1. **Name of the presenter, organizational affiliation, and a title for their transactions:**

   - Neil Peacock, District 3 Corridor Planning Manager; Caltrans

   - *"Sacramento Area Regional VMT Mitigation Opportunities: Bike Share and Microtransit First/Last Mile Accessibility Solutions"*

     - 50 Corridor Transportation Management Association
     - Sacramento Regional Transit
     - City of West Sacramento
     - City of Rancho Cordova
     - City of Sacramento
     - City of Folsom
     - City of Davis

2. **A description of the VMT reduction programs, activities, or investments:**

The following are different examples of emerging first/last mile accessibility solutions in the greater Sacramento area that could be used in mitigation transactions for VMT impacts resulting from capacity-expanding projects throughout the region:

Bike Share: 50 Corridor Transportation Management Association and cities of Sacramento, West Sacramento, Davis, Folsom, and Rancho Cordova

Bike share is a membership or fee-per-use based system that allows people to pick up a bike, ride to their destination, and leave it at a new location for a small fee. Bike-share availability makes it easier to get around town for local trips and access transit for inter-city commute purposes. The cities of Davis, Sacramento, and West Sacramento have all partnered with the bikeshare company JUMP to launch the largest pedal-assist bike share system in North America. The recent launch of an all-electric bike-share fleet of 300 Jump bikes in Sacramento, West Sacramento, and Davis also includes plans to expand to 900 when the program is fully rolled out. Just within the first four days of its existence, 800 people joined the program and logged over 1,800 rides. JUMP is installing required bike racks throughout its service areas and is also in the process of developing a low-income program called 'Boost'.

The bikes are being distributed at a variety of hub locations throughout the cities and can be used within the system boundaries. The region's bike share will also be electric, making it easier to go farther distances. To use the system, users can download the JUMP Bike app on their smartphone through Google Play or the App Store and create an account. Once users have created an account, they can use a bike when they see it, or find one through the map on the app.

Data from its ride network allows the company to understand the best locations to place the bicycles in different cities, so they can be used more frequently. Since starting the pilot program a few months ago, data has shown that the average distance of a ride on a Jump bike is about 2.6 miles — which is not much different from how far customers travel on average for an Uber car ride. Each bike is also being used six or seven times a day. Both of these data-points are early indicators of VMT reduction.

Similarly, the 50 Corridor Transportation Management Association (in partnership with Kaiser Permanente, the Sacramento Metropolitan Air Quality Management District, and other member organizations) has teamed up with LimeBike to bring a 200 bike pilot bike share program to the cities of Folsom and Rancho Cordova. These bikes will be placed with the intention of serving residential neighborhoods and commercial districts that are adjacent to the light rail stations at the eastern end of SacRT's Gold Line. They are also establishing a LimeBike Business Network to provide companies and their staff with direct access to GPS-enabled bicycles as an employment perk. Participating Network companies will receive one month of unlimited LimeBike rides and work closely with LimeBike to design an affordable, flat rate plan that empowers employees to use LimeBike for their daily commute and more.

Microtransit/On-demand Rideshare: Sacramento Regional Transit District (SacRT) and cities of Sacramento and West Sacramento

SacRT has recently concluded a successful six-month microtransit pilot program called 'SmaRT Ride" in the suburb of Citrus Heights and has plans to expand in the near future to Orangevale, Antelope, and Fair Oaks, as well as the Historic Folsom light rail station, the Franklin Blvd. corridor, and areas of South Sacramento including City College. With grant funding from the State Transportation Authority, SacRT ultimately plans to expand into to ten service areas of Sacramento's sprawling suburbs.

Similar to other ride-share services, customers can use a smartphone app to request a ride that will pick up and drop off passengers wherever they wish to travel within the service boundaries. Following a SmaRT Ride request, the microtransit app will provide passengers with an estimated pick-up time, track their bus in real-time, and be alerted when their ride is about to arrive. Passengers will also be alerted when their ride is about to reach their desired destination. SacRT spent $25,000 on software for the project and is determining if hiring additional drivers or adding new vehicles is warranted to support the service's expansion. With this project, SacRT is aiming to help determine the feasibility of utilizing microtransit technology, improve services on existing routes, develop new services, improve connections to local bus and light rail service, and increase ridership. SacRT is partnering with TransLoc, a transit technology company, for the project. Unlike Uber, microtransit buses will carry a handful of riders at a time. The driver will have an iPad on the dashboard showing the shortest route to get passengers to their individual destinations. SacRT officials and public transit officials elsewhere hope they can keep costs lower than rideshare. Due to increased requests, the service hours will be expanded an additional three hours to operate from 6 a.m. to 9 p.m. All SacRT fare media is accepted, including single ride tickets, daily and monthly passes, smart card (Connect Card), mobile fare app (ZipPass), and cash. The low cost makes this service more affordable than a traditional ride-hailing service, which could cost riders more than five times the amount.

Similarly, the City of Sacramento is helping facilitate a pilot project to test a project run by Civic Lab to provide an autonomous shuttle between a SacRT light rail station and the Sacramento State campus. The City of Sacramento and the Sacramento Regional Transit District are partnering with Sacramento State to pilot a last-mile autonomous shuttle service for public transit riders between the University/65th Street Light Rail station and the Sacramento State campus.

The City of West Sacramento is also in the process of deploying an on-demand microtransit, or rideshare, pilot project thanks to grants from CalTrans and the Sacramento Area Council of Governments. The City announced the selection of New York-based rideshare company, Via, to launch the nation's first ever city/private partnership for on-demand public transportation service. The 1-year pilot program, which uses ten donated six-passenger Mercedes-Benz vans, will allow users to book a shared ride anywhere in the City for a flat-fare similar to the cost of riding the bus, making it easier and more affordable to get where they need to go – without having to rely on a personal vehicle. Via was the top-ranked firm among several leading competitors, including Lyft, Uber, and Chariot, following a request for proposals in May, 2017 to provide an innovative transportation alternative.

Because traditional bus service in the city doesn't do well outside of high-density, urban corridors, it developed this pilot project to integrate emerging trends and new technologies to determine where its traditional transit services can be enhanced or augmented through the deployment of neighborhood-level microtransit service to attract greater ridership. The City hopes to provide this service at lower fares compared to an Uber or Lyft ride, because it is designed as an integrated rideshare system rather than an ad hoc process of connecting private drivers to private rides, with the goal of picking up most riders within 500 feet of their starting point.

3. The projected VMT reduction:

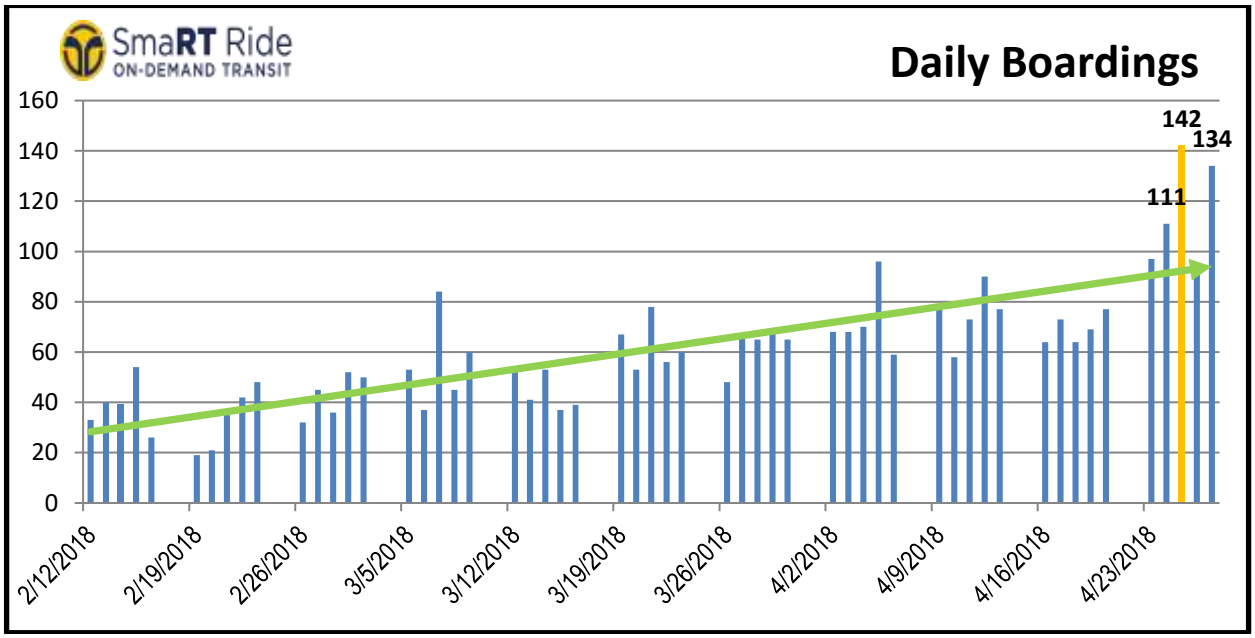
As recently-initiated pilot efforts, performance analysis is currently taking place and none of the agencies involved with these services have been able to provide VMT reduction data at the time this summary was developed. However, such data is forthcoming; data collection and current performance indicators are shown under evidentiary basis below.

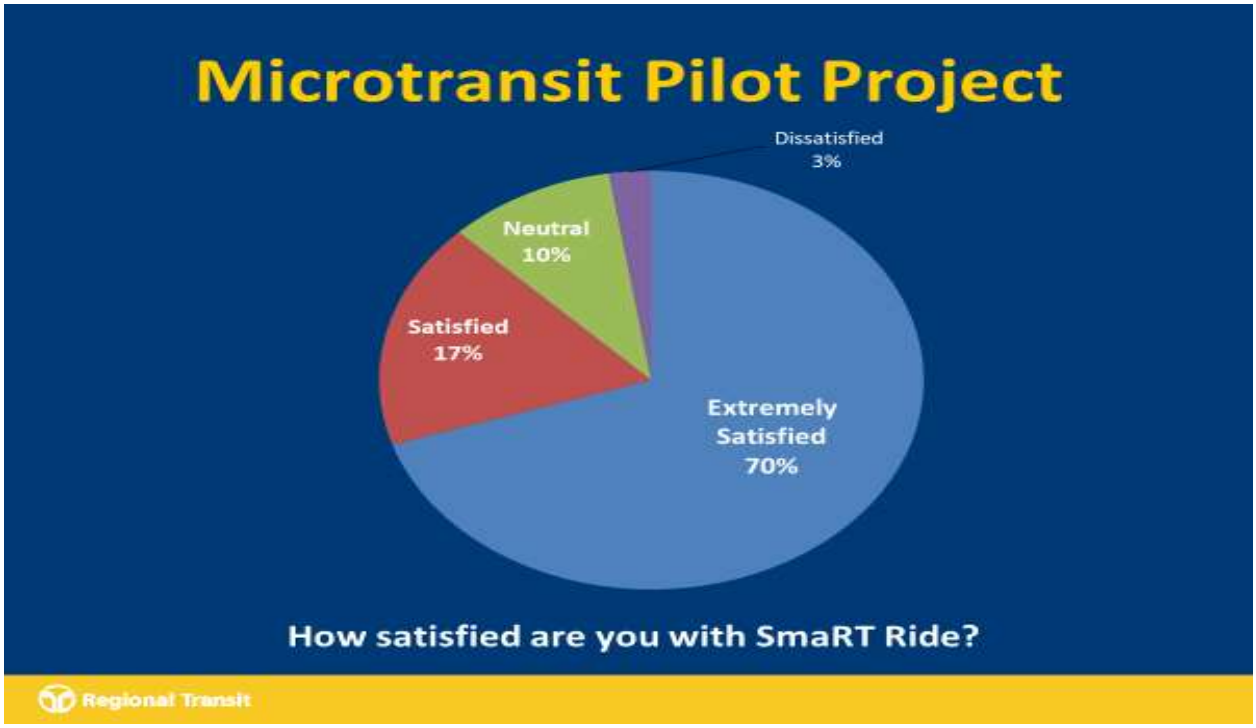
4. The evidentiary basis for the projected reduction, such as the results of prior efforts or published research.

City of West Sacramento On-Demand Rideshare Pilot: This service includes a shared data agreement and subcontract with UC Berkeley's Transportation Sustainability Research Center to provide performance evaluation, including VMT reduction, based on trip-data and rider surveys related to origin, destination, trip-length, modal connection, and trip-alternative.

Sacramento Regional Transit: The graphs below show both the ridership increases and customer satisfaction rates achieved during the initial phase of SacRT's on-demand microtransit pilot project. SacRT's planning staff is currently calculating the VMT reductions resulting from this service. In the meantime, these indicators demonstrate the service's success to-date and have led to the following preliminary findings:

- Customers, dispatchers, and operators generally feel that the app is easy to use and the system is easy to operate, resulting in positive feedback.
- Consequently, the service is being adopted by new RT customers, ridership is growing, and SacRT is planning to expand the service in other suburban areas of Sacramento.
- There have been no trip-denials and fewer trip cancelations/no-shows.
- SacRT has new access to great data and statistics.





5. **<u>The payment or other exchange or inducement that would be required to execute the VMT reduction project or program. If there is a difference between the cost of the project versus the price, for example because the project already has partial funding, this would be worth knowing.</u>**

Each of the programs outlined above have expressed a desire to expand their services first/last-mile accessibility solutions throughout the Sacramento area's extensive suburban network and face funding shortfalls that limited their ability to do so. However, the expansion plans and associated funding needs for each service differ by agency. As such, the 'payment', 'exchange', or 'other inducement' required would need to be developed based on the specifics involved, both with regard to the VMT reduction service itself and any transportation projects needing mitigation. Ideally, this could happen through a two-step process, linking a programmatic regional partnership with project-specific agreements:

A) First, Caltrans, or another CEQA lead or responsible agency such as SACOG, CARB, etc., could convene a regional VMT mitigation partnership group and establish a Charter between participants that outlines a process for developing subsequent project-specific agreements.

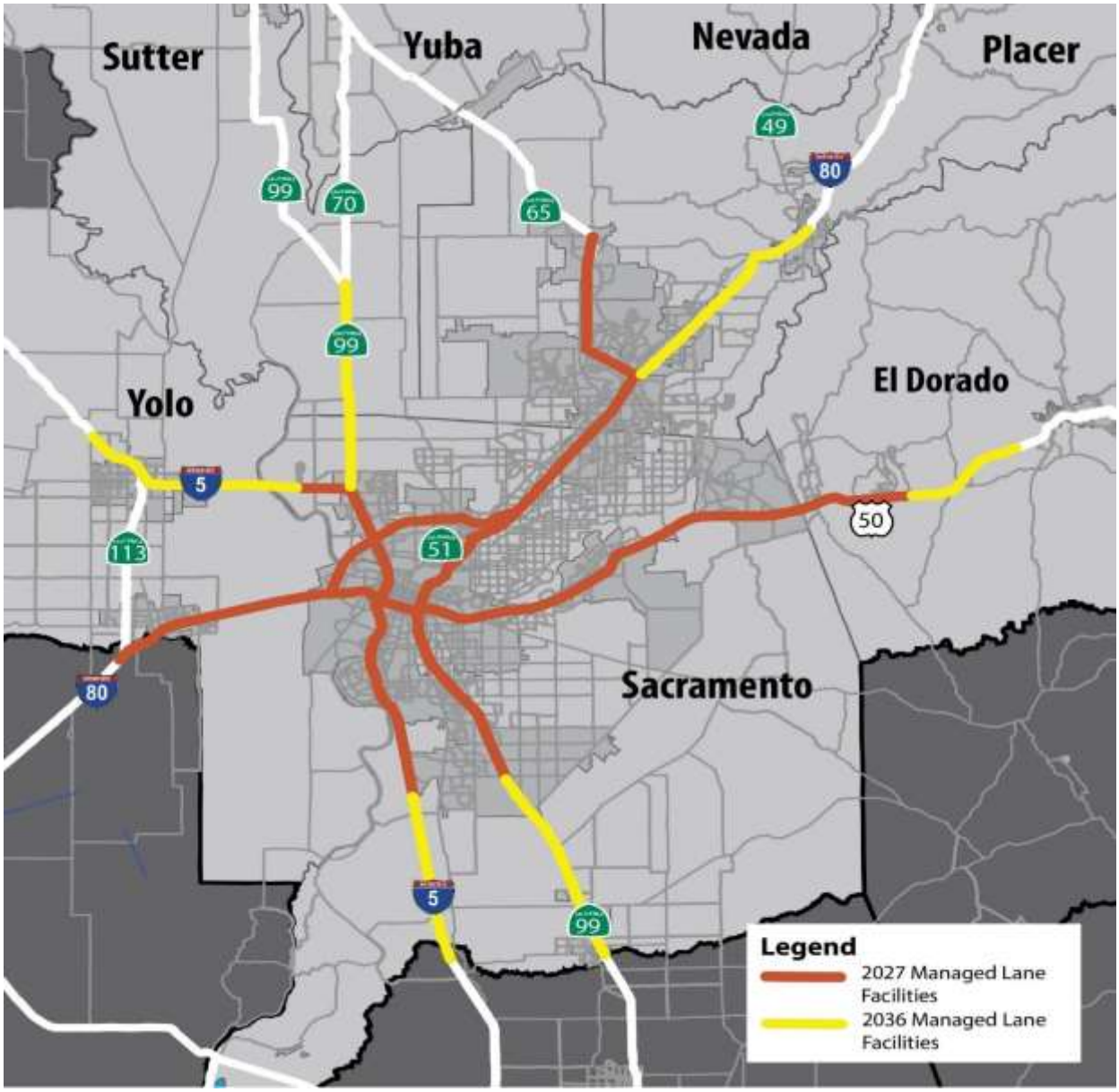
B) Then, as the environmental documents for specific transportation projects quantify individual VMT impacts in need of mitigation, requests for bids could be distributed to those partners who have expressed an interest in receiving funds to expand their services in exchange for supporting documentation of the VMT reductions achieved through their service that could serve as the substantial evidence needed to demonstrate adequate mitigation. These 'in-lieu fees' could then be paid by the transportation project sponsor to the selected third party through a project-specific 'cooperative agreement', which would result in 'off-site' mitigation. This transactional model is commonly used across the state to achieve mitigation for biological resources; where resource impacts are identified, the costs of compensatory mitigation is estimated, and payments are made to local restoration groups that handle the actual wetland, revegetation, or other habitat enhancements needed to satisfy the biological conditions identified in the project's mitigation and monitoring program.

As a hypothetical example; Caltrans is currently planning a large corridor project on I-80/US 50 between Sacramento and Davis, currently estimated at $400m, which will add lanes in both directions, thereby adding capacity to the corridor. Although the project is currently in the Project Initiation Document (or scoping) phase, it could be anticipated that the project's environmental document may identify induced-demand affects, i.e. VMT impacts, resulting from that additional

capacity. The City of West Sacramento recently launched a 1-year microtransit pilot at the cost of $750,000, funded through a combination of SACOG and Transportation Development Act sources, which will quantify the service's performance through a variety of performance measures, including VMT reduction. *If* this project's environmental document does ultimately identify VMT impacts, and *if* Caltrans is not interested in or able to provide VMT reduction services itself, and *if* the City is interested in receiving funds from another source to continue and expand this service into the future, *then* they could enter into a multi-year cooperative agreement through which Caltrans could render payment to the City for a duration of service that would document attainment of the VMT reductions needed to serve as mitigation under CEQA for the transportation project. As this project's environmental document is not yet complete and these costs and calculations are currently unknown, it is not possible to provide specific figures at the present time.

6. Identification of the entity or type of entity the presenter believes or speculates would be interested in buying or providing some other form of exchange for this VMT mitigation.

The entities that may be most likely interested in utilizing any of the VMT mitigation exchange examples outlined above might be Caltrans and/or other local/regional project sponsors in the greater Sacramento region that are planning and programming system-expansion projects that are part of the managed lanes network shown in the graphic below: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Nevada
Placer
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Yolo
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