

Proposed Regional Plan Amendments

This proposal encompasses needed improvements for bringing the transportation system into the 21st Century including the current Vehicle Miles Traveled (VMT) threshold standard due to new scientific information, contemporary policies, and a new more comprehensive approach to setting and implementing threshold standards. It also includes a Regional Plan amendment update to Transportation policies and a Regional Plan amendment and framework for updating the project impact assessment and fee used as one of the implementing mechanisms. Amendments are proposed to the Regional Plan Goals and Policies Chapter 2, Land Use Element, Chapter 3, Transportation Element, and Chapter 7, the Development and Implementation Priorities.

Chapter 2 Land Use Element

GOAL AQ-2

MAINTAIN AN EFFECTIVE MOBILITY MITIGATION PROGRAM FOR THE REGION.

Administer a program that effectively mitigates significant air quality impacts resulting from new projects or changes in use. Under the mitigation program, impact fees and mitigation measures are among the strategies to address significant impacts.

POLICIES:

AQ-2.1 IN ADDITION TO OTHER POLICIES AND REGULATIONS INTENDED TO MINIMIZE AIR QUALITY IMPACTS OF DEVELOPMENT, COLLECT AND EXPEND MOBILITY MITIGATION FEES TO OFFSET AIR POLLUTION IN COORDINATION WITH THE ENVIRONMENTAL IMPROVEMENT PROGRAM (EIP). A PORTION OF MITIGATION FUNDS SHALL BE EXPENDED IN THE LOCAL JURISDICTION WHERE THE FUNDS ARE GENERATED AND A PORTION OF THE FUNDS MAY BE USED ON THE MOST COST EFFECTIVE AND ENVIRONMENTALLY BENEFICIAL PROJECTS IN THE REGION.

Chapter 3 Transportation Element

GOAL 1: ENVIRONMENT

Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas emissions.

Policies

- 1.1 Support mixed-use, transit-oriented development and community revitalization projects that encourage walking, bicycling, and easy access to existing and planned transit stops in town centers.
- 1.2 Leverage transportation projects to benefit multiple environmental thresholds through integration with the Environmental Improvement Program.
- 1.3 Implement greenhouse gas reduction strategies in alignment with federal, state, tribal and regional requirements and goals.

- 1.4 Develop and implement project impact analysis, mitigation strategies and fee programs to reduce per capita Vehicle Miles Travelled and auto trips.
- 1.5 Facilitate and promote the use of zero emission transit, fleet, and personal vehicles through implementation of the Tahoe-Truckee Plug-In Electric Vehicle Readiness Plan, education, incentives, funding, and permit streamlining.
- 1.6 Collaborate with all jurisdictions and employers in the basin to develop, maintain, and implement programs to reduce employee vehicle trips.
- 1.7 Coordinate with the City of South Lake Tahoe to update and maintain an Airport Master Plan and limit aviation facilities within the Tahoe Region to existing facilities.
- 1.8 Traffic calming and noise reduction strategies to achieve Community Noise Equivalent Level standards should be included when planning transportation improvements.
- 1.9 Develop and implement a cooperative, continuous, and comprehensive Congestion Management Process to adaptively manage congestion within the Region’s multi-modal transportation system, with a focus on peak traffic periods and Basin entry/exit routes.

GOAL 2: CONNECTIVITY

Enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods.

Policies

Transit

- 2.1 Coordinate with Federal, state, tribal and local governments, transportation management associations, and private sector partners to fund and operate reliable transportation alternatives.
- 2.2 Provide frequent transit service to recreational areas, including trailheads and shoreline access points.
- 2.3 Collaborate with regional and inter-regional partners to establish efficient transportation connections within the Trans-Sierra Region including to and from Tahoe and surrounding communities.
- 2.4 Collaborate with nearby communities that share transportation to and from the Tahoe Basin, including the Town of Truckee/Resort Triangle and the Carson/Minden Valley.
- 2.5 Improve the existing transit system for the user making it frequent, fun, and free in targeted locations.
- 2.6 Use the best available technology to implement waterborne transportation systems that coordinate with other travel options consistent with the Shoreline Plan Greenhouse Gas Reduction Strategy.
- 2.7 Provide specialized and subsidized public transportation services and programs for individuals with disabilities that is consistent with the Coordinated Human Services Transportation plans.
- 2.8 Ensure all transportation projects, programs, and policies meet the transportation needs and minimize negative impacts for all communities, particularly disadvantaged communities and

people with special needs.

- 2.9 Ensure that pedestrian and bicycle facilities are Americans with Disabilities Act (ADA) compliant and Universally Accessible.
- 2.10 Ensure all transit is Americans with Disabilities Act (ADA) compliant, Universally Accessible, and consistent with Coordinated Human Services Transportation Plans.
- 2.11 Develop standards and guidelines for incorporating multimodal amenities in new development or redevelopment, as part of all plans, including but not limited to local area plans.
- 2.12 Implement the Safe Routes to School program.
- 2.13 Coordinate public and private transit service, where feasible, to reduce service costs and avoid service duplication.
- 2.14 Support, where feasible, the implementation of on-demand, dynamically routed transit shuttles.

Active Transportation

- 2.15 Develop and maintain an Active Transportation Plan as part of the regional transportation plan. Include policies, a project list of existing and proposed bicycle and pedestrian facilities, and strategies for implementation in the Active Transportation Plan.
- 2.16 Incorporate programs and policies of the active transportation plan into regional and local land use plans and regulatory processes.
- 2.17 Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the active transportation plan.

Multi-modal

- 2.18 Accommodate the needs of all categories of travelers by designing and operating roads for safe, comfortable, and efficient travel for roadway users of all ages and abilities, such as pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles.
- 2.19 Support parking management programs that incentivize non-auto modes and discourage private automobile use at peak times in peak locations, and that alleviate circulating vehicle trips associated with parking availability.
- 2.20 Coordinate and maintain parking maximums and shared parking standards that support goals and policies of the Regional Plan.
- 2.21 Parking revenues shall, where feasible, benefit infrastructure and services for transit, pedestrians, and bicyclists within areas where funds are generated.
- 2.22 Coordinate and include in area plans intermodal transportation facilities (“Mobility Hubs”) that serve major activity centers in and outside of the basin connecting where appropriate transit, pedestrian, bicycle, and park and ride facilities.
- 2.23 In roadway improvements, construct, upgrade, and maintain active transportation and transit facilities along major travel routes. In constrained locations, all design options should be

considered, including but not limited to restriping, roadway realignment, signalization, and purchase of right of way.

- 2.24 Encourage partners to develop and implement plans coordinating wayfinding and signage to build awareness of alternative transportation opportunities including transit, pedestrian, and bicycle facilities.

GOAL 3: SAFETY

Increase safety and security for all users of Tahoe’s transportation system.

Policies

- 3.1 Coordinate the collection and analysis of safety data, identify areas of concern, and propose safety-related improvements and user awareness that support state and federal safety programs and performance measures.
- 3.2 Use proven safety design countermeasures for safety hotspots when designing new or modifying existing travel corridors.
- 3.3 Coordinate safety awareness programs.
- 3.4 Support emergency preparedness and response planning, including the development of regional evacuation plans.
- 3.5 Encourage appropriate agencies to use traffic incident management performance measures.
- 3.6 Design projects to maximize visibility at vehicular, bicycle, and pedestrian conflict points. Consider increased safety signage, site distance, and other design features, as appropriate.

GOAL 4: OPERATIONS AND CONGESTION MANAGEMENT

Provide an efficient transportation network through coordinated operations, system management, technology, and monitoring.

Policies

- 4.1 Prioritize regional and local investments that fulfill TRPA objectives in transit, active transportation, transportation demand management, and other programs which support identified TRPA transportation performance outcomes.
- 4.2 Enable growth of shared and on-demand shared ride mobility services (i.e., ride-, car-, and bike-sharing, e-hailing, etc.).
- 4.3 Work to ensure that new transportation services and technologies utilize electric vehicles as feasible.
- 4.4 Coordinate policies across multiple partners to support the safe use of electric assisted, low-speed devices on paths and trails to serve travel needs in Tahoe
- 4.5 Identify opportunities to implement comprehensive transportation solutions that include technology, safety, and other supporting elements when developing infrastructure projects.
- 4.6 Collaborate with jurisdictions and state departments of transportation to adaptively manage

roadways for peak traffic periods.

- 4.7 Promote awareness of travel options through outreach, education, and advertising, particularly in local schools.
- 4.8 Invest resources in marketing and outreach campaigns to promote the use of non-auto travel options.
- 4.9 Implement programs and policies of the Tahoe Basin Intelligent Transportation Systems Strategic Plan to support needed infrastructure to achieve regional transportation goals.
- 4.10 Track and prepare for emerging transportation technologies.
- 4.11 Level of service (LOS) criteria for the Region’s highway system and signalized intersections during peak periods shall be: “C” on rural recreational/scenic roads; “D” on rural developed area roads; “D” on urban developed area roads; “D” for signalized intersections. Level of Service “E” may be acceptable during peak periods in urban areas, but not to exceed four hours per day. These vehicle LOS standards may be exceeded when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways.
- 4.12 Prohibit the construction of roadways to freeway design standards in the Tahoe Region and establish Tahoe specific traffic design volume for project development and analysis.
- 4.13 Require the development of traffic management plans for major temporary seasonal activities, including streetscape flexibility within urban centers, and the coordination of simultaneously occurring events.
- 4.14 Expand and build capacity in Transportation Management Associations (TMAs) in the Tahoe Region to develop public-private partnerships that support transportation initiatives.
- 4.15 Establish a uniform method of data collection and forecasting for resident and visitor travel behavior and demographics.
- 4.16 Maintain monitoring programs for all modes that assess the effectiveness of the long-term implementation of local and regional mobility strategies on a publicly accessible reporting platform (e.g., www.laketahoeinfo.org website).
- 4.17 Establish regional and inter-regional cooperation and cost-sharing to obtain a uniform method of transportation data collection and sharing.
- 4.18 Design roadway corridors, including driveways, intersections, and scenic turnouts, to minimize impacts to regional traffic flow, transit, and bicycle and pedestrian facilities by using shared access points where feasible.

GOAL 5: ECONOMIC VITALITY & QUALITY OF LIFE

Support the economic vitality of the Tahoe Region to enable a diverse workforce, sustainable environment, and quality experience for both residents and visitors.

Policies

- 5.1 Encourage community revitalization and transit oriented development projects that

comprehensively support regional and local transportation, housing, land use, environment, and other goals.

- 5.2 Ensure access to public transit is compatible with the neighborhood in identified Priority Communities.
- 5.3 Encourage collaboration between public land managers, departments of transportation, transit providers, and other regional partners to support sustainable recreation and multi-modal access to recreation sites.
- 5.4 Collaborate with local, state, tribal, regional, federal, and private partners to develop a regional revenue source to fund Lake Tahoe transportation investments.
- 5.5 Collaborate with federal, bi-state, and tribal partners to establish efficient rail, air, and bus transportation connections to Tahoe within the Trans-Sierra Region including to and from Tahoe and surrounding metropolitan areas.

GOAL 6: SYSTEM PRESERVATION

Provide for the preservation of the existing transportation system through maintenance activities that support climate resiliency, water quality, and safety.

Policies

- 6.1 Preserve the condition of sidewalks and bicycle facilities and maintain them, where feasible, for year-round use.
- 6.2 Improve winter transit access by providing shelters, cleared sidewalks and paths around stops, winter accessible bike racks, and warm shelters at mobility hubs and major transit stops.
- 6.3 Maintain and preserve pavement condition to a level that supports the safety of the traveling public and protects water quality.
- 6.4 Make “dig once” the basin-wide standard, requiring public and private roadway projects to include the installation of conduit to support community needs. (e.g.: fiber optic, broadband, lighting, etc.)
- 6.5 Consider the increased vulnerability and risk to transportation infrastructure from climate stressors, such as increased precipitation, flooding, and drought when designing new infrastructure and repairing or maintaining existing infrastructure.
- 6.6 Advance transportation planning through public participation and collaboration.

Chapter 7 Development and Implementation Priorities

DP-2.2 THE MAXIMUM AMOUNT OF RESIDENTIAL ALLOCATIONS, COMMERCIAL FLOOR AREA, TOURIST BONUS UNITS AND RESIDENTIAL BONUS UNITS THAT MAY BE RELEASED BEFORE DECEMBER 31, 2032 IS OUTLINED IN THE TABLE BELOW.

TABLE REMAINS – no changes proposed

REMAINING 1987 ALLOCATIONS ARE AVAILABLE FOR USE IN ACCORDANCE WITH REGIONAL PLAN AND CODE OF ORDINANCE PROVISIONS. SUBJECT TO COMPLIANCE WITH REGIONAL PLAN POLICIES AND CODE OF ORDINANCES INCLUDING NOTE 3 ABOVE, TRPA WILL MAKE AVAILABLE UP TO 20 PERCENT OF THE 2013 RESIDENTIAL AND COMMERCIAL LAND USE ALLOCATIONS EVERY FOUR YEARS, IN CONJUNCTION WITH THE 2012 REGIONAL PLAN UPDATE AND FUTURE UPDATES OF THE REGIONAL PLAN AND RTP.

GOAL DP-5 TRPA SHALL USE A SERIES OF MILESTONES TO ADAPTIVELY MANAGE REGIONAL LAND USE AND THE TRANSPORTATION SYSTEM TO ACHIEVE AND MAINTAIN TRANSPORTATION AND SUSTAINABLE COMMUNITIES THRESHOLD STANDARD 1.

POLICIES:

DP-5.1 A TECHNICAL ADVISORY BODY WITH EXPERTISE IN TRANSPORTATION, LAND USE PLANNING, AND IMPLEMENTATION SHALL PROVIDE GUIDANCE ON PROGRAM MODIFICATIONS NECESSARY TO ATTAIN AND MAINTAIN TRANSPORTATION AND SUSTAINABLE COMMUNITIES THRESHOLD STANDARD 1 (TSC 1).

The advisory body will provide recommendations to the Governing Boards of the Tahoe Regional Planning Agency and the Tahoe Metropolitan Planning Organization on policy, issues, projects, and programs related to regional transportation, including but not limited to the development and implementation of the Regional Transportation Plan, Sustainable Community Strategy, regional street and highway system, pedestrian and bicycle facilities, project selection for funding, and multimodal transportation planning within the Tahoe Region. The advisory body will be composed of local and regional transportation project and program implementors, one representative from the environmental community and one from the general public. The advisory body will hold public meetings no less than once every two years to review programs, policies, and progress towards attainment of TSC 1. The TRPA Transportation Planning Manager and/or his or her designee shall attend all advisory body meetings. TRPA shall provide staff support as

well as external expertise and resources necessary for the advisory body to execute its approved work plan. The advisory body will be appointed by the Governing Board. The advisory body will prepare a charter, guiding principles, and workplan that must be approved by the Governing Board.

DP-5.2 THE TECHNICAL ADVISORY BODY WILL PREPARE AND TRANSMIT A PERFORMANCE AND RECOMMENDATIONS REPORT TO THE GOVERNING BOARD EVERY FOUR YEARS.

Starting in second quarter of 2022 and every four years thereafter, the advisory body will transmit a TSC 1 performance and recommendations report to the Governing Board. The report will summarize information related to TSC 1, including but not limited to: traffic volumes, volumes on bicycle and pedestrian trails, transit ridership, mode share, VMT, population, and implementation of transportation projects. The performance report will quantify project and program implementation, effectiveness, and where possible, changes in VMT and VMT per capita at both the regional and jurisdiction level. The report will include an assessment of status relative to the milestones identified in DP-5.4 and DP-5.5. In between milestones, VMT per capita is expected to be between the established milestones. Where appropriate, the report will provide recommendations for modifications of programs, priority funding areas, and selected projects to promote attainment of TSC 1 and the other goals of the RTP. Based on its review of program implementation and effectiveness, the advisory body may recommend changes to the Regional Plan, Regional Transportation Plan, and associated programs including but not limited to:

- A. Modifications to the FTIP/STIP project selection process;
- B. Modifications to the TRPA Regional Grant Program funding criteria; and
- C. Modifications to fee structures or transfer incentives.

Within 90 days of issuance of the report by the advisory body, the Governing Board shall review the report's recommendations. If the Governing Board does not accept any of the report's recommendations, it shall provide a written justification explaining the basis for its adoption of alternative measures.

DP-5.3 THE TECHNICAL ADVISORY BODY WILL PREPARE AND TRANSMIT A REGIONAL TRANSPORTATION PLAN SUSTAINABLE COMMUNITY STRATEGY ANALYSIS AND RECOMMENDATIONS REPORT.

In the second quarter of 2024 and second quarter of every fourth year thereafter, the advisory body will

transmit a Regional Transportation Plan and Sustainable Community Strategy analysis and recommendations report to the Governing Board. In addition to the contents described in DP-5.2, the report will also include forecasts and analyses necessary for the preparation of the updated Regional Transportation Plan and Sustainable Community Strategy. Based on its review of the implementation and effectiveness, the advisory body may recommend changes to the Regional Plan, Regional Transportation Plan and associated programs including but not limited to:

- A. Modifications to the FTIP/STIP project selection process;
- B. Modifications to the TRPA Regional Grant Program funding criteria;
- C. Modifications to the Regional Transportation Plan project selection process;
- D. Modifications to the transportation project impact assessment framework; and
- E. Modifications to fee structures or transfer incentives.

When the review of performance indicates the milestones are not being met, the report must include recommendations reasonably expected to meet the next milestone. Within 90 days of issuance of the report by the advisory body, the Governing Board shall review the report's recommendations, and with the next RTP adopt measures reasonably expected to meet the next milestone identified in DP-5.5. If the Governing Board does not accept any of the report's recommendations, it shall provide a written justification explaining the basis for its adoption of alternative measures.

DP-5.4 SCHEDULE OF MILESTONES TO OBTAIN A REGIONAL FUNDING SOURCE FOR TRANSPORTATION PROJECTS AND PROGRAMS

- A. 2022 Regional Revenue Milestone - By December 31, 2021, a proposal for dedicated sources of transportation funding for Tahoe, endorsed and supported by the Bi-State Transportation Consultation, shall be submitted to the Nevada and California legislatures.
- B. 2024 Regional Revenue Milestone - An ongoing regional funding source or sources dedicated to transportation for the Tahoe Region that is reasonably expected to meet the needs set forth for it in the Regional Transportation Plan, shall commence implementation no later than December 31, 2023.

DP-5.5 SCHEDULE OF MILESTONES FOR ASSESSMENT OF PROGRESS TOWARDS ATTAINMENT OF TSC 1

Progress towards standard attainment will be tracked relative to the 2018 baseline of 12.28 VMT/Capita. The following milestones (Interim Targets and Major Evaluation Intervals) are established to assess progress toward attaining TSC 1.

- A. 2024 Milestone – Per Capita VMT between 2020-2022 shall be equal to or below 12.35, a 1.01% reduction from the 2018 baseline.
- B. 2028 Milestone – Per Capita VMT between 2024-2026 shall be equal to or below 12.26, a 1.76% reduction from the 2018 baseline.
- C. 2032 Milestone – Per Capita VMT between 2028-2030 shall be equal to or below 12.13, a 2.77% reduction from the 2018 baseline.
- D. 2036 Milestone – Per Capita VMT between 2032-2034 shall be equal to or below 12.01, a 3.77% reduction from the 2018 baseline.
- E. 2040 Milestone – Per Capita VMT between 2036-2038 shall be equal to or below 11.88, a 4.78% reduction from the 2018 baseline.
- F. 2044 Milestone – Per Capita VMT between 2040-2042 shall be equal to or below 11.76, a 5.79% reduction from the 2018 baseline.
- G. 2048 Milestone – Per Capita VMT between 2044-2046 shall be equal to or below 11.64, a 6.71% reduction from the 2018 baseline.
- H. 2050 Milestone – Per Capita VMT between 2046-2048 shall be equal to or below 11.63, a 6.79% reduction from the 2018 baseline.

DP-5.6 ADAPTIVE MANAGEMENT RESPONSES TO BE IMPLEMENTED AFTER A RESULTS ASSESSMENT

The following supplemental compliance measures (management responses) shall automatically go into effect if it is found that the milestones in DP-5.4 – DP-5.5 have not been attained:

- A. 2024 Regional Revenue Milestone - If the milestone established DP-5.4.B is not attained, the standard of significance for all land uses in Code of Ordinances Table 65.2.3-1 shall be no-net unmitigated VMT, except for deed restricted affordable and/or workforce housing. This measure will remain in effect until the funding sources described in DP-5.4.B commences.
- B. 2028 VMT Per Capita Milestone – If Regional VMT Per Capita is not at or below the level identified in DP-5.5.B, (1) the per unit rate of the mobility mitigation fee will increase by 10% over the previous rate on January 1st of the following year, and (2) the standard of significance

for all land uses in Code of Ordinances Table 65.2.3-1 shall be no-net unmitigated VMT for projects outside of Centers and a half-mile buffer around them. Deed restricted affordable and/or workforce housing shall be exempt from the rate increase. The rate modification and change in standards of significance shall automatically go into effect and remain in effect until such time that VMT per capita is on schedule to meet the next milestone.

C. 2036 VMT Per Capita Milestone – If Regional VMT Per Capita is not at or below the level identified in DP-5.5.D, (1) the per unit rate of the mobility mitigation fee will increase by 10% over the previous rate on January 1st of the following year, and (2) the standard of significance for all land uses in Code of Ordinances Table 65.2.3-1 shall be no-net unmitigated VMT for projects outside of Centers and a half-mile buffer around them. Deed restricted affordable and/or workforce housing shall be exempt from the rate increase. The rate modification and change in standards of significance shall automatically go into effect and remain in effect until such time that VMT per capita is on schedule to meet the next milestone.

D. 2044 VMT Per Capita Milestone – If Regional VMT Per Capita is not at or below the level identified in DP-5.5.F, (1) the per unit rate of the mobility mitigation fee will increase by 10% over the previous rate on January 1st of the following year, and (2) the standard of significance for all land uses in Code of Ordinances Table 65.2.3-1 shall be no-net unmitigated VMT for projects outside of Centers and a half-mile buffer around them. Deed restricted affordable and/or workforce housing shall be exempt from the rate increase. The rate modification and change in standards of significance shall automatically go into effect and remain in effect until such time that VMT per capita is on schedule to meet the next milestone.

E. 2048 VMT Per Capita Milestone – If Regional VMT Per Capita is not at or below the level identified in DP-5.5.G, (1) the per unit rate of the mobility mitigation fee will increase by 10% over the previous rate on January 1st of the following year, and (2) the standard of significance for all land uses in Code of Ordinances Table 65.2.3-1 shall be no-net unmitigated VMT for projects outside of Centers and a half-mile buffer around them. Deed restricted affordable and/or workforce housing shall be exempt from the rate increase. The rate modification and change in standards of significance shall automatically go into effect and remain in effect until such time that VMT per capita is on schedule to meet the next milestone.

F. 2050 Results Milestone – After completion of the 2050 results assessment, or upon the earliest performance report as described in DP-5.2 that identifies that the per capita target VMT threshold standard has been attained:

1. The technical body described in DP-5.1 will review the threshold standard and recommend a new target.