Attachment A: Strengths and Limitations of Caltrans Guidance and LA County-Specific Quantification Approach

Caltrans Guidance (California Induced Travel Calculator)	LA County-Specific Quantification Approach
Strengths	
1. Forecasts long-term induced Vehicle Miles Traveled (VMT) changes while controlling for variables such as population/employment growth and income changes 2. Best used to understand order-of-magnitude induced VMT impacts 3. Caltrans' preferred methodology with broad applicability across the entire state of California 4. Meets California Environmental Quality Act (CEQA) defensibility requirements 5. Simple to use	1. Combines the advantages of the Southern California Association of Governments (SCAG) Activity-Based Model (ABM) and elasticity-based methodology to calculate combined short/long-range induced VMT 2. Calibrated/validated to LA County-specific data sources, and context, incorporating Metropolitan Statistical Area (MSA)-by-MSA VMT differences 3. Forecasts VMT changes based on variables such as population/employment growth, automobile operating costs, and income changes 4. Reflects context sensitivity for land use (infill vs. greenfield, high vs. low density), the transportation network (available multimodal travel options including off-peak bus service, bus rapid transit, and rail transit), congestion levels, and network effects (i.e., building a bridge) 5. Measures VMT of passenger (light-duty) cars and trucks, aligning with legislative intent of Senate Bill (SB) 743 6. Presumes High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT)/General Purpose (GP) lanes have different induced VMT effects 7. Provides information about a "without project" condition and cumulative impacts, required by CEQA and National Environmental Policy Act (NEPA) 8. Provides VMT by speed bin, required for federal air quality conformity analysis
Limitations	
1. Does not provide precise, project-specific outcomes 2. Ignores MSA-by-MSA VMT variations and declining LA County VMT trends 3. Academic research utilizes demographic data (1973-2003) that does not reflect recent changes (COVID-19, Transportation Network Companies (TNCs), internet shopping, etc.) 4. Does not reflect context sensitivity for land use (infill vs. greenfield, high vs. low density), the transportation network (available multimodal travel options including off-peak bus service, bus rapid transit, and rail transit), congestion levels, and network effects (i.e., building a bridge) 5. Presumes HOV/HOT/GP lanes have the same induced VMT effect 6. Presumes only remedy to both congestion and induced VMT is congestion pricing while ignoring other solutions (e.g., bus and rail transit, telecommuting, car/vanpooling, etc.) 7. Does not provide information about a "without project" condition or cumulative impacts, required by CEQA and NEPA 8. Does not provide VMT by speed bin, required for federal air quality conformity analysis 9. Per University of California, Davis, developers of the Calculator, long-term validation likely not possible	1. Increased complexity compared to the California Induced Travel Calculator 2. Requires additional time, resources, and technical analysis to produce results 3. Requires additional study and concurrence by Caltrans prior to deployment 4. Has not been CEQA tested to prove CEQA defensibility