



ALAMEDA COUNTY TRANSPORTATION COMMISSION

# Alameda County VMT Reduction Estimator Tool: Update on Tool Development



A presentation to ACTAC  
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FEHR PEERS

## Presentation Overview

- Summary of Phase I work completed
- Phase II tool development underway
  - VMT reduction strategies and effectiveness estimates
  - Place types
- Next steps



## Purpose of VMT Reduction Estimator Tool

- Assist member agencies with implementation of SB743
- Consistent Tool for use in Alameda County
- Develop a tool to estimate the effects of VMT reduction strategies proposed for local land development projects
- Build from a tool developed for San Diego Association of Governments, and customize for Alameda County



## Summary of Phase I

- Reviewed SANDAG VMT Calculator Tool
  - Explore strengths and limitations
- Gathered Stakeholder Input
  - SB743 Working Group (3 meetings); ACTAC (2 meetings)
  - Online survey
- Confirmed Approach for Alameda VMT Reduction Estimator Tool
  - Add six strategies to those already in SANDAG tool
  - Use Alameda County model data for demographics and land use context

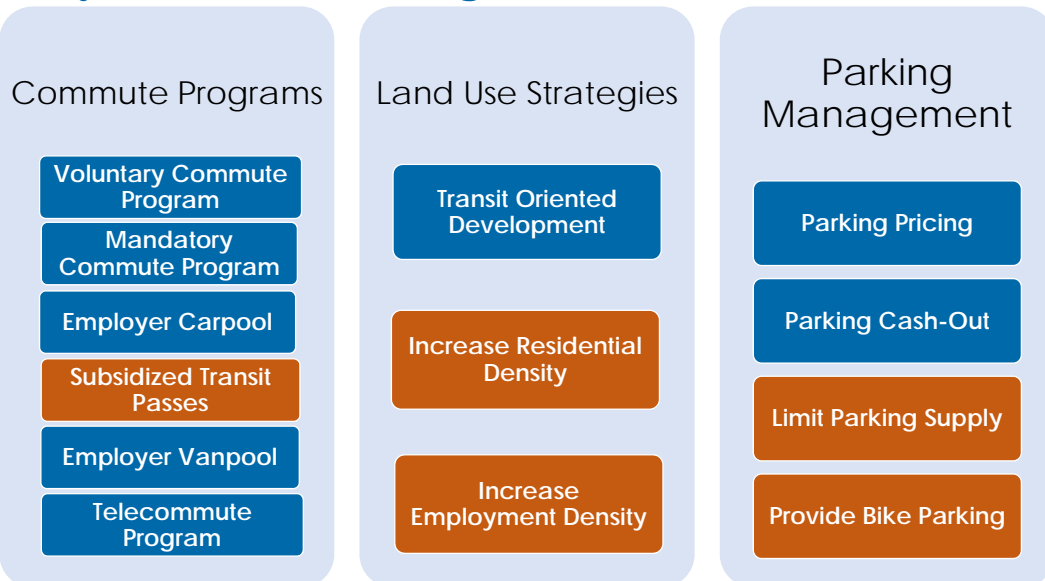


## Current Phase II Work

- VMT Reduction Strategies
  - Confirm and define strategies
  - Establish maximum VMT reduction values based on most recent research (new update to CAPCOA Handbook on Quantifying Greenhouse Gas Mitigation Measures)
- Place Types
  - Define geographic context



## Project Level Strategies



## City/Community Level Strategies

### Neighborhood Enhancement

- Street Connectivity
- Pedestrian Facility Improvements
- Bikeway Network Expansion
- Bike Facility Improvement
- Bikeshare
- Carshare
- Community Based Travel Planning
- Traffic Calming Measures
- Affordable/BMR Housing

### Transit Strategies

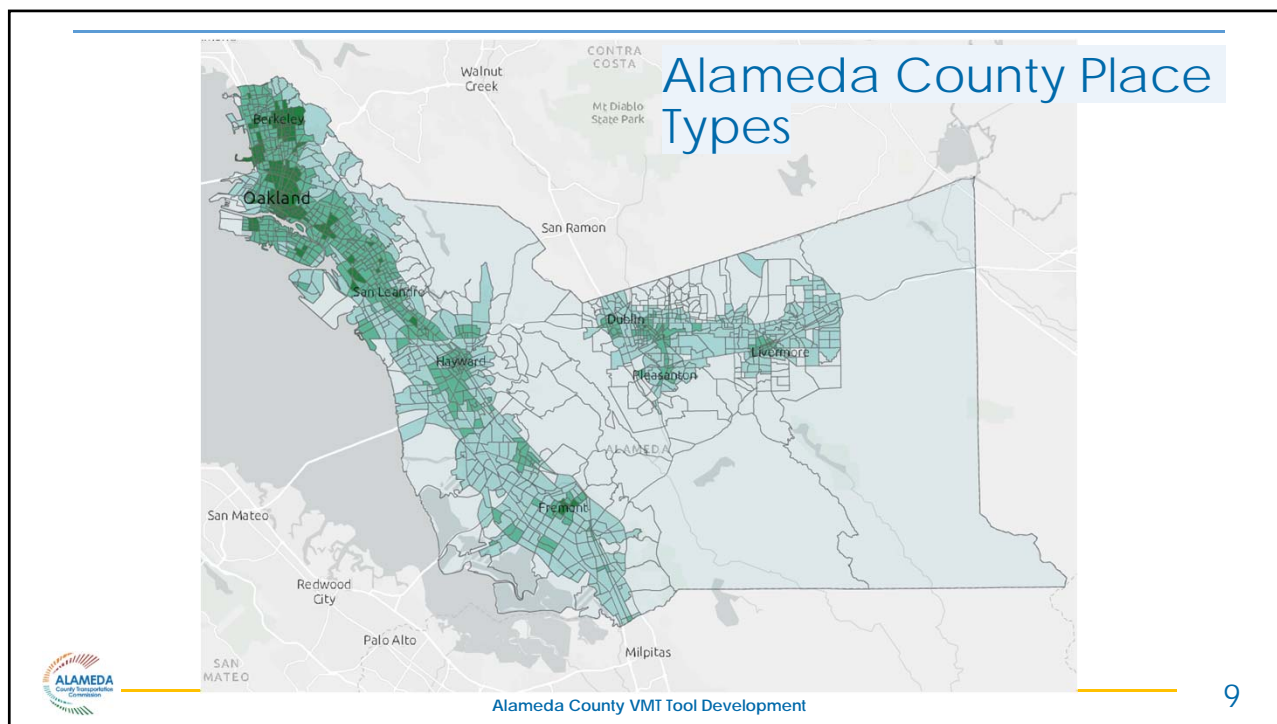
- Transit Service Expansion
- Transit Frequency Improvements
- Transit Supportive Treatments
- Transit Fare Reduction
- Micro-transit/NEV Shuttle



## Place Types

- Define geographic context based on:
  - Population density
  - Jobs-housing balance
  - Automobile mode share
- Most VMT reduction strategies are more effective in areas that are more urban (higher density, more balanced jobs-housing mix, lower use of automobiles)
- Acknowledge rural areas where there is not enough research to support conclusions about VMT reductions





- ## Next Steps
- Code the new strategies into the VMT tool
  - Link the tool to the Alameda countywide travel model
  - Test and trouble-shoot the tool
  - Share with SB743 Working Group for review and testing
  - Present final product to you at the June 2021 meeting
- The figure is a slide titled "Next Steps" with a bulleted list of five items. The Alameda County logo is in the bottom left corner, and the text "Alameda County VMT Tool Development" is at the bottom center. The number "10" is in the bottom right corner.



# Thank You

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