

## Proposed Regional Plan Amendments

This proposal encompasses ~~much~~ needed improvements for bringing the transportation system into the 21<sup>st</sup> 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, ~~proposed changes~~

#### GOAL AQ-2

##### MAINTAIN AN EFFECTIVE ~~AIR QUALITY~~ 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 ~~AIR QUALITY~~ 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, ~~proposed policy changes~~

#### 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 ~~encourages~~ 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 Mitigate the regional and cumulative traffic impacts of new, expanded, or revised~~

~~developments or land uses by prioritizing projects and programs that enhance non-automobile travel modes.~~

- ~~1.3 Mitigate the regional and cumulative traffic impacts of new, expanded, or revised developments or land uses by prioritizing projects and programs that enhance non-automobile travel modes.~~

~~1.4.1.3 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 electric and zero emission transit, fleet, and personal vehicles and fleets by supporting deployment of vehicle charging infrastructure within the Region, and supporting through implementation of the Tahoe-Truckee Plug-In Electric Vehicle Readiness Plan, education, incentives, funding, and education of residents, businesses, permit streamlining.~~

~~1.6 Collaborate with all jurisdictions and visitors related to the use of electric and zero-emission vehicles. 1.5 Require major employers of 100 employees or more in the basin to develop, maintain, and implement programs to reduce employee vehicle trip reduction program 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 Consider 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 government as well as governments, transportation management associations, and private sector partners to identify and secure adequate transit service funding that provides a viable transportation alternative to the private automobile for all categories of travelers in the Region. fund and operate reliable transportation alternatives.

2.2 Provide frequent transit service to major summer and winter recreational areas, including trailheads and shoreline access points.

- ~~2.3~~ Collaborate with regional partnerships with and inter-regional partners to establish efficient transportation connections within the Trans-Sierra Region including to and from Tahoe and surrounding metropolitan areas to expand transit communities.
- ~~2.4~~ Collaborate with nearby communities that share transportation to and from Lake Tahoe, 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. Consider and use increased frequency, preferential signal controls, priority travel lanes, expanded service areas, and extended service hours. ~~2.5~~ Integrate transit services across the Region. Develop and use unified fare payment systems, information portals, and shared transfers.
- ~~2.6~~ Use the best available technology to implement waterborne transportation systems using best available technology to minimize air and water quality impacts in coordination that coordinate with other modal/travel options, as an alternative to automobile travel within the Region, consistent with the Shoreline Plan Greenhouse Gas Reduction Strategy.
- ~~2.7~~ Provide specialized and subsidized public transportation services and programs for individuals with disabilities through subsidized fare programs for transit, taxi, demand response, and accessible van services that is consistent with the Coordinated Human Services Transportation plans.
- ~~2.8~~ Make transit and 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.
- ~~2.9-11~~ Develop formal standards and guidelines or standards for incorporating transit/multimodal amenities in new development or redevelopment, as conditions part of project approval. ~~2.10~~ Provide public transit services at locations nearby school campuses all plans, including but not limited to local area plans.
- ~~2.11~~ ~~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**

- ~~2.12~~ ~~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.

- 2.1316 Incorporate programs and policies of the active transportation plan into regional and local land use plans and regulatory processes.
- 2.14–17 Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the active transportation plan.

**Multi-modal**

- 2.1518 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.
- 2.16Encourage19 Support parking management programs that incentivize non-auto modes and discourage private ~~auto-mobile~~automobile use at peak times in peak locations, and that alleviate circulating vehicle trips associated with parking availability.
- 2.20 Coordinate and ~~minimize~~maintain parking requirements through the use of maximums and shared-parking facilities while potentially providing funding that benefits 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. ~~Coordinate .Paid p2.17 within areas where funds are generated.~~
- 2.22 Coordinate and include in area plans, ~~where applicable,~~ intermodal transportation facilities (“Mobility Hubs”) that serve major activity centers in and ~~other major areas~~outside of activity while encouraging the consolidation of off-street parking within mixed-use areas. ~~basin connecting where appropriate transit, pedestrian, bicycle, and park and ride facilities.~~
- 2.18In23 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.
- 2.19Encourage jurisdiction24 Encourage partners to develop and ~~plan-coordinated~~implement plans coordinating wayfinding and signage ~~for to build~~ awareness of alternative transportation ~~modes~~opportunities including transit (~~TART/BlueGO~~), 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 Consider safety data and use proven safety design countermeasures for safety hotspots recommended from roadway safety audits, the active transportation plan, corridor plans, and other reliable sources when designing new or modifying existing travel corridors.
- 3.3 Coordinate safety awareness programs that encourage law abiding behavior by all travelers.
- 3.4 Support emergency preparedness and response planning, including the development of

regional evacuation plans, ~~and encourage.~~

3.5 Encourage appropriate agencies to use traffic incident management performance measures.

3.56 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

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4.01 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.

4.14.2 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.

4.26 Collaborate with jurisdictions and ~~DOT partners~~ state departments of transportation to ~~develop adaptive management strategies~~ adaptively manage roadways for peak traffic periods ~~at Basin entry/exit routes.~~

4.37 Promote awareness of travel options ~~and conditions~~ through outreach, education, and advertising, particularly in local schools.

4.8 Invest resources in marketing and real-time outreach campaigns to promote the use of non-auto travel information. 4. options.

4 ~~incorporate~~ 9 Implement programs and policies of the Tahoe Basin Intelligent Transportation Systems Strategic Plan ~~into~~ to support needed infrastructure to achieve regional transportation goals.

4.10 Track and local land use plans and regulatory processes. 4.5 ~~Support the use of~~ prepare for emerging transportation technologies, ~~such as the development and use of mobile device applications, to navigate the active transportation network and facilitate ridesharing, efficient parking, transit use, and transportation network companies.~~ 4.6.

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. ~~4.7 Regional transportation plan updates shall review projected travel into and within adopted area plans and effectiveness of mobility strategies. 4.8 Prohibit the construction of roadways to freeway design standards in the Tahoe Region. Establish Tahoe specific traffic design volume for project development and analysis.~~

~~4.94.12~~ 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. ~~4.10 Actively support Transportation Management Associations (TMAs) in the Tahoe Region~~

~~4.1114~~ 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.~~

~~4.1216~~ 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).

~~4.1317~~ Establish regional and inter-regional cooperation and cost-sharing to obtain ~~basin-wide data for a uniform method of transportation-related activities.~~ data collection and sharing.

~~4.1418~~ 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

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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 Provide multimodal~~ Ensure access to ~~recreation sites.~~ public transit is compatible with the neighborhood in identified Priority Communities.

5.3 Encourage collaboration between public ~~lands~~ land managers, departments of transportation, transit providers, and other regional partners to ~~improve year-round access to dispersed recreation activities. Strategies could include active transportation end-of-trip facilities, transit services, parking management programs, support sustainable recreation and incentives to use multi-modal transport.~~ access to recreation sites.

~~5.34~~ Collaborate with local, state, tribal, regional, federal, and private partners to develop a

regional revenue source to fund Lake Tahoe transportation ~~and water quality projects.~~investments.

- 5.45 Collaborate with ~~regional~~federal, bi-state, and ~~inter-regional~~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

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- 6.1 Preserve the condition of sidewalks and bicycle facilities and maintain them, where feasible, ~~maintain their~~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.~~34~~ 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.)
- 6.45 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.

**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.

~~TWO YEARS AFTER EACH RELEASE, TRPA SHALL MONITOR EXISTING AND NEAR TERM LEVELS OF SERVICE (“LOS”) AT INTERSECTIONS AND ROADWAYS TO EVALUATE COMPLIANCE WITH APPLICABLE POLICIES. SHOULD LOS PROJECTIONS INDICATE THAT APPLICABLE LEVEL OF SERVICE GOALS AND POLICIES WILL NOT BE MET, ACTIONS SHALL BE TAKEN TO MAINTAIN COMPLIANCE WITH LOS STANDARDS.~~

~~TO ENSURE THAT THE “VEHICLE MILES TRAVELLED” THRESHOLD STANDARD IS MAINTAINED, TWO YEARS AFTER EACH RELEASE, THE AGENCY SHALL MONITOR ACTUAL ROADWAY TRAFFIC COUNTS AND FORECAST VEHICLE MILES TRAVELLED FOR THE NEXT RELEASE OF ALLOCATIONS. NEW CFA AND RESIDENTIAL ALLOCATION RELEASES WILL BE CONTINGENT UPON DEMONSTRATING, THROUGH MODELING AND THE USE OF ACTUAL TRAFFIC COUNTS, THAT THE VEHICLE MILES TRAVELLED THRESHOLD STANDARD SHALL BE MAINTAINED OVER THE SUBSEQUENT FOUR-YEAR PERIOD.~~

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

**POLICIES:**

**DP-5.1 A TECHNICAL ADVISORY BODY ~~(OR BODIES)~~ WITH EXPERTISE IN TRANSPORTATION AND LAND USE PLANNING, AND IMPLEMENTATION SHALL PROVIDE GUIDANCE ON PROGRAM MODIFICATIONS NECESSARY TO ATTAIN AND MAINTAIN THE VMT PER CAPITA 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, ~~and 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 ~~regularly scheduled~~ public meetings no less than once every two years to review programs, policies, and progress towards attainment of ~~the threshold standard. The advisory body will recommend program modifications, as necessary.~~TSC 1. The TRPA Transportation Planning Manager and/or his or her designee shall attend all advisory ~~committee~~body meetings. TRPA shall provide staff support as well as external expertise and resources necessary ~~to~~for the advisory ~~committee~~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 ~~(OR BODIES)~~ WILL PREPARE AND TRANSMIT A REGULAR PERFORMANCE AND RECOMMENDATIONS REPORT TO THE GOVERNING BOARDS OF THE TRPA AND TMPO THAT SUMMARIZES PAST PERFORMANCE, FINDINGS, AND RECOMMENDATIONS. BOARD EVERY FOUR YEARS.**

~~Starting in 2022 and every two years thereafter, the technical advisory body shall review and summarize performance related to milestones for implementation of the Regional Plan and Regional Transportation Plan as described in Policy DP-5.4 and performance related to milestones for progress towards attainment of the VMT Per Capita threshold standard as described in Policy DP-5.5. 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 ~~that specifically target reducing VMT Per Capita by category. The recommendations~~

shall address the adaptive management responses in Policy DP-5.6, 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-5.34 SCHEDULE OF MILESTONES TO OBTAIN A REGIONAL FUNDING SOURCE FOR TRANSPORTATION PROJECTS AND PROGRAMS**

- A. 2022 Regional Revenue Milestone - New sources of dedicated transportation funding for Tahoe are needed to make progress toward attainment of the VMT per capita threshold standard. By December 31, 2021, a proposal for dedicated sources of transportation revenue 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 revenue for funding source or sources dedicated to transportation funding for Tahoe 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-5.4 SCHEDULE OF MILESTONES FOR IMPLEMENTATION OF REGIONAL PLAN AND REGIONAL TRANSPORTATION PLAN PROJECTS AND PROGRAMS~~**

~~Starting in 2022 and every two years thereafter, the advisory body will review progress and recommend program modifications if necessary. The advisory body shall review the programs and policies of the Regional Plan that promote attaining and maintaining the VMT per capita threshold standard and assess progress on the implementation of programs and projects of the Regional Transportation Plan. Based on its review of the implementation and effectiveness of the Regional Transportation Plan and Regional Plan, the advisory body may recommend changes to the Regional Plan and Regional Transportation Plan including but not limited to:~~

- ~~A. Modifications to the FTIP/STIP project selection process~~
- ~~B. Modifications to the regional grant program funding formula~~

- C. ~~Modifications to the Regional Transportation Plan project selection process~~
- D. ~~Modifications to zoning or project permitting process~~
- E. ~~Modifications to fee structures or transfer incentives~~

**DP-5.5 SCHEDULE OF MILESTONES FOR ASSESSMENT OF PROGRESS TOWARDS ATTAINMENT OF THE THRESHOLD STANDARD TSC 1**

~~Starting in 2029, and every 8 years thereafter, an assessment will be made of the progress in attaining VMT Per Capita threshold against the following milestones.~~

~~A. 2029 Results Milestone – The advisory body will review progress towards standard attainment. Per Capita VMT between 2026-2028 shall be equal to or below 9.95, a 2.26% reduction from the will be tracked relative to the 2018 baseline, and a third of the way to the 2045 threshold standard goal of 12.28 VMT/Capita. The following milestones (Interim Targets and Major Evaluation Intervals) are established to assess progress toward attaining TSC 1.~~

- A. ~~B. 2037 Results~~ 2024 Milestone – ~~The advisory body will review progress towards standard attainment.~~ Per Capita VMT between ~~2034-2036~~ 2020-2022 shall be equal to or below ~~9.75~~ 12.35, a ~~4.27~~ 1.01% reduction from the 2018 baseline ~~and 63% of the way to the 2045 threshold standard goal.~~
- ~~C. 2045 Results~~
- B. 2028 Milestone – ~~The advisory body will review progress towards standard attainment.~~ Per Capita VMT between ~~2042-2044~~ 2024-2026 shall be equal to or below ~~9.50~~ 12.26, a ~~6.69~~ 1.76% reduction from the 2018 baseline ~~and 96.3% of the threshold standard goal.~~
- ~~D. 2048 Results~~
- C. 2032 Milestone – ~~The advisory body will review progress towards standard attainment.~~ Per Capita VMT between ~~2045-2047~~ 2028-2030 shall be equal to or below ~~9.49~~ 12.13, a ~~6.78~~ 2.77% reduction from the 2018 baseline ~~and in full attainment of the threshold standard goal.~~
- ~~E. 2056 Results~~
- 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 – ~~The advisory body will review progress towards standard attainment.~~ Per Capita VMT between ~~2053-2055~~ 2036-2038 shall be equal to or below ~~9.49~~ 11.88, a ~~64.78~~ % reduction from the 2018 baseline ~~and in full attainment of the threshold standard goal.~~
- 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.

~~D.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 ~~regional supplemental compliance measures~~ (management responses) shall automatically go into effect if it is found that the milestones in DP-5.34 – DP-5.5 ~~are found not to~~ have not been attained ~~based on the recommendation of the advisory body~~:

~~A.~~—2024 Regional Revenue Milestone - If ~~a regional revenue collection has~~ the milestone established ~~DP-5.4.B is not commenced by December 31, 2023:~~

~~B.A.~~ ~~The attained, the~~ standard of significance for ~~project review for all projects~~ 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 ~~such revenue collection has commenced~~ the funding sources described in DP-5.4.B commences.

~~C.~~—2029 and subsequent VMT Per Capita Results Milestones — ~~If Regional VMT Per Capita is not at or below the level identified in DP-5.5.A-C:~~

~~B.~~ ~~The~~ 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 ~~fee~~ the rate increase. The ~~fee~~ rate modification and change in standards of significance shall automatically go into effect and remain in effect

until such time ~~the advisory body finds~~ that VMT per capita is on schedule ~~with~~ to meet the next ~~results~~ 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.