

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%.



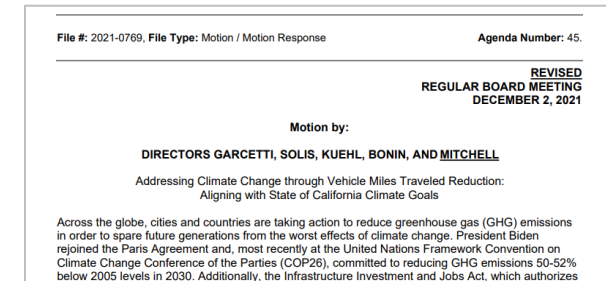
Builds upon important foundational studies



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):

Scenario 0 No Build	Comparison scenario that estimates countywide VMT with forecasted 2045 land use/population patterns, and existing and under construction projects only
Scenario 1 Adopted & Ambitious	Metro’s ambitious portfolio of adopted and programmed projects, plans, and policies, including Measure M & R projects, and more
Scenario 2 Expanded & Fiscally Unconstrained	An “unconstrained” future for Metro, where more funding is available for expansion of services and programs
Scenario 3 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

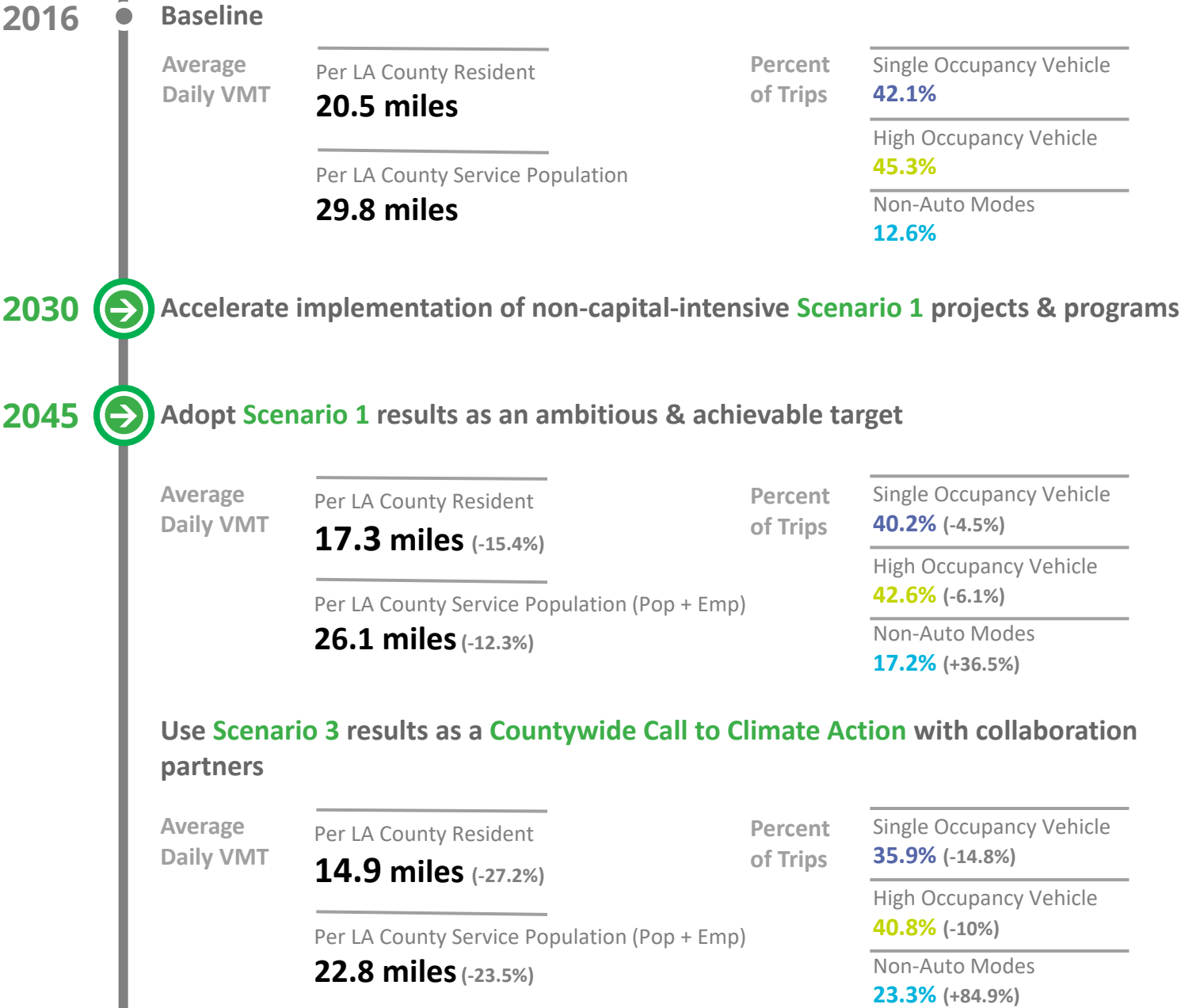
KEY

- Not Included
- Included
- Enhanced

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

Heather Repenning

RepenningH@metro.net

213-922-4932



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

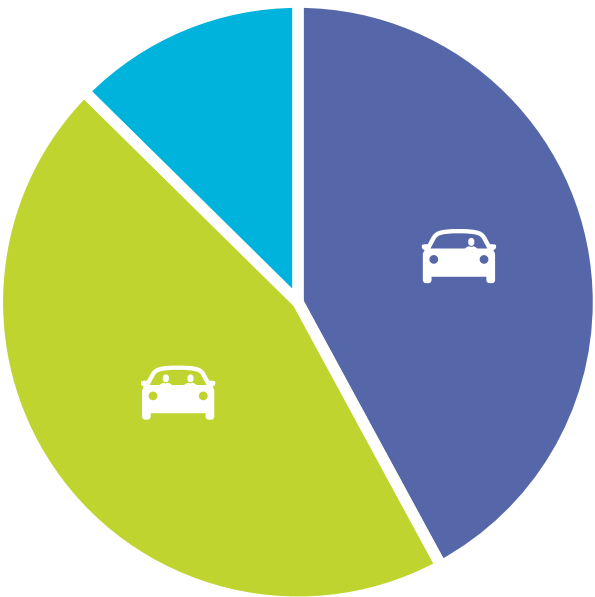


Per LA County Service Population**

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

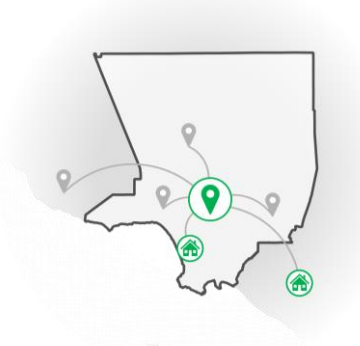
Average Daily VMT



Per LA County Resident*

17.3 miles
(-15.4%) from baseline

*all trips for anyone who lives in LA County

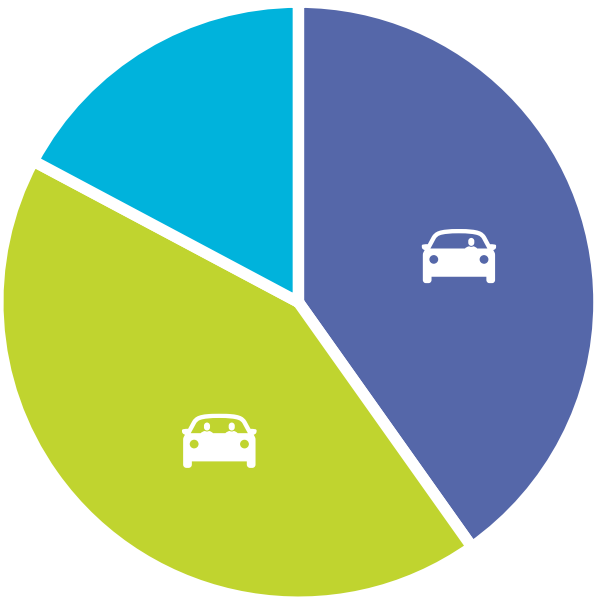


Per LA County Service Population**

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

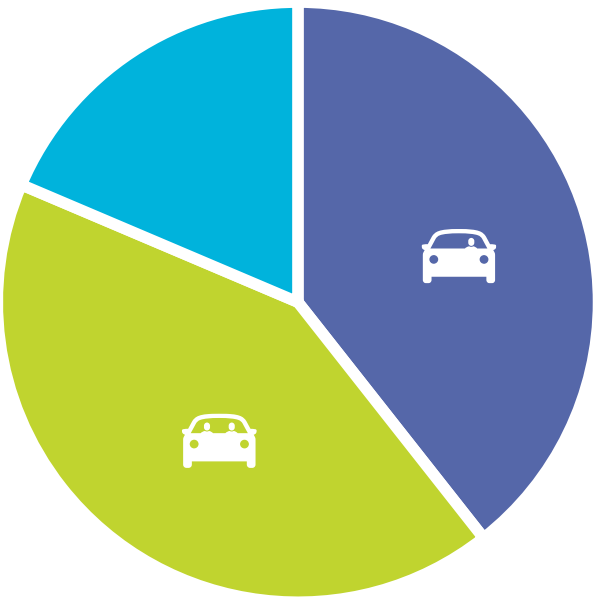


Per LA County Service Population**

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

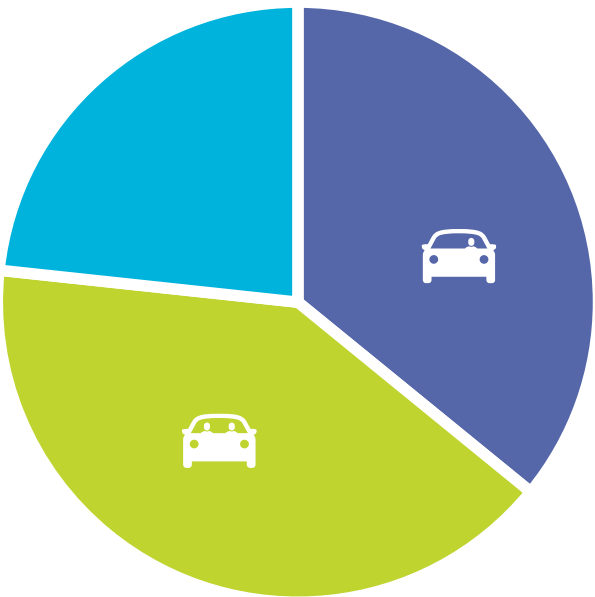


Per LA County Service Population**

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%)