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TAHOE REGIONAL PLANNING AGENCY

~~PROJECT IMPACT ASSESSMENT AND AIR QUALITY MITIGATION FEE UPDATE~~

~~ATTACHMENT G~~

~~PROJECT IMPACT ANALYSIS UPDATE~~

PROJECT IMPACT ASSESSMENT AND AIR QUALITY MITIGATION FEE FRAMEWORK

~~REVISED~~ APRIL 6, 2021

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Project Impact Assessment and Fee Framework

The project level transportation impact assessment and mitigation fee updates will provide a streamlined, transparent, and predictable process for projects that modify, change[1], or expand an existing or previous use resulting in additional vehicle miles traveled (VMT) by transparently determining significant impacts and mitigations; providing a streamlined review process for simpler projects; and providing detailed analysis for significance and mitigation determination of more complex projects. For projects subject to environmental analysis for air quality and greenhouse gas, those impacts will be evaluated using VMT as factors in those analyses.

Goals of the modernized program include:

- Incentivizing development in low VMT areas
- Reducing greenhouse gas emissions
- Promoting mobility
- Reducing reliance on the personal automobile

TRPA is developing, in collaboration with Placer County, California, a project level analytical tool. The tool will use data from the TRPA Travel Demand Model to evaluate ~~all~~ projects to determine if they meet defined screening criteria, to further evaluate non-screened residential ~~or~~, and tourist accommodation unit projects for impacts to VMT and provide appropriate mitigation strategies as needed, and to calculate the mobility mitigation fee for ~~all projects.~~projects' generated VMT. Commercial, recreation, and other projects not defined in the framework that are not screened from additional impact assessment will submit a detailed assessment of the project's impact on VMT~~.~~, including needed mitigation strategies and fee. An applicant could choose to have a more detailed analysis if they believe it would more accurately reflect the project's effect on VMT or if a pre-approved alternative analysis, e.g., a market study, would provide more information than considered in the tool.

The updated tool and fees will advance implementation of the Regional Transportation Plan (RTP) by empowering applicants with information they need to design better projects and to mitigate project impacts with strategies and fees, each of which are linked to the RTP constrained project list.

The framework proposes changes to key facets of the current project impact assessment and mitigation fee processes that include:

1. Replacing Daily Vehicle Trip Ends (DVTE) with Vehicle Miles Travelled (VMT) in each process
2. Determining if any project types should be exempt from assessment and/or fees
3. Simplifying project evaluation using specific targets for land use equivalents
4. Establishing geographic boundaries (i.e., zones) for project impact assessment
5. Defining unique projects to be assessed on a case-by-case basis
6. Requiring all projects to mitigate ~~their~~ VMT through implementation of VMT mitigations and/or paying a fee
7. ~~Imposing a fee on significant projects that produce unmitigated VMT~~
8. ~~Resetting the mitigation fee amounts~~

1 Changes in operation include but are not limited to expansion of gross floor area; or change in the applicable land use listed in Subparagraph 65.2.3.A, normally indicated by a substantial change in products or services provided

The outcomes of these updates will be to reduce the approximately 7% of additional VMT from development and redevelopment within the RTP forecast. The proposed framework demonstrates consistency with the updated per capita VMT threshold standard as it will contribute to the overall effort to attain and maintain that per capita VMT reduction standard.

The framework will be reviewed and revised within a year following an adopted update to the ~~Regional Transportation Plan~~RTP so that the updated TRPA Model data and projections and RTP constrained project list, costs, and anticipated funding, are reflected in the project impact assessment, mitigation strategies, ~~-~~and mobility mitigation fee.

Project Impact Assessment Elements

Consultant Fehr & Peers provided evaluation of the TRPA model (Appendix 1), best practices, and relevant research, and made recommendations for the project impact assessment update. Input received from the Transportation Technical Advisory Committee and individual stakeholder discussions further informed the framework and associated code changes presented here (Figure 1).

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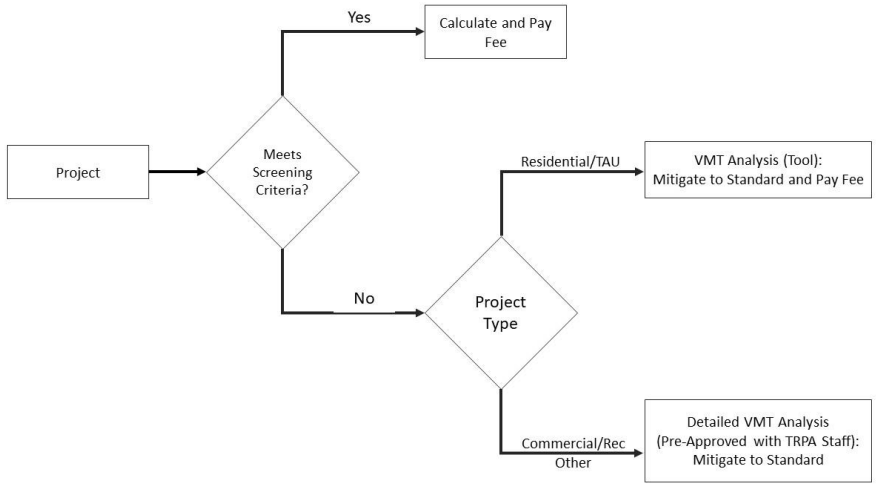

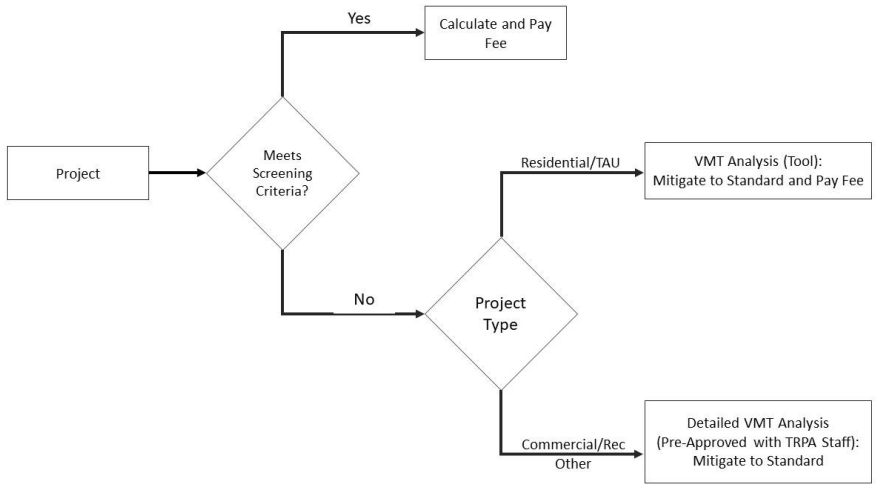

Figure 1: Proposed Project Impact Assessment and Fee Update Framework

The substantive elements of the updates are:

1. Standards of Significance

Establish minimum expectations for projects, and ensure all development and redevelopment are consistent with the regional goal.

2. Screening Criteria

~~Promote~~Screen smaller and less complex projects where fee contribution to regional projects is more appropriate for mitigating VMT and promote projects in town centers and areas where regional investments in VMT mitigation are focused~~ and reduce analytic requirements for simpler projects~~.

3. Mobility Fee Update

Ensure projects contribute their fair share by updating the fee basis from trips to VMT~~ and incentivize development in targeted areas~~.

4. Project Tool

Provide a streamlined, transparent, and predictable process that empowers applicants with information they need to locate and design better projects.

The following section summarizes each of the facets of the project impact and mitigation fee updates.

VMT Metric

The VMT Metric is the basic unit of measurement of a project's impact to transportation. An efficiency VMT metric, which measures VMT as a ratio or rate, is most appropriate for project generated VMT~~,~~ and supports goals to improve the efficiency of vehicle travel by influencing land use and transportation network decisions. Projects whose impact is better understood through its influence on total VMT are best evaluated by an absolute VMT metric.

Table 1 lists the proposed VMT metrics for each project type.

Table 1: VMT Metrics

Project Types	VMT Metric
Commercial	Total VMT
Public Service[2]	VMT per Public Service Use
Recreation[3]	Total VMT

2 Public service uses defined Per Table 21.4-A in the Tahoe Code of Ordinances: Religious assembly, Day care centers / pre-schools, Government offices, Hospitals, Local public health and safety facilities, Schools – college, Schools – kindergarten through secondary, Social service organizations, and threshold-related research facilities

3 Recreation uses defined from Recreation Per Table 21.4-A in the Tahoe Code of Ordinances: Beach recreation, Boat launching facilities, Cross country ski courses, Day use areas, Developed campgrounds, Downhill ski facilities, Golf courses, Group facilities, Marinas, Off-road vehicle courses, Outdoor recreation concessions, Participant sports facilities, Recreation centers, Recreational vehicle parks, Riding and hiking trails, Rural sports, Snowmobile courses, Sport assembly, Undeveloped campgrounds, and Visitor information centers

Project Types	VMT Metric
Residential Uses	VMT per resident[4]
Tourist Accommodation Unit	VMT per TAU
Transportation Projects	Total VMT

Screening Criteria

The main goal of screening is to streamline VMT impact assessment by removing projects that are 1) expected to have a minor impact to transportation by producing less VMT than the adopted standard of significance or by providing a beneficial outcome (e.g., affordable housing); or 2) are simple enough that their impacts can be determined without undergoing a complex analysis.

~~Projects that are screened most effectively mitigate their impacts with VMT through paying mobility mitigation fees, which help fund implementation of projects and programs designed to mitigate anticipated future VMT in the region. Non-screened projects are of a size that can meaningfully mitigate VMT at the project level through implementation of mitigation strategies and paying fees that support regional VMT mitigations.~~

Screening criteria typically include small projects, such as a single-family residence, projects that would reduce trips or trip length, such as local serving retail or affordable housing, and projects with short or no vehicle trips, such as certain transportation projects like bike paths and sidewalks. Screening can also serve to reduce the time and cost for project development when the project is consistent with adopted local and regional plans.

Projects that are screened most effectively mitigate their impacts with VMT through paying mobility mitigation fees, which help fund implementation of projects and programs identified in the RTP to mitigate anticipated future VMT in the region. Non-screened projects are of a size that can meaningfully mitigate VMT at the project level through implementation of mitigation strategies and paying fees that support regional VMT mitigations.

Commercial, recreation, and other project types not defined here that do not meet the screening criteria will submit a detailed assessment of the project's impact on VMT. Applicants should consult TRPA staff for guidance on the most appropriate approach to analyzing impacts.

Projects that are inconsistent with adopted plans cannot be screened and must submit a detailed assessment of the project's impact on VMT.

Screening Approach

The screening criteria were created referencing available data, various jurisdictional approaches, and the State of California's Office of Planning and Research (OPR) guidance on implementation of SB 743,

4 Resident is defined here per the US Census definition: all persons who are "usually resident" in a specified geographic area, and VMT generated from those residents which is calculated at the transportation analysis zone (TAZ) level

which utilizes VMT for project impact assessment for environmental review in that state (appendices 2 and 3).

When a project is screened it is not required to mitigate to the standard of significance for the project type. Screened projects ~~are required to calculate VMT and pay~~mitigate through payment of the mobility mitigation fee for the calculated VMT associated with the project to offset the net additional VMT it generates.

Affordable Housing

Affordable housing that is 100% deed-restricted affordable, moderate, or achievable[5] and is in an area eligible for affordable housing bonus units[6] would be exempt from additional project impact assessment because data demonstrates an association between lower VMT rates and lower household incomes.[7] The low-income factor used in the TRPA model will be applied to VMT calculation for affordable housing to reflect the lower VMT associated with this type of project.

The Tahoe Living Housing Initiative's forthcoming recommendations may change how housing types in this screen are defined, analyzed, and/or charged fees. Those recommendations will inform future updates to the project impact assessment and mitigation fee processes.

Active Transportation

Transportation projects involving active transportation or transit would be exempt from additional project impact assessment because these classes of projects would likely not lead to a substantial or measurable increase in VMT, e.g., bicycle, pedestrian, and transit projects.[8]

Previously Analyzed Projects

Projects analyzed in Area Plans with an environmental analysis per 65.2.4.E of the TRPA Code of Ordinances would be exempt from additional project impact assessment.

Low-VMT

The current project impact assessment process, based on daily vehicle trip ends (DVTE), identifies projects that produce less than 200 DVTE as having ~~an~~a minor or insignificant ~~effect~~increase and so not requiring additional analysis.[9] ~~This screen is carried forward into the current framework as a VMT equivalent to~~ To identify lower VMT producing projects which do not require more complex analysis~~.~~ low-VMT is defined in two ways, depending on the location of the project:

1. Town and regional centers and their half-mile buffer: The VMT equivalent of 200 DVTE: 1,300 VMT[10]
2. All other areas of the region: The VMT equivalent of OPR recommended 110 DVTE: 715 VMT[10]

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5 Per 90.2 Other Terms Defined in the TRPA Code of Ordinances
6 Per 52.3.4 Affordable, Moderate, and Achievable-Income Housing in the TRPA Code of Ordinances
7 See: Household Income and Vehicle Fuel Economy in California (sjsu.edu) and Microsoft Word - CNT Working Paper revised 2015-12-18 kn mg edits
8 Per the Technical Advisory on Evaluating Transportation Impacts in CEQA
9 Per 65.2.3 Definitions of the TRPA Code of Ordinances
10 Calculated using the regional average in-basin trip length of 6.53 miles, per the 2018 TRPA Travel Demand Model

Projects that do not meet the low-VMT screen will be required to conduct additional analysis and apply mitigations (strategies and/or fees) to reduce the project's VMT to at or below the corresponding standard of significance.

~~The low-VMT screen proposes screening projects anywhere in the region from additional analysis when the project produces less than the VMT equivalent of 200 DVTE: 1,300 VMT. The 1,300 VMT equivalent is calculated using the regional average in-basin trip length (6.53 miles[11]). With 1.4 million VMT in the Tahoe Basin on an average midweek early/late summer day, the low-VMT screen of 1,300 VMT represents less than 0.09% of daily VMT in the region.~~

The low-VMT screen for town and regional centers differs from ~~the~~ OPR guidance ~~to use~~ (110 DVTE) in a few ways.

First, OPR guidance for screening projects includes a presumption of less than significant impact for residential, retail, and office projects of any size, when located near a major transit stop or along a high-quality transit corridor, criteria geared toward urban areas and thus not appropriate in Tahoe. The low-VMT screen for town and regional centers and their half-mile buffer supports the same policy aim as the OPR guidance "major transit stop" and "high-quality transit corridor" screen, by encouraging development near transit, and is more conservative because project size in Tahoe is limited by the 1,300 VMT equivalent of 200 DTVE.

Second, the low-VMT screen for town and regional centers differs from OPR guidance because that guidance does not recognize trip length, which can vary depending on project location and the underlying land use ~~type. The low-VMT screen recognizes location, land use type,~~types and ~~trip length,~~transportation contexts; and because it best reflects the appropriate mechanisms for projects in the Tahoe region to mitigate their impacts based on their VMT. That is, when a project's impact with VMT is below the low-VMT screen, it is best able to mitigate ~~its'~~its impacts by advancing regional VMT mitigating projects and programs from the RTP by paying the mobility mitigation fee, and, when a project is above the low-VMT screen, by implementing mitigations at the project level and paying fees ~~is effective for mitigating VMT.~~. The RTP~~, with its robust VMT mitigation program and proven record for reducing VMT in the region,~~ supports the low-VMT screen by providing effective VMT reductions for low-VMT screened projects to advance by paying mobility mitigation fees.

~~The screen adjusts VMT calculations for projects in or within a one-half mile buffer of a Town Center or Regional Center if it also uses parking rates that do not exceed local jurisdiction minimum parking rates. These centers, and their half-mile buffers, produce less VMT than all other zones in the region because of the proximity of a mix of land uses and non-personal automobile transportation options. This approach advances the Regional Plan goals for a more walkable, bikeable, and transit served region through improved land use and transportation solutions by moving development into and near to town and regional centers.~~

~~Projects will be screened based on their location and VMT using the following adjustment factors:~~

- ~~Regional Centers and the half-mile buffer: A 35% reduction in VMT calculation based on the greater number of pedestrian, bicycle, and transit trips in Regional Centers.[11]~~

~~11 Based on 2018 from the TRPA Travel Demand Model~~

- ~~Town Centers and the half-mile buffer: A 20% reduction in VMT calculation based on trip lengths in Town Centers averaging about 80% of the basinwide average.[12]~~

Third, the updated screening criteria functions differently than that in the OPR guidance in that all projects, including those that qualify for screening, excepting active transportation projects, will be required, at a minimum, to mitigate through paying the mobility mitigation fee. This is stricter than OPR guidance which requires no mitigation of VMT by projects below 110 DVTE.

Fourth, some stakeholders assert that the OPR screening guidance does not apply to the Tahoe Region because the entire basin is "sensitive" under CEQA. However, TRPA already prohibits or tightly controls development on sensitive lands within the basin and the proposed transportation impact assessment does not include any modifications to those development restrictions.

As a result, this framework, through overall implementation, will garner more mitigation than a screen based on OPR guidance.

~~Projects that do not meet the low-VMT screen will be required to conduct additional analysis and apply mitigations (strategies and/or fees) to reduce the project's VMT to at or below the corresponding standard of significance.~~

Standards of Significance

Standards of significance set a defined level above which a project would have a significant transportation impact, as measured by VMT, and therefore require additional analysis and/or mitigation.

Standards of significance for the proposed system have been determined based on analysis and guidance from OPR, input from stakeholders and the Transportation Technical Advisory Committee, and adapted for the needs of the Tahoe region:

- 15% below the sub-regional[12] average VMT for residential uses[10]; e.g., VMT/Resident for Residential and VMT/Tourist Accommodation Unit, and 15% below the sub-regional[12] average VMT for Public Service projects.[10]
- No-net increase in VMT for commercial, recreation and transportation projects[13]
- Other projects will be determined on a case-by-case basis

The framework uses sub-regional (i.e., jurisdictional[14]) standards of significance for residential, tourist accommodation uses, and public service uses. These standards of significance are designed to encourage applicants to reduce VMT by locating projects in the most efficient parts of each jurisdiction (Table 2).

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~~12 Per the 2018 Summer TRPA Travel Mode Share Survey~~

13 Per the California Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA

14 Jurisdictions include Carson City, City of South Lake Tahoe, Douglas County, El Dorado County, Placer County, and Washoe County

Where a project replaces existing VMT-generating land uses that leads to a net overall decrease in VMT the project will lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the standards of significance described below would apply.

~~Mixed-use project evaluation will recognize internal trip capture within the project site in its trip generation calculation. The~~A mixed-use project would be evaluated using the respective standards of significance for each of the project land use types, per OPR Guidance. Mixed-use project evaluation will recognize internal trip capture within the project site in its trip generation and VMT calculation.

Table 2: Standards of Significance

Project Types	Standard of Significance~~15~~[10]
Commercial	No-net VMT
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included
Public Services	15% below sub-regional average VMT per Public Service Use ~~1016~~
Recreation	No-net VMT
Residential Uses	15% below sub-regional average VMT per resident~~10~~
Tourist Accommodation Unit	15% below sub-regional average VMT per TAU~~1014~~
Transportation	No-net VMT

Mitigation

The purpose of mitigations is to ensure that new development and redevelopment, projected through the year 2045 by the TRPA Model for the 2020 RTP, offsets its VMT impacts through mitigations, where feasible, and mitigation fees.

All projects are expected to have a less-than-significant impact. Projects that are not screened must reduce their impact to less-than-significant through implementing appropriate VMT mitigation strategies. Non-screened projects that cannot mitigate to less-than-significant impact should consult TRPA staff for guidance on the most appropriate approach to achieving less-than-significant impact~~, which may include paying a fee for the remaining unmitigated VMT~~.

Projects that receive VMT credit through 65.2.8 of the TRPA Code of Ordinances or a jurisdiction level VMT credit program~~17~~ will have the VMT credit recognized in project impact assessment and mobility mitigation fee calculation.

~~15 Calculated using the regional average in-basin trip length of 6.53 miles, per the 2018 TRPA Travel Demand Model~~
~~16 Sub-regional average trip length is used as a proxy for VMT~~
~~17 Per 65.2.8 B Regional and Cumulative Mitigation Credit Programs in the TRPA Code of Ordinances~~

Screened projects, excluding transportation projects that include bicycle, pedestrian, and/or transit, will be required to pay the mobility mitigation fee if additional VMT is generated. Screened 100% deed-restricted affordable, moderate, and achievable housing projects will be required to pay a fee should new VMT be generated. Forthcoming recommendations from the Tahoe Living Housing Initiative will inform future updates to the mitigation fee program and its approach to affordable, moderate, and achievable housing.

Mitigation Strategies

Mitigation strategies are those that may be used to reduce VMT associated with land use projects, land use plans, and non-active transportation projects in the Tahoe Basin.

Consultant, Fehr & Peers, identified the following VMT mitigation strategies to be appropriate to reduce project generated VMT in Tahoe, based on the draft 2020 RTP, the Placer County Resort Triangle Transportation Plan, the CAPCOA Quantifying Greenhouse Gas Mitigation Measures report, and additional research, (Appendix 4):

- Increase Transit Accessibility
- Integrate Affordable and Below Market Rate Housing
- Improve Design of Development
- Unbundle Parking Costs from Property Cost
- Implement Market Price Public Parking
- Implement Voluntary Commute Trip Reduction Program
- Implement Required Commute Trip Reduction Program
- Provide Ride-Sharing Programs
- Implement Subsidized or Discounted Transit Program
- Encourage Telecommuting and Alternative Work Schedules
- Marketing for Commute Trip Reduction Program
- Targeted Behavioral Interventions
- Employer-Sponsored Vanpool/Shuttle
- Price Workplace Parking
- Provide Traffic Calming Measures

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Mobility Mitigation Fees

The Air Quality ~~Management~~Mitigation (AQM) fee is being updated and renamed to the Mobility Mitigation Fee.

Fees are used by the region's jurisdictions and implementing agencies to provide the transportation infrastructure necessary to implement the policies and achieve the goals of the RTP.

Each trip that produces VMT has an origin and a destination. The origin is the production of the trip and the destination is the attraction of the trip, with each being responsible for a proportional share of the trip's associated VMT. Since 1987, TRPA has weighted the origin/production of a vehicle trip at 90 percent, and the destination/attraction end of the trip at 10 percent. Within this framework, "beds" account for the origins/productions (e.g., houses, hotel/motel rooms, campgrounds) and commercial, recreation, public service, and other uses as the destinations/attractions, meaning Residential and Tourist Accommodation Units are charged 90% of the AQM fee and Commercial, Recreation, Public Service, and Other land use projects are charged 10% of the AQM fee.

The current approach to apportioning fees based on the land use type of the project is continued under the mobility mitigation fee.

~~TRPA will develop the mobility mitigation fee following the 2020 RTP adoption.~~ The "per VMT" fee amount will be ~~calculated~~determined using significant projects identified in the adopted RTP constrained project list, ~~including~~ calculated using projects costs ~~and~~less anticipated funding~~,~~ (including estimated funds from jurisdiction-level VMT mitigating fee programs), that address new VMT from development and redevelopment projected in the TRPA model, and as modified by applicable constitutional principles and the policy considerations used to generate the existing AQM fee. The mobility mitigation fee will be adjusted annually for inflation using the Consumer Price Index for the San Francisco region.

~~Two fee rates will be determined through this process: 1) a~~The mobility mitigation fee ~~rate~~will be charged ~~to~~on all new, unmitigated VMT~~, and 2) a fee to offset any unmitigated VMT above the standards of significance. This work will be completed in consultation with jurisdictions, stakeholders, and the development community, and in consideration of current transportation fees in the region and in nearby communities. Updating the mobility mitigation fee will require a revision of the TRPA Rules of Procedure and Governing Board action at a public hearing.~~

. Screened projects will pay the mobility mitigation fee on all new VMT~~ up to the corresponding standard of significance~~.

~~After exhausting all reasonable mitigation options, non-screened projects that cannot reduce VMT to at or below the corresponding standard of significance should consult TRPA staff for guidance on the most appropriate approach to achieving less-than-significant impact, which may include paying a fee for the remaining unmitigated VMT.~~

~~It is anticipated that the updated program will collect roughly the same amount of fees as the existing AQM fee program.~~[18]

Local jurisdictions that have MOUs with TRPA will collect the TRPA mobility mitigation fee for covered projects. TRPA will collect the fee when no MOU is in place and for non-covered projects.

The fee will be set in consideration of current transportation fees in the region and in nearby communities and completed in consultation with jurisdictions, stakeholders, and the development community post-adoption of the 2020 RTP adoption and updates to project impact assessment and mitigation fee processes.

Updating the mobility mitigation fee will require a revision of the TRPA Rules of Procedure and Governing Board action at a public hearing.

Use of the fees will continue to require approval by the TRPA Governing Board to ensure monies are being used towards projects identified in the RTP and that reduce VMT.

~~18 Approximately $400,000 per year~~

Local VMT Fees

Some jurisdictions have or could have fee programs to mitigate VMT at a local scale, e.g., Placer County's Tahoe Transportation Fee Program.

The mobility mitigation fee program ~~will~~can recognize these local fee program revenues when calculating the TRPA mobility mitigation fee, as described above.

VMT Calculation

Project generated VMT is calculated based on the land use type, size, and location of the proposed project using location-based data from the TRPA travel demand model.

The travel demand model's 282 TAZs have been grouped into a set of 79 zones to simplify analysis and to recognize the underlying land use and transportation contexts more closely, e.g., neighborhoods and transportation systems, and modified to reflect actual parcel boundaries

These 79 zones are used as the basis for providing VMT data for project generated VMT and mobility mitigation fee calculation for each defined land use type (Figure 2).

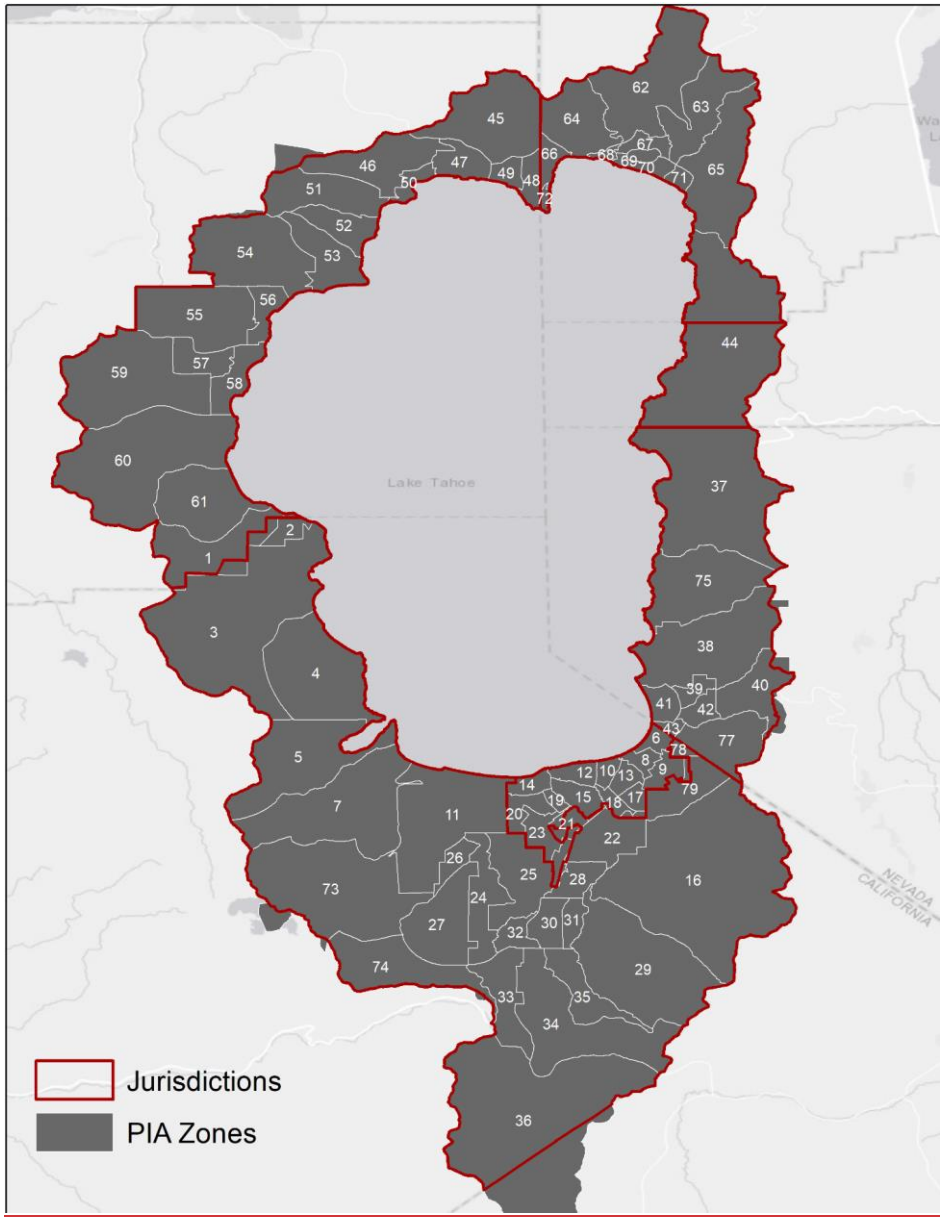

Figure 2: VMT Calculation Zones

Residential

Residential project VMT is calculated using the number of proposed residential units and location (i.e., zone) of the project. Residential VMT per resident is calculated by summing all VMT of residents in each zone and then dividing by the number of residents in the zone (Appendix 5). Where a project is proposed will determine its assumed residential VMT per resident. Resident is defined here per the US Census definition: all persons who are "usually resident" in a specified geographic area.

To calculate residential project generated VMT, the project's zone VMT per resident is multiplied by the average number of people per household and is then multiplied by the number of proposed units:

*Zone VMT Per Resident * Persons per Household * Number of Proposed Units*

Non-Residential Project Types

Project generated VMT for non-residential projects, e.g., Commercial, Recreation, Public Service, and TAU, are calculated using a combination of ITE trip rates and the TRPA model trip lengths for the project location (i.e., zone) (Appendix 6). Average trip length was calculated for each zone by averaging all trips that started or ended in the zone.

Project generated VMT = *Zone average trip length * ITE trip generation for project type-size*

Project efficiency = *Project generated VMT / Project type-size*

Standard of Significance

Efficiency based standards of significance for each land use type utilizes the same methodology as previously described for calculating project generated VMT.

Residential Projects = *Sub-regional average VMT Per Resident * Persons per Household * Number of Proposed Units * 0.85*

Non-Residential Projects = *Sub-regional average trip length * ITE trip generation for project type/size * 0.85*

Mitigation Monitoring

TRPA is committed to monitoring the efficacy of the updated program. However, approaches to monitoring VMT mitigations at the project level are evolving. The National Center for Sustainable Transportation at the University of California, Davis[19] is initiating a project to develop recommendations for monitoring VMT impacts and assessing the efficacy of VMT reduction strategies at the project level. Staff have been working with this research team on a parallel effort, VMT Measurement in the Tahoe Region. The development of project impact assessment VMT mitigation monitoring will be informed by both efforts as they develop over time.

Framework Update

The framework will be reviewed and revised within a year following an adopted update to the Regional Transportation Plan so that the updated TRPA Model data and projections and RTP constrained project

19 https://ncst.ucdavis.edu/project/monitoring-vehicle-miles-traveled-reduction-claims-local-development-review

list, costs, and anticipated funding, are reflected in the project impact assessment and mitigation strategies and fees.

Tool Development

TRPA is developing a project impact assessment tool with Placer County and consultant, Fehr and Peers. The tool will be driven by data from the TRPA Travel Demand model according to the framework detailed here and for California jurisdiction impact assessment to comply with CA SB 743. The tool will be available to the public, consultants, developers, and others to ~~assist in the screening process; to assess whether projects meet screening criteria; to evaluate VMT for non-screened residential, tourist accommodation,~~facilitate consistent and ~~public service projects; to incorporate appropriate VMT mitigations into projects determined to have a significant~~transparent impact ~~(i.e., those that exceed the standards of significance); and to calculate the mobility mitigation fee~~assessment.

Contact Information:

For questions regarding the project impact assessment and mitigation fee update, please contact Melanie Sloan at (775) 589-5208 or msloan@trpa.org.