Amendment 1 to Amendment No. 102 to Council Bill No. 28 -2023

BY: Deb Jung

Legislative Day 12
Date: 10/11/2023

(This Amendment to Amendment 9 restores participant quotes, changes "require" to "encourage" in CIM-8 Implementing Action 3 and CIM-8 Policy and Implementing Action.)

Substitute pages 1 through 3 of Amendment 102 with the attachment to this Amendment to Amendment.

Substitute the pages CIM-10, 12, 18, 27, 30, and 32 attached to Amendment 102 with the page CIM-10, 12, 18, 27, 30, and 32 attached to this Amendment to Amendment.

Substitute the page IMP-27 attached to Amendment 102 with page IMP-27 attached to this Amendment to Amendment.

Amendment 102 to Council Bill No. 28 -2023

BY: Deb Jung
Liz Walsh

Legislative Day 12
Date: 10/11/2023

Amendment No. 102

(This Amendment makes the following changes to HoCo by Design Chapter 4 and Chapter 11:

Chapter 4: County in Motion

- ~~*Removes all quotes;*~~
- *Amends the fifth key organization topic relating to the future of the transportation system to include the Baltimore/Washington International Thurgood Marshall Airport (BWI);*
- *Amends the "Maintaining the Transportation System" section by adding language to the County's future challenges to include meeting climate policy goals by building a zero-emission fleet;*
- *Amends the CIM-1 Policy Statement by adding a new implementing action to encourage the proliferation of non-polluting vehicles by upgrading County fleets and requiring appropriate infrastructure;*
- *Amends the Safety and the Transportation System section by adding language that consideration should be given to improving walking routes to school;*
- *Amends the CIM-2 Policy Statement Implementing Action 2 to update the Subdivision and Land Development Regulations to favor land use and development that improves safety, particularly for pedestrians and bicyclists;*
- *Amends the CIM-3 Policy Statement Implementing Action 2 to ensure investments in the RTA system that accomplish increased service frequencies, improved reliability, and specified additional routes;*
- *Amends the CIM-3 Policy Statement Implementing Action 3 to provide, support and enhance specified community-based mobility programs;*
- *Amends the CIM-3 Policy Statement Implementing Action 4 to consider subsidies for income-qualified residents to use existing rideshare programs;*
- *Amends the CIM-5 Policy Statement Implementing Action 3 to "review" rather than "sustain" and expand efforts to develop and implement Transportation Demand Management programs and adds language to improve the reporting process for outcomes and goals;*

- *Amends the CIM-5 Policy Statement Implementing Action 4 to reduce demand for hazard-based school bus service and to assess walking routes for safety and equity;*
- *Amends the CIM-5 Policy Statement Implementing Actions by adding Action 7 to require safe, non-automobile pathways that connect buildings within specified complexes as well as activity centers to support "park once" behavior and adding Action 8 to consider more funding for electric school buses;*
- *Amends the Climate Change and Air Quality subsection of the Future of the Transportation System to add commercial airplanes and business jets to the contributors of total carbon dioxide emissions and greenhouse gas emissions in the U.S., adds reducing direct emissions from airplanes, and adds creating more efficient transportation modes with fewer direct emissions;*
- *Adds a fifth paragraph to the Climate Change and Air Quality subsection relating to requirements of the Design Manual for a noise analysis under specified circumstances and requirements for specified noise mitigation;*
- *Amends the CIM-8 Implementing Action 3 to ~~require~~ encourage the installation of electric vehicle charging stations in private and public space;*
- *Amends the CIM-9 Implementing Action 2 to develop a plan and transition the County's fleet to low/no emission vehicles;*
- *Amends the CIM-10 Policy Statement to add advance land use patterns and site development that support an economically and environmentally sustainable transportation system; and*
- *Amends the CIM-10 Implementing Actions to add Action 6 to advance the Complete Streets Policy by updating specified regulations to favor land use patterns and individual site development that supports an economically and environmentally sustainable transportation system.*

Chapter 11: Implementation

- *Amends the CIM-1 Policy Statement by adding a new implementing action to encourage the proliferation of non-polluting vehicles by upgrading County fleets and requiring appropriate infrastructure;*
- *Amends the CIM-2 Policy Statement Implementing Action 2 to update the Subdivision and Land Development Regulations to favor land use and development that improves safety, particularly for pedestrians and bicyclists;*
- *Amends the CIM-3 Policy Statement Implementing Action 2 to ensure investments in the RTA system that accomplish increased service frequencies, improved reliability, and specified additional routes;*

- *Amends the CIM-3 Policy Statement Implementing Action 3 to provide, support and enhance specified community-based mobility programs;*
- *Amends the CIM-3 Policy Statement Implementing Action 4 to consider subsidies for income-qualified residents to use existing rideshare programs;*
- *Amends the CIM-5 Policy Statement Implementing Action 3 to "review" rather than "sustain" and expand efforts to develop and implement Transportation Demand Management programs and adds language to improve the reporting process for outcomes and goals;*
- *Amends the CIM-5 Policy Statement Implementing Action 4 to reduce demand for hazard-based school bus service and to assess walking routes for safety and equity;*
- *Amends the CIM-5 Policy Statement Implementing Actions by adding Action 7 to require safe, non-automobile pathways that connect buildings within specified complexes as well as activity centers to support "park once" behavior and adding Action 8 to consider more funding for electric school buses;*
- *Amends the CIM-8 Implementing Action 3 to ~~require~~ encourage the installation of electric vehicle charging stations in private and public space;*
- *Amends the CIM-9 Implementing Action 2 to develop a plan and transition the County's fleet to low/no emission vehicles;*
- *Amends the CIM-10 Policy Statement to add advance land use patterns and site development that support an economically and environmentally sustainable transportation system; and*
- *Amends the CIM-10 Implementing Actions to add Action 6 to advance the Complete Streets Policy by updating specified regulations to favor land use patterns and individual site development that supports an economically and environmentally sustainable transportation system.)*

In the *HoCo By Design* General Plan, attached to this Act as Exhibit A, amend the following pages as indicated in this Amendment:

- Chapter 4, County in Motion: 3, 9, 10, 11, 12, 13, 18, 25, 26, 27, 30, 31, 32, and 34.
- Chapter 11: Implementation: 23, 24, 25, 27, and 28.

Correct all page numbers, numbering, and formatting within this Act to accommodate this amendment.

Maintaining the transportation SysteM

Howard County's transportation system is comprised of facilities and operations that provide transportation services and maintain the existing transportation infrastructure. The system reflects public and private investments that are critical to Howard County community members and businesses. Maintaining this investment requires continuous assessment of—as well as repairs and upgrades to—bridges, roadway pavement, bike lanes, sidewalks, signals, and transit buses, to name just a few key items. Each new facility installed or new vehicle purchased adds to the inventory of assets that require regular maintenance to ensure their safety, accessibility, and operability.

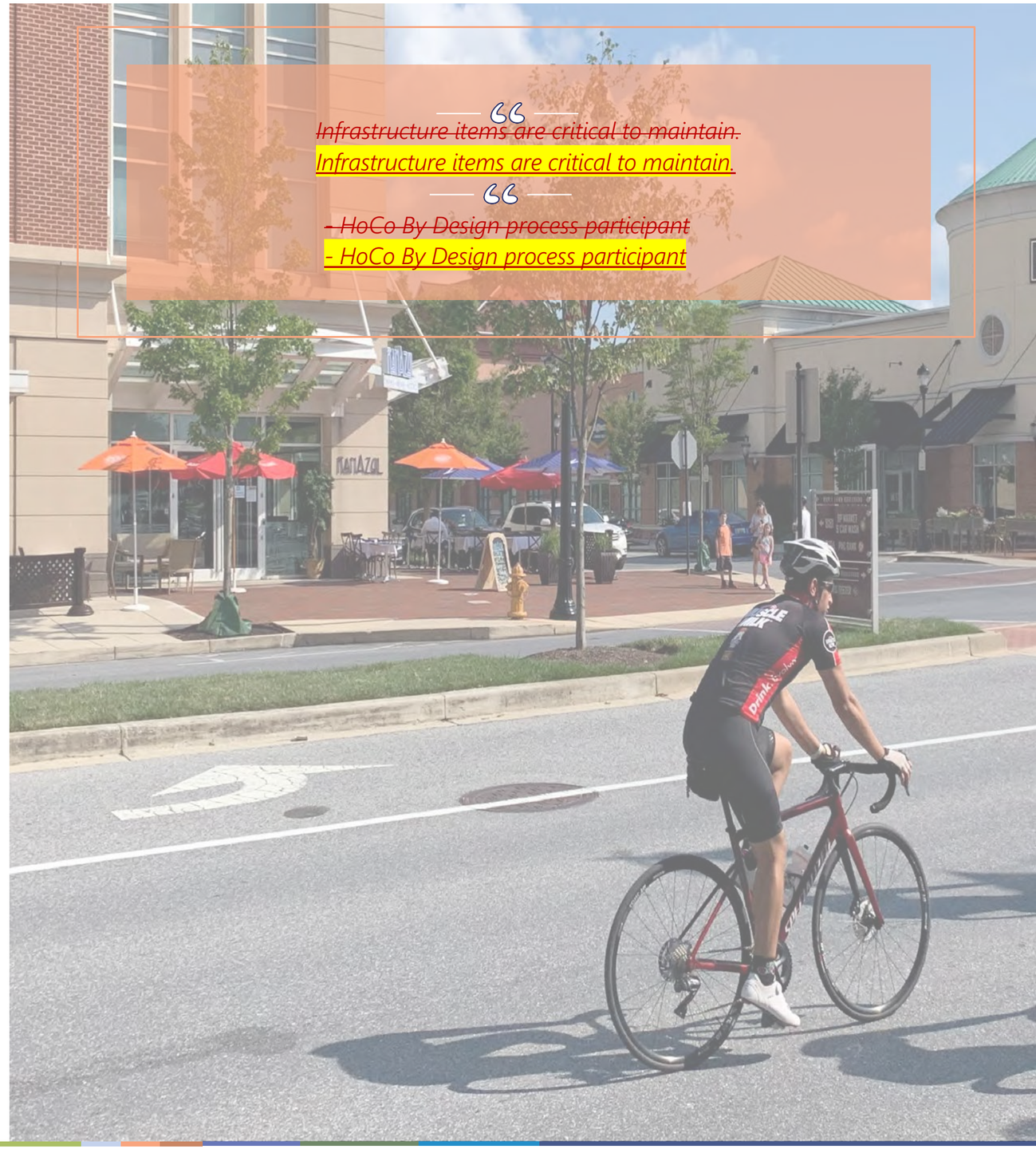
The small sample below shows the scale of the County's investment in the transportation system:

- More than 1,065 miles of sidewalks
- 72 transit buses and support vehicles used to provide transit service
- 8 Regional Transportation Agency (RTA) bus transit lines running service 15 hours a day
- Over 65 miles of bike lanes and pathways
- 1,200 miles of roads, of which 30-40 miles are repaved every year
- Over 100 traffic signals
- 363 bridges
- More than 75 county-owned trucks and heavy equipment used to clear snow, mow roadsides, sweep roads, and repair sidewalks, ramps, roads, and signals

Deferring maintenance and repairs of the transportation system can lead to larger and more frequent repairs, or replacement costs in the future as facilities age or fail. For the public transit system, buses and support vehicles that have exceeded their useful lives become more expensive to maintain and break down more often, which often results in delays and canceled service. In 2021, of the 72 vehicles in the Howard County public transit fleet, 40 vehicles have exceeded their useful life. For the county's road system, despite an anticipated reduction in the number of road miles rated in good condition over the next few years, the County has been able to ensure roads, bridges, and other transportation assets are well-maintained.

Historically, the County has been able to align and adjust transportation budgets to meet most transportation maintenance and replacement needs by annual funding infusions, either from the County or Maryland Department of Transportation. However, these funding infusions can vary widely based on national, state, and local economic conditions. In Fiscal Years 2022 and 2023, the County received an unprecedented level of state and federal funding to replace vehicles, allowing the County to place 28 new vehicles into service, about 39% of the total fleet. However, replacing this many vehicles at one time also means they will exceed their useful lives at the same time. Maintaining a reliable transportation system requires a regular and defined investment program.

The County's challenge over the next two decades will be to prioritize a limited budget for system maintenance to meet a variety of needs across the community, meet climate goals by building a zero-emission fleet, respond to changing maintenance obligations from new engineering and environmental practices, and also communicate how these needs are prioritized. This will require regular evaluation of the maintenance needs of the transportation system and matching these needs to available funding.



To ensure the long-term viability of the transportation system, policies and actions should advance national best practices. In 2021, Howard County participated in the Capital Improvement Program Development and Promoting Healthy Communities Study (CIP Study) with the Baltimore Metropolitan Council. The study's recommendations were developed by comparing the state of the practice across the Baltimore region's jurisdictions with the best practices found nationwide. The recommendations include specific actions that can be taken, barriers to implementation, and metrics to determine success. For example, the study recommends incorporating an equity lens in the capital planning process. Howard County has begun to adopt this approach for transportation with the inclusion of an Equity Emphasis Area index in the Complete Streets Policy (detailed in the next section of this chapter). The CIP Study's recommendations have been used to guide this chapter's implementing actions. The Supporting Infrastructure chapter also references the CIP Study; please refer to the "Equity in Capital Planning" section of the Supporting Infrastructure chapter for details.

CIM-1 Policy Statement

Maintain transportation system assets to ensure the viability of the system and safety of users.

Implementing Actions

1. Develop and regularly update a risk-based asset inventory and management program for all transportation assets and ensure adequate maintenance funding.
2. Closely coordinate system maintenance activities with utilities and private development to minimize future roadway damage.
3. Develop fiscally unconstrained plans for each asset class to communicate the deferred maintenance needs and a pipeline of unfunded projects for consideration.
4. Consider equity emphasis areas in the prioritization of maintenance needs.
5. Encourage the proliferation of non-polluting vehicles by upgrading County fleets and requiring appropriate infrastructure.

> ~~*Pedestrian safety must be improved—I keep seeing pedestrians walking down the middle of Broken Land or Snowden because there's no reasonable public transit or walking paths for them to safely get where they're going.*~~
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>
> ~~*- HoCo By Design process participant*~~
> *- HoCo By Design process participant*

SaFety and the tranSportation SySteM

Howard County is recognized as one of the best places to live in the United States and is one of the safest jurisdictions in the state to drive, take the bus, walk, and bike. However, crashes continue to be one of the leading causes of death and injuries for pedestrians, cyclists, and motorists. Improving the county transportation system's safety is critical to ensuring Howard County remains an attractive and desirable location to live. Consideration should also be given to improving walking routes to school.

In 2020, Howard County completed its Strategic Road Safety Plan with the goal "to prevent all traffic crash-related fatalities and serious injuries, and to reduce the number and severity of crashes" by articulating realistic, achievable, and data-driven goals and actions. Between 2014 and 2018—the five-year period of data that informed the Strategic Road Safety Plan—Howard County averaged more than 3,900 reported crashes per year for an average of 1,499 people injured per year. During this same time period, 95 community members and visitors died in crashes on roads in the County. As detailed in the plan, of the approximately 19,500 crashes during that time period, the most prevalent factor was distracted driving (involved in 8,800 crashes, or 45%). Another 3,100 crashes involved improper driving behaviors, such as speeding and aggressive driving, and 1,200 crashes involved impaired driving. Finally, 280 crashes involved cyclists or pedestrians. Notably, while two-thirds of all bicycle and pedestrian crashes occurred on local roadways, 85% of all bicycle and pedestrian fatalities occurred on state roadways, which typically have greater traffic volume and higher speeds.

In 2019, the County Council adopted a Complete Streets Policy to ensure that community members using any transportation mode can travel freely, safely, and comfortably throughout the County. The Complete Streets Policy uses an Equity Emphasis Area Index to track implementation, prioritize projects, and evaluate designs. The index uses methodology developed by the Baltimore Metropolitan Council (BMC), which assigns scores to census tracts in Howard County based on multiple factors, including the percent of households in poverty, transit dependent households, non-Hispanic minority individuals, low English-proficiency individuals, Hispanic or Latino individuals, individuals 75 years and older, and disabled individuals. Map 4-1 shows the Equity Emphasis Areas and index scores.

Mobility and aCCess

Transportation systems are based on two transportation concepts: mobility and access. Mobility is generally defined as the ability to use the transportation system to move from place to place, such as on a highway or on a regional train system. Access is generally defined as how many places one can get to safely and easily. The planning and development of transportation systems balance these two concepts to reflect and advance community goals. Traditionally, Howard County's transportation system was more focused on mobility but is evolving to focus on ensuring and improving access for walkers, cyclists, drivers, and transit riders, a process that is guided by some of the highlighted topics below. Increased multi-modal access is important to serve the County's growing senior community, youth, people with disabilities, and carless community members.

Transportation Trends, Patterns, and Facts

Vehicle Miles Traveled

Annual daily vehicle miles traveled in Howard County is in flux as the County and the country emerge from the Covid-19 pandemic. On average, each resident drove approximately 500 more miles per year in 2018 compared to 2013, while the same measure shows that each resident drove approximately 1,300 fewer miles in 2021 compared to 2018. On a per-resident basis, the County's vehicle miles traveled was approximately 37% and 33% higher than the region for those two time periods. This increase is likely a function of longer commute distances between home and work, higher per-resident automobile ownership, and limited transit, bicycle, or pedestrian facilities that support viable non-automobile trips for local travel.

Congestion, Roads, and Highway Infrastructure

The Maryland State Highway Administration monitors road conditions in the region and reports conditions using a Travel Time Index. The Travel Time Index measures travel time during congested periods of the day and compares it to the same trip made during less congested periods. The regional transportation system in Howard County performs well, with just three exceptions: Route 32, Route 29, and Interstate 95. Projects and studies to address travel time reliability on these roads are underway or complete, and conditions continue to be monitored on other roads, including Route 103, Route 108, Route 144, Broken Land Parkway, and Little Patuxent Parkway. In addition to congestion and delay that occur during peak hours on both local and state roads, many users are impacted by non-recurring delay, which is delay caused by crashes, weather, and other events that cannot be forecasted. These non-recurring events can considerably impact travel time and how users plan their trips.

Howard County's authority for transportation planning and investment is limited based on jurisdictional responsibility associated with different roads in the community. In 2022, the County maintained over 1,000 miles of roads; however, these roads supported only 19% of the average daily vehicle miles traveled in the County. The remaining average daily vehicle miles traveled in the County were on state roads or federal interstates, which the County does not have the authority to maintain or expand to meet future year needs. These systems experience the greatest delay in aggregate, which is primarily attributed to regional traffic. However, many users of the transportation system also experience periodic congestion and delay on the local road system.

> ~~*Great places require access by multiple modes. Keeping children active from a young age is an essential public health imperative.*~~
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> *- HoCo By Design process participant*

> ~~*Walkability in commercial corridors is a big issue in HoCo, so I appreciate solutions to make pedestrian areas a priority. The entire Route 1 Corridor, Route 216, Route 40, and Route 108 come to mind as highly unwalkable and unsafe.*~~
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delivering projeCts

Howard County's Capital Improvement Program (CIP) details how the County is funding transportation projects, either as part of a single project or a program of projects. Funding, planning, designing, and constructing transportation projects is a challenging and lengthy process. Some of these challenges are engineering-based, while others are process and communication focused.

In 2021, Howard County participated in the CIP Development and Promoting Healthy Communities study with the Baltimore Metropolitan Council. This study identified common barriers to communicating how the CIP works, how challenges impact project delivery times and costs, and how the risks of these challenges are incorporated into the CIP process. The study developed a series of best practice recommendations related to the CIP and project delivery:

- Develop a clear internal process to define, identify, and screen capital projects.
- View asset management and State of Good Repair through a resiliency lens. State of Good Repair means a transportation asset is maintained to operate at its full level of performance. Consider the condition of each asset in the prioritization process and the impact that asset's failure could have on transportation services and finances. Maintain a detailed and up-to-date inventory of all assets that includes asset condition. Develop formal processes to monitor the state of assets on a continuous basis.
- Incorporate an equity lens throughout the capital planning process, from start to finish. Equity questions should be considered as needs are identified, measures are prioritized, and impacts are assessed.
- Use digital tools to help the public engage with traditionally lengthy budget documents that may not be easily accessible or understood. Jurisdictions have found ways to improve the flow of information related to capital planning and increase transparency by creating online interfaces that translate the budget.

HoCo By Design's Supporting Infrastructure chapter builds upon the CIP study's recommendations for capital planning.

In 2022, the County initiated a study to develop recommendations for priority sidewalk and safety projects in the Route 1 Corridor and their delivery. It found that a significant amount of local and state funding has been allocated to design and construct projects, but progress has been slow due to challenges with securing rights-of-way for the project, permitting, and contracting. Based on these findings, the County should consider the recommendations from the CIP study. To achieve benefits more quickly while respecting its Equal Business Opportunity Program goals, the County should also adopt programmatic approaches in which the process of design, right-of-way acquisition, permitting, and construction are based on performance-driven design-build contracts.

CIM-7 Policy Statement

Refine processes and policies to deliver transportation improvements strategically, efficiently, and equitably.

Implementing Actions

1. Review existing rules, policies, processes, and procurement procedures to identify opportunities to accelerate the planning, design, permitting, or construction of new and equitable transportation projects, including the recommendations from the Capital Improvement Program study.
2. Identify opportunities to minimize the time needed to acquire right-of-way for planning road, sidewalk, or bicycle projects while respecting the rights of private property owners. Alternatively, reevaluate the scope of projects earlier in the planning process if it is determined that there is strong opposition to land acquisition.
3. Implement contracting methods that shorten construction activities for a project, including, but not limited to, design-build provisions for small projects like sidewalks or intersection improvements, contracts that share risk with contractors and support flexible project phasing for larger projects, and incentives for early project completion.

Future oF the transportation SysteM

Technological and Economic Change

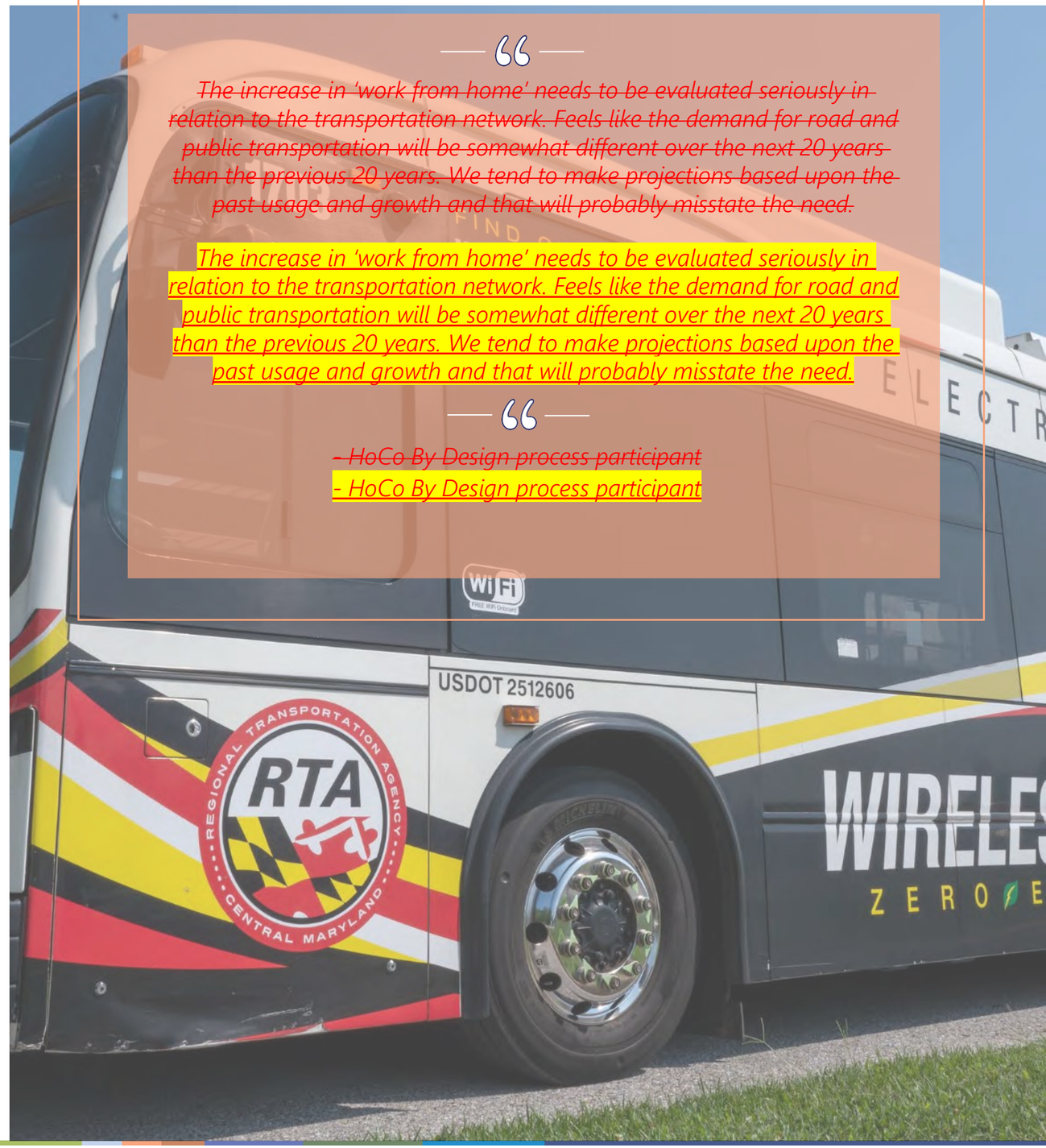
Rapidly evolving transportation technologies and changes to commuting and work patterns accelerated by Covid-19, will likely lead to shifting demands on the transportation system. As a result of this shift in demand, the County might modify its approach to planning its transportation system. In the short-term, it might focus more on integrating technology solutions to address the main effects of connected vehicle (CV) technology and automated vehicles (AV) on safety, mobility, and the environment. In the long-term, the County might focus more on the relationship between evolving transportation developments and shifting employment and housing patterns.

The first waves of change in the transportation industry have been focused on Mobility as a Service (MaaS), such as Lyft, Uber, and ever-evolving micro-mobility technologies deploying e-scooters and bike sharing. MaaS supports living and working in suburban downtowns, as it provides a convenient transportation alternative and can reduce transportation costs for users. The industry is still in its infancy, and the long-term viability of the current business models are not certain.

On the more immediate horizon, connected and automated electric vehicles (CAV) may be prevalent by the early 2030s, and the County should expect them to alter both demand on parking infrastructure and the road system. However, these impacts are very uncertain. Some forecasts claim CAVs will self-park more efficiently than humans can, leading to more efficient use of parking facilities. Changes in parking space needs could have several positive effects. New development in activity centers could share parking with existing projects. Infill and redevelopment could take place without the prerequisite of additional parking facilities, reducing costs. On the other hand, CAVs could also increase vehicle miles traveled (VMT) and cause more congestion as a result of multiple trips when a CAV drops its passenger in front of a destination, parks in a remote lot, and then later returns to pick up its passenger.

In the longer-term, if CAVs mature and are cycled into the vehicle fleet in significant ways, they may alter commuting patterns in the County. CAVs could offer more efficient commutes by reducing travel times, providing community members a greater choice of locations to live in, and shifting demand to areas in the County, or outside, that are further away from job centers or less connected to the highway system. However, like the potential impact on parking demand, the adoption of CAVs may increase VMT as a result of this shift.

The automotive industry is years away from fully leveraging CAV technology and impacts are not yet clear or understood. Further, most regulatory policy will be established at the state and federal levels. The County should monitor the progression of CAV technology and associated regulations, and respond to changes as they occur. The County's response to future changes may include updated road design standards, expanded electric vehicle charging policies, a robust fiber optic communications network, and revised parking requirements. The County may also need to ensure the safety of cyclists and pedestrians if it is not adequately addressed in state and federal regulatory changes.



Climate Change and Air Quality

As outlined in the Ecological Health chapter, climate change can be generally defined as a significant long- term shift in weather patterns for a specific geographic region. Emissions of the long-lived greenhouse gases carbon dioxide (CO2), methane, nitrous oxide, and fluorinated gases are causing climate change as they build up and trap heat in the atmosphere. A significant contributor to emissions is the transportation sector. In the United States, transportation accounts for 33% of CO2 emissions, with 65% of that total resulting from gasoline consumption in cars and light trucks. Commercial airplanes and business jets contribute 10% to U.S. total carbon dioxide emissions and nearly 9% of greenhouse gas emissions in the U.S. Annual vehicle miles traveled (VMT) in Howard County has grown slightly in recent years, increasing by just over 400,000 between 2013 and 2018. This growth in VMT represents nearly 500 additional miles driven by every county resident per year. On a per capita basis, the county VMT is approximately 37% higher than the regional average. This difference is a function of slightly longer commuting distances to Baltimore and Washington, DC, high per capita auto ownership, and a limited number of transit options for most commute trips.

Air pollution levels are reported to the general public via the Air Quality Index (AQI), which measures the level of criteria pollutants (air pollutants that contribute to the formation of ozone and particulate matter, including hydrocarbons, carbon monoxide, and oxides of nitrogen, which can have adverse short- and long-term health effects). In the Baltimore-Washington region, the AQI is driven by ground level ozone and particulate matter. The Clean Air Act enables interstate commissions to develop regional strategies for reducing air pollution. Maryland is part of the Northeast Ozone Transport Region, which includes 12 states and the District of Columbia. At the local level, Howard County is a member of the Baltimore Metropolitan Council (BMC) and its Baltimore Regional Transportation Board (BRTB), which coordinate regional transportation planning and work to reduce emissions from transportation. Under the Clean Air Act, the BRTB cannot approve any project, program, or plan that does not conform to Maryland's State Implementation Plan, which guides Maryland's actions to attain and meet air quality standards.

Reducing emissions and air pollutants from the transportation system will take multiple approaches, including the following: 1) reducing direct emissions from vehicles and airplanes; 2) shifting demand and creating ~~to~~ more efficient transportation modes with fewer direct emissions; and 3) reducing VMT. The national, state, and local vehicle fleet is still primarily comprised of gasoline and diesel vehicles; however, electric and hybrid vehicles are becoming more common. In 2022, less than 1% of the US vehicle fleet was electric but sales were increasing rapidly. Meaningful market penetration of electric vehicles will depend on availability of government incentives, alleviating buyers' range anxiety, and facilitating investment in charging infrastructure. The high cost of electric vehicles is often cited as a barrier, as approximately two-thirds of households that own electric or hybrid vehicles have incomes over
$100,000. Therefore any incentives and supporting policies will need to address the County's equity goals. Shifting demand to other modes, such as transit, walking, and biking, is another reliable and equitable method to reduce VMT and emissions. By investing in reliable transit and safe walking and cycling facilities, the County can ensure that community members will have the option to shift their vehicle trips. Additionally, increasing frequency of transit service not only benefits those who depend on it out of necessity, but also improves the attractiveness of transit to those who are able to choose their mode of travel.

Climate change is also forecast to impact the reliability of the transportation system as periods of higher temperatures increase wear on road surfaces; stronger and more sustained rain events increase flooding on roads, bridges, and culverts; and long-term droughts dry out subsurface soils, leading to subsidence. Additionally, reduced capacity, detours, and crashes from flooding impact travel time, reliability, and safety. As articulated in the BMC's Capital Improvement Program study, viewing asset management and county design standards through a resiliency lens will be critical to ensuring the County's transportation system can continue to operate safely and effectively.

The Volume III Design Manual Complete Streets and Bridges requires a noise analysis if the proposed residences are located within a specified number of feet from a roadway or a rail line, or if the location is within an airport noise zone. The Design Manual also requires noise mitigation through the use of buffers, barriers or acoustical insulation, or through building orientation.

CIM-8 Policy Statement

Actively plan for and evaluate the impact of technology and climate change on the transportation system.

Implementing Actions

1. Evaluate and update parking and land development requirements to reflect greater use of mobility and delivery as service models.
2. Amend design standards and asset management approaches to ensure resilience.
3. ~~Support~~ ~~Require~~ Encourage the installation of electric vehicle (EV) charging stations in private and public space, with particular attention to shared parking lots to ensure they are EV ready by including connections and infrastructure.
4. Evaluate and address the potential impact of electric vehicle charging stations on electric power requirements.
5. Participate in regional and state coordination efforts to ensure federal and state regulations on connected and autonomous vehicles account for vulnerable road users such as pedestrians and cyclists.

CIM-9 Policy Statement

Support efforts to improve air quality with an emphasis on communities and populations most threatened by high levels of pollution.

Implementing Actions

1. Develop land use and environmental policy strategies that reduce the impact of diesel particulate matter in communities adjacent to industrial areas.
2. Develop a plan ~~to~~ and transition the County's fleet (including school buses and contracted services) to low/ no emission vehicles.
3. Continue to invest in increasing public transit frequency and walking and cycling infrastructure to support both a more equitable transportation system and shifts away from automobiles to non-automobile modes.
4. Consider targeted financial incentives and the removal of regulatory barriers for property owners and companies that deploy electric vehicle charging infrastructure, idle reduction technology, and other technologies that capture or mitigate diesel emissions at the source.
5. Consider a subsidy program to support low emission vehicles, bicycles, and scooters in traditionally underserved communities.

Table 10-1: Implementation Matrix

Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
CIM-8 - Actively plan for and evaluate the impact of technology and climate change on the transportation system.		
1. Evaluate and update parking and land development requirements to reflect greater use of mobility and delivery as service models.	**DPZ** OOT	Mid-Term
2. Amend design standards and asset management approaches to ensure resilience.	**DPW** OOT DPZ	Mid-Term
3. ~~Support~~ ~~Require~~ Encourage the installation of electric vehicle (EV) charging stations in private and public space, with particular attention to shared parking lots to ensure they are EV ready by including connections and infrastructure.	**DPW** **OCS** OOT Private Partners	Ongoing
4. Evaluate and address the potential impact of electric vehicle charging stations on electric power requirements.	**DPW** OOT OCS	Long-Term
5. Participate in regional and state coordination efforts to ensure federal and state regulations on connected and autonomous vehicles account for vulnerable road users such as pedestrians and cyclists.	**OOT**	Ongoing
CIM-9 – Support efforts to improve air quality with an emphasis on communities and populations most threatened by high levels of pollution.		
1. Develop land use and environmental policy strategies that reduce the impact of diesel particulate matter in communities adjacent to industrial areas.	**OCS** **OOT**	Long-Term
2. Develop a plan ~~to~~ and transition the County's fleet (including school buses and contracted services) to low/no emission vehicles.	**OOT** OCS/HCPSS	Mid-Term
3. Continue to invest in increasing public transit frequency and walking and cycling infrastructure to support both a more equitable transportation system and shifts away from automobiles to non-automobile modes.	**OOT**	Ongoing
4. Consider targeted financial incentives to property owners and companies that deploy electric vehicle charging infrastructure, idle reduction technology, and other technologies that capture or mitigate diesel emissions at the source.	**OOT** OCS Private Property Owners	Mid-Term
5. Consider a subsidy program to support low emission vehicles, bicycles, and scooters in traditionally underserved communities.	**OOT**	Long-Term