

TRPA Governing Board

APRIL 28, 2021

Governing Board ITEM VII.A

Regional Plan Implementation Committee ITEM Nos. 4, 5 & 6

Threshold Update Initiative regarding the existing nitrate deposition threshold standard and implementation program:

Errata Sheet

**CORRECTIONS**

1. The proposed changes to Attachment D Regional Plan Amendments - Chapter 7 Implementation Element do not initiate a change to any motions. The following are the proposed changes:

**1.A. Text revision in the first paragraph of DP-5.2 in attachment D on page 8, to read as follows:**

**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 [transportation](#) 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.

**1.B. Text revision in the second paragraph of DP-5.3 in attachment D on page 9, to read as follows:**

**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, together 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.

**1.C. Text revision in list item "A" of DP-5.6 in attachment D on page 10, to read as follows:**

## 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.

2. The proposed changes to Attachment E Code of Ordinances do not initiate a change to any motions. The following are the proposed changes:

**2.A. Modify Subsection 65.2.4, *Requirements for New Development*, Subparagraph C.2.d to read as follows:**

## CHAPTER 65: AIR QUALITY/TRANSPORTATION

### 65.2 AIR QUALITY, GREENHOUSE GAS REDUCTION, AND MOBILITY MITIGATION PROGRAM

#### 65.2.4 Requirements for New Development

New development shall be subject to the requirements provided below and illustrated in Figure 65.2.4-1.

#### C. Required Offsets

New development shall offset the potential transportation and air quality impacts of the project in accordance with the provisions provided below.

#### 2. Regional and Cumulative Mitigation Measures

To offset regional and cumulative impacts, and in lieu of the contribution required under subparagraph 65.2.4.C.1, additional development may provide mitigation measures. The cost of such measures shall be equal to or greater than the contribution required under subparagraph 65.2.4.C.1. Regional and cumulative mitigation measures may include, but are not limited to:

- a. Transfer and retirement of remote offsite development rights;
- b. Offsite transit facility construction and other measures to increase transit accessibility;

- c. Offsite facilities to reduce commuter trips;
- d. Inclusion of features in the proposed development that will reduce vehicle miles travelled, including, but not limited to, substitution of deed-restricted units for market rate housing, publicly available parking restricted to carpool and transit users, transit facilities, bicycle facilities, and pedestrian facilities;
- e. Other measures included in the project impact analysis methodology.