

## VMT/Capita Reduction Target Example

### Measures:

- VMT/Capita for home-based trips
- VMT/Employee for commute trips to/from work

### Target:

- Increased development potential in a District<sup>1</sup> where forecast vmt/capita for home-based trips or vmt/employee for commute trips to/from work is lower than the region average.  
**or**
- Plan amendment area has lower forecast vmt/capita for home-based trips or lower vmt/capita for commute trips to/from work than the District<sup>1</sup> average (the output reviewed is dependent upon the predominant land use change proposed)

### Example Metro Region Baseline

- Ave. VMT/capita for home-based trips = 10.5
- Ave. VMT/employee for commute trips to/from work = 9.5

### Example District A

- Ave. VMT/capita for home-based trips = 10.7
- Ave. VMT/employee for commute trips to/from work = 8.5

## Plan Amendment in District A

	Baseline	Scenario 1	Scenario 2	Scenario 3
Proposed Land Use Change in District A		Increased housing units	Increased housing units and jobs	Increased jobs only
Ave VMT/capita for home-based trips	Region: 10.5 District: 10.7	Updated District Ave: 10.8 (An increase for District and District is higher than Region Average)	Updated District Ave: 10.6 (A decrease for District but still higher than Region Average)	Updated District Ave: 10.7 (No change for District, still higher than Region Average)
Ave VMT/employee for commute trips to/from work	Region: 9.5 District: 8.5	8.4 (A decrease for District and lower than Region Average)	8.3 (A decrease for District and lower than Region Average)	8.5 (No change for District, still lower than Region Average)
<b>Does this meet the VMT reduction Target?</b>				
<i>Increased development potential in a District<sup>2</sup> where forecast vmt/capita for home-based trips or vmt/employee for commute trips to/from work is lower than the region average. <b>or</b></i>	No		<i>No for housing Yes for jobs</i>	Yes
<i>Plan amendment has lower forecast vmt/capita for home-based trips or lower vmt/employee for commute trips to/from work than the District (dependent upon the predominant land use change proposed)</i>		<i>No for vmt/capita (Yes for vmt/employee although this does not result in a finding of no significant impact as the proposed change is to add housing only therefore only the reduction of vmt/capita meets this criteria)</i>	<i>Yes for Both</i>	No
<i>Significant Impact per TPR?</i>		<i>Yes - Need to evaluate other mobility policy measures</i>	<i>No – No additional transportation analysis needed, impacts to be addressed at time of development</i>	<i>No Significant Impact per TPR – No additional transportation analysis needed, impacts to be addressed at time of development.</i>

1 VMT/Capita “Districts” will be established that are TAZ groupings with similar land use characteristics and forecast VMT/Capita and that represent subareas of local jurisdictions.

## VMT/Capita Reduction Target Modeling Needs

### Evaluating VMT/capita at the District level

- Develop District average VMT/capita (HB VMT/capita and HBW VMT/employee) using existing model outputs for forecast year (under RTP fiscally constrained scenario)
- Assume that increased development potential and non-auto-oriented transportation improvements reduce Metro Region VMT/capita when occurring in Districts with below average VMT/capita
- Assume that Plan Amendments would affect VMT/capita within the TAZs where they are located, but not necessarily outside those TAZs

### When do I need to use the model?

Although VMT/capita metrics are calculated using the Regional Travel Demand Model (model), the model does not need to be run each time these metrics are being evaluated.

Run the model when:

- Evaluating system plans/plan amendments that include elements that both *increase* and *decrease* VMT/capita. For example, a plan amendment may add housing to areas that have higher VMT/capita than the regional average, resulting in higher VMT/capita within the District, while also adding services and retail capacity that would reduce the distances residents need to drive to meet their needs.
- Evaluating changes *outside* the plan area due to changes *within* the plan area
  - Changes within a TAZ affecting the District where it's located
  - Changes within a District affecting the region
  - *Note:* many of these questions would be addressed in city and regional scenario planning required by CFEC rulemaking and not in plan amendments

Use existing model output and off-model tools when:

- Evaluating changes to VMT/capita within a plan area in a District with lower VMT/capita than the regional average
- Evaluating changes to VMT/capita within a District due to District-wide changes in land use, policy, pricing, etc.
- *Reference:* CAPCOA 2021 handbook on GHG emissions reductions; additional resources per Metro/ODOT
  - Distinguish between project-scale vs. community-scale strategies
  - Be careful when evaluating transit network changes, which may affect several different TAZs