians, cyclists, and users of all ages and abilities, particularly for residents living within a 3-mile radius of the corridor. This project is undergoing environmental analysis and is expected to reduce VMT by a new, high quality active transportation connection that's fully separated and protected from vehicle traffic.		X		X			X			X
East San Fernando Valley (ESFV) Shared ROW Study	The study examines transit connectivity from the northern terminus of the ESFV Light Rail Transit (LRT) project (currently in construction) through a 2.5-mile freight and commuter rail ROW along San Fernando Road between Van Nuys Boulevard and Sylmar. Continuation of LRT through the Shared ROW is environmentally cleared as part of the ESFV LRT Project, but a supplemental evaluation is underway to re-evaluate options. Any of the options to improve transit in this corridor are likely to decrease VMT.		X	X			X			X	
K Line Northern Extension	K Line Northern Extension Project will create a north-south rail connection for communities throughout LA County from the South Bay to Hollywood and connects with four Metro Rail lines and 6 of the top 10 busiest bus lines in LA County. This		X		X				X		X

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		↑	↓	Y	N	NA	Y	N	NA	Y	N
	Project does not yet have an LPA. The Draft EIR identifies annual VMT reductions between 46.5 and 49.5 million miles, depending on the alignment.										
COMPLETE STREETS AND HIGHWAYS											
I-605 Capital Improvement Project (CIP) from I-10 to I-105	The Project is in the environmental phase; the study area encompasses nine jurisdictions and parts of unincorporated Los Angeles; and alternatives evaluated will include multimodal travel options, pedestrian enhancements, and corridor management strategies.	**NA**		**X**			**X**				**X**
I-605/Beverly Boulevard Interchange Improvements Project	The final design phase of the project has been completed, and it is now in pre-construction with Program Management. The construction schedule will be determined in the future. The Project will replace the existing interchange with a diamond interchange to improve traffic flow, reduce collisions by eliminating weaving conflicts, and provide pedestrian enhancements such as high-visibility continental crosswalks, ADA-compliant curb ramps, and wider sidewalks. These improvements will ensure safer and better access throughout the City of Pico. The final environmental document was signed in September 2019, prior to the implementation of SB 743, and therefore exempt from CEQA VMT analysis. However, the Project will likely increase VMT because a new interchange will be constructed.	**X**		**X**			**X**				**X**
I-605/Valley Boulevard Interchange Improvements Project	The Project is in the City of Industry and unincorporated Los Angeles County; and in the final design phase. The Project will reconfigure the freeway on and off ramps; upgrade local arterials (Valley Boulevard and Temple Avenue), upgrade signals and the infrastructure; and provide railroad safety upgrades to reduce the potential for vehicle, train (passenger and cargo) and pedestrian conflicts. The start of construction is slated for the end of 2025. The Project will likely increase VMT.	**X**		**X**			**X**				**X**
SR-91 Westbound Improvements	The Project traverses through the cities of Bellflower, Cerritos, and Artesia and will reconfigure interchanges; add 200 linear feet of bike lanes and pedestrian	**X**		**X**			**X**				**X**

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		↑	↓	Y	N	NA	Y	N	NA	Y	N
(Alondra Boulevard to Shoemaker Road)	improvements; upgrade ADA infrastructure; and reconstruct the Gridley Road Overcrossing to accommodate pedestrians and cyclists. The design phase has been completed, and construction is slated to start in the summer of 2025. The final environmental document was signed in January 2019, prior to the implementation of SB 743, and therefore exempt from CEQA VMT analysis. However, the Project will likely increase VMT because of the new roadway improvements (new interchanges).										
SR-91 Improvements (Central Avenue to Acacia Street)	The Project is in Compton and adjacent to the Cities of Carson and Long Beach. The Project will consolidate multiple ingress and egress points along the freeway to improve the mainline and ramp operations; construct a collector road; and upgrade signage throughout the project limits. The design phase of the Project is underway and expected to be completed in 2025. The environmental phase was initiated in October 2019, prior to the implementation of SB 743, and therefore exempt from CEQA VMT analysis. However, the Project will likely increase VMT because of the new roadway improvements.	**X**		**X**			**X**			**X**	
I-405 Auxiliary Lanes (I-105 to Artesia Boulevard)	The Project area extends through six jurisdictions and unincorporated Los Angeles County. The Project will construct seven auxiliary lanes and provide pedestrian improvements (high-visibility crosswalks, leading pedestrian intervals, visual and auditory pedestrian countdown timers, touchless push buttons, and wayfinding cyclist signage) to enable safer travel within the project area. The final design phase is nearly completed. The construction schedule will be determined in the future. While the Project includes elements that will enhance walking and bicycling, it also includes vehicle-oriented improvements that will likely increase VMT.	**X**		**X**			**X**			**X**	
I-405 Auxiliary Lanes (I-110 to Wilmington Avenue)	The Project is in the City of Carson and in the environmental phase. The Project may construct four auxiliary lanes; increase access and connectivity; and provide pedestrian improvements (high-visibility crosswalks, pedestrian flashing beacons, bicyclist signage and new transit/bus stops). The LPA will be selected after	**NA**		**X**			**X**				**X**

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		↑	↓	Y	N	NA	Y	N	NA	Y	N
	considering community input, environmental impacts, and engineering studies, and will be presented in the final environmental document.										
SR-14 North LA County Safety & Mobility Improvements (Newhall Avenue UC to Pear Blossom Highway)	The Project is in Antelope Valley and in the environmental phase. The Project may reconfigure the existing lanes, close the lane gaps, and implement TSM/TDM strategies. The LPA will be selected after considering community input, environmental impacts, and engineering studies, and will be presented in the final environmental document.	**NA**		**X**			**X**				**X**
CITY OF MALIBU PACIFIC COAST HIGHWAY (PCH) PROJECTS											
PCH Signal Synchronization Project (John Tyler Drive to Topanga Canyon Boulevard)	The Project includes the installation of communication links between traffic signals and the Caltrans Traffic Management Center, fiber links, adaptive signal control systems, changeable message signs, closed-circuit televisions to monitor traffic, and traffic loops and sensors and the installation of other traffic management techniques to manage traffic flow. In addition, the Project will include pedestrian safety treatments and other related enhancements such as pedestrian signals and red-enforcement cameras to monitor traffic. Construction is expected to be completed in December 2025. While the Project includes elements that will enhance walking and bicycling, it also includes vehicle-oriented improvements that will likely increase VMT.	**X**				**X**			**X**	**X**	
Malibu PCH Trancas Canyon Road Intersection Improvements	The Project includes installing a new right turn lane on the westbound side of PCH and traffic signal upgrades to improve traffic flow reduce collisions. The Project is in the design phase and expected to be completed in Spring 2025. This PCH project will likely increase VMT.	**X**				**X**			**X**	**X**	

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Malibu PCH & Las Floras/ Rambla Pacifico Intersection Improvements	It is anticipated the environmental phase of Project will begin in Spring 2025. The Project may include adding a left-turn lane as well as bike and pedestrian improvements. While the Project includes elements that will enhance walking and bicycling, it also includes vehicle-oriented improvements that will likely increase VMT.	**X**				**X**			**X**	**X**	

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