

Appendix F-2
TDM Plan

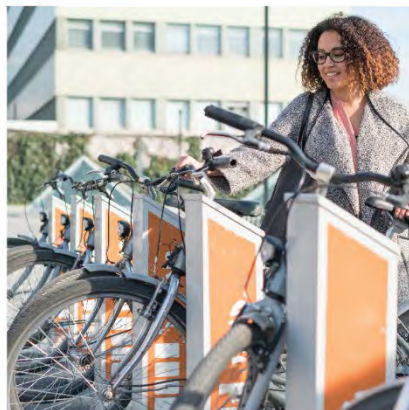
Great America Parkway and Tasman Drive Office Project



GREAT AMERICA X TASMAN

Transportation Demand Management Plan

Updated: October 7, 2022



Great America X Tasman

2901 Tasman Drive, Santa Clara

Preliminary Transportation Demand Management Plan
(Trip Reduction Plan)



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TDM EXECUTIVE SUMMARY

This Transportation Demand Management (TDM) Plan (herein known as the "TDM Plan") for the Great America X Tasman site at 2901 Tasman Drive (Project) provides a viable and dynamic program to support a 25 percent reduction of vehicle miles traveled (VMT) and vehicle trips. This TDM Plan is consistent with Santa Clara's General Plan, 2022 Climate Action Plan, and trip reduction guidelines provided by the Santa Clara Valley Transportation Authority (VTA). The City's General Plan guidelines "...complement Land Use, Transit Network, and Bicycle and Pedestrian Network Goals and Policies by expanding opportunities for alternative modes of transit, particularly for employment uses in the City."

New developments require "a 25% reduction in project-based VMT through active Transportation Demand Management (TDM) measures for large employers over 500 employees, including aggressive regulations to reduce parking."

Source: City of Santa Clara, Climate Action Plan, Adopted June 2022

The project understands that the efficacy of this TDM Plan is paramount. The TDM Plan mechanisms will bind the project and future tenants. Three (3) factors set the proposed TDM Plan apart from typical TDM Plans:

1. **Employee Transit Subsidies/Amenities:** The TDM Plan will include the infrastructure, programs, and monitoring system to meet the City's requirements. In addition to the traditional TDM measures such as transit subsidies, guaranteed ride home, preferential carpool parking, bike parking, telework options, and annual online surveys, the TDM Plan will also include:
 - \$400 monthly MTC/511 vanpool group subsidy
 - \$350 monthly VTA vanpool group subsidy
 - Tenant-appointed Employee Transportation Coordinator
 - A real-time transportation information screen
2. **Enforcement Mechanisms:**
 - Obligate Tenants to Perform: Language codified into the office leases will obligate future tenant (s) to achieve vehicle trip reduction goals and offer employee commuter benefits, such as transit subsidies and a guaranteed ride home program.
 - Surveys: Online employee surveys will identify transportation mode use and evaluate the effectiveness of the TDM plan.
 - City Penalty Structure: The City may assess penalties. Financial penalties would be the direct responsibility of the tenant. Additionally, the project's conditions of approval may provide a financial penalty structure for failing to perform or deliver annual reporting.

3. **Ongoing Role for Employee Transportation Coordinator (ETC):** The project anticipates a single tenant occupying this site and will require a designated ETC contact to implement the commuter program's many features. The applicant will write this ETC requirement into the lease. Ongoing responsibilities will include:
- New employee (all personnel) orientation to alternative transportation options
 - Quarterly employee promotions and events highlighting public transit, walking, biking, and carpooling options, and incentives
 - Support Employee Wellness/Health/Commuter Transportation Fair/Earth Day/Bike to Work Day/Spare the Air campaigns and promotions
 - Support the formation of vanpools
 - Robust surveys of the tenant and employees to ensure compliance
 - Report TDM performance to the city

The TDM Plan's below measures will achieve a 25 percent vehicle trip reduction. These measures are consistent with other well-performing TDM Plans and trip-reduction programs in Sunnyvale, Mountain View, Palo Alto, and other San Francisco Bay Area locations.

The following outline provides a summary of the TDM Plan:

TDM INFRASTRUCTURE AND PHYSICAL MEASURES

- Infill development
- Building design (setbacks, sidewalks)
- Transit and shuttle shelter
- Bicycle parking – long-term secure lockers or bike rooms (Class I)
- Bicycle parking – short-term racks (Class II)
- Enhanced bicycle parking facilities
- Bicycle Fix-it Station/repair tools/air pump
- Showers and changing facilities
- Bikeshare and electric scooter hub – conceptual
- Pedestrian facilities – on-site amenities
- Reduced parking
- Preferential carpool parking spaces
- Preferential vanpool parking spaces
- Clean-air vehicle parking
- Electric vehicle parking
- Motorcycle/scooter parking
- Shared-use parking
- Electronic Transit Board (TransitScreen)
- Employee Commuter Resource Flier

TDM PROGRAMMATIC MEASURES

Commuter Program Management (applicant to provide)

- Designated Employee Commute Coordinator
- Coordination of Trip Reduction Programs with Existing Developments
- Preferential Vanpool Parking
- Preferential Carpool Parking
- Carpool Parking Policy

Commuter Benefits (office tenant to provide)

- Bay Area Commuter Benefits Program
- Transit subsidies
- Vanpool subsidies
- Pre-tax transit deduction payroll option
- Pre-tax parking deduction payroll option (for parking at a transit station)
- Carpool/bike/walk commuter allowance (taxable) – conceptual
- Telework option
- Alternative work schedule option (flextime, compressed workweek)

Commuter Service and Resources (office tenant to provide)

- Commute information web portal/intranet
- Guaranteed Ride Home Program
- Scheduled mobile Bicycle Repair Service
- Tenant e-bike fleet – conceptual
- Tenant scooter program – conceptual
- Electric bike and electric scooter share – conceptual
- Promote the \$400 monthly 511.org vanpool group subsidy
- Promote the \$350 monthly VTA vanpool group subsidy
- Carpool and Vanpool Incentives

Commuter Marketing and Outreach (office tenant to perform)

- New employee – onboarding introduction to the commuter program
- Employee Commuter Transportation Fair, events, and campaigns
- Carpool matching events
- Newsletter articles and emails
- Employer participation – Silicon Valley Bicycle Coalition, Best Workplaces for Commuters, Association for Commuter Transportation, League of American Bicyclists, etc. – conceptual
- TMA participation – conceptual

TDM PERFORMANCE MONITORING And SURVEYING (obligates applicant and all tenants)

- Tenant Compliance Requirement

- Annual online Employee Commuter Survey and reporting
- Annual driveway trip count assessment (compared to ITE estimates) – conceptual
- Notice of implementation
- Pre-occupancy site visit
- Non-compliance penalty (included as a tenant responsibility per lease)
- No expiration of the TDM Plan

Attachment A shows the Estimated Vehicle Trip Reduction Impacts. It describes vehicle trip reduction impacts, the percentage of single-occupant vehicle reduction estimate range, and the percentage of SOV mitigated trip reduction calculations. Below is a summary of TDM reduction impacts. The 2901 Tasman Drive TDM Plan will reduce vehicle trips by 30.5 percent.

2901 Tasman Road	Vehicle Trip Reduction Impact	% SOV Trip Reduction Estimate Range		% SOV Mitigated Trip Reduction
Required TDM Trip Reduction	21.00%	4.85%	47.52%	48.50%
Additional TDM Trip Reduction	9.50%	2.00%	28.52%	22.00%
Total Estimated TDM Trip Reduction	30.50%	6.85%	76.04%	70.50%

INTRODUCTION

This Great America X Tasman Transportation Demand Management (TDM) Plan (herein known as the "TDM Plan") meets the specific needs of the project, considering the logistical resources, opportunities, and constraints of the site. The TDM Plan measures provide specific elements and actions that commit the applicant and future tenant to their implementation. Executing the TDM Plan measures will increase pedestrian, bicycle, carpool, and transit uses and meets the peak-hour trip reduction goal.

The TDM Plan is performance-based and directs the applicant and future employers (tenants) to implement programs, employee benefits, and a formal commute program. Commute program marketing, ongoing promotions, a guaranteed ride home program, and an active employee transportation coordinator will provide the synergism needed to create an efficient and successful program for future Project employees. This TDM Plan contains appropriate measures and elements consistent with other well-performing Silicon Valley, San Francisco Bay Area region, and national commute programs. Annual monitoring via surveys will provide the documentation to demonstrate the TDM programs' effectiveness in meeting a 25 percent VMT and trip reduction goal as required in the 2022 Climate Action Plan.

This TDM Plan details the applicant's commitment to the City of Santa Clara (City) and its designated responsibility for implementation.

This project encourages alternative transportation modes, including walking, bicycling, carpooling, vanpooling, telework, and public transit. By balancing air quality with economic growth, the project will help the city thrive as a community and meet its 2035 greenhouse gas (GHG) emission reduction goals detailed in the Climate Action Plan¹.

TDM Planning Process

The project will include trip reduction elements and goals outlined in Chapter 5.8.5 of the City's General Plan. The following comprehensive TDM Plan will mitigate employee peak-hour vehicle trips typically associated with an office Project. The TDM Plan contains appropriate measures and elements consistent with other South Bay regional commute programs.

This TDM Plan encompasses an array of alternative transportation mode-use strategies categorized in the following three sections:

- I. TDM Infrastructure and Physical Measures
- II. Programmatic TDM Measures
- III. TDM Monitoring and Reporting

¹ City of Santa Clara Climate Action Plan, page 20

1.0 REGULATORY AND SUSTAINABLE ENVIRONMENTS

The TDM Plan combines services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to relieve traffic congestion, parking demand, and air pollution problems. These measures satisfy the requirements identified in the City of Santa Clara's Transportation Demand Management Program Ordinance in Chapter 10.15 of the City code.²

This TDM Plan complies with the City of Santa Clara's transportation analysis standards, as updated by California Senate Bill 743³. The following are goals achievable using a TDM Plan and its measures:

- *Reduce parking demand by converting SOV trips to an alternate transportation mode (e.g., transit, carpool or vanpool, bicycling, or walking).*
- *Shift travel to less congested routes by providing traveler information systems that warn motorists about delays or alternative routes.*
- *Support other technological solutions (e.g., carpool apps, electric/hybrid vehicles, or other zero-emission vehicles).*
- *Eliminate or shift trips from peak periods (e.g., flexible schedules, compressed workweeks, or telecommuting).*

Successes achieved from TDM Planning will also significantly impact GHG emission reductions while providing sustainable mobility solutions. The sustainable solution combines innovative strategies with proven trip reduction methods, mobility-enhancing techniques, and energy consumption-reducing programs at a City-wide level. The results include mitigating GHG emissions and other pollutants, improved traffic flow and connectivity, reducing parking demand, and lower energy bills.

Below is a summary of City, county, and state policy goals related to sustainability, congestion management, and GHG reduction.

City of Santa Clara

Santa Clara General Plan⁴

- Land Use Policies: 5.3.1-G1 – Reduced dependence on the single-occupant automobile
- Land Use Policies: 5.3.1-G3 – Development that minimizes vehicle miles traveled, capitalizes on public investment in transit and infrastructure, and is compatible with surrounding uses

² <https://www.codepublishing.com/CA/SantaClara/html/SantaClara10/SantaClara1015.html>

³ <https://www.santaclaraca.gov/home/showdocument?id=65301>

⁴ City of Santa Clara General Plan

- General Mobility and Transportation Goals and Policies 5.8.1-G3 – Transportation networks that promote a reduction in the use of personal vehicles and vehicle miles traveled
- General Mobility and Transportation Goals and Policies 5.8.1-P4 – Expand transportation options and improve alternate modes that reduce greenhouse gas emissions.
- Transit Network Goals and Policies 5.8.3-P1 – Support a coordinated regional transit system that circles the South Bay and the Peninsula, including existing and planned Bay Area Rapid Transit, Amtrak, Altamont Commuter Express, Caltrain, Valley Transportation Authority, and High-Speed Rail facilities.
- Transit Network Goals and Policies 5.8.3-P11 – Encourage feeder services to carry commuters to transit stations, including shuttle connections from businesses, residences, and attractions to bus and rail services.
- Bicycle and Pedestrian Network Goals and Policies 5.8.4-G3 – Walking and bicycling are alternatives to driving to reduce vehicle commute and non-commute trips and improve community health and reduce vehicle use.
- Bicycle and Pedestrian Network Goals and Policies 5.8.4-P2 – Provide a system of pedestrian and bicycle-friendly facilities that supports the use of alternative travel modes and connects to activity centers and residential, office, and mixed-use developments.
- Transportation Demand Management Goals and Policies 5.8.5-G1 – Transportation demand management programs for all new development to decrease vehicle miles traveled and single-occupant vehicle use.
- Transportation Demand Management Goals and Policies 5.8.5-P1 – Require new development and City employees to implement transportation demand management programs that can include site-design measures, including preferred carpool and vanpool parking, enhanced pedestrian access, bicycle storage, and recreational facilities.

Santa Clara Climate Action Plan

The City's Climate Action Plan was adopted in 2013 to outline strategies to reduce greenhouse gas (GHG) emissions and provide energy, fuel, and monetary savings while improving the Santa Clara community's quality of life. The City focuses on establishing land uses and transportation options that minimize single-occupant vehicle use within the plan. As mentioned in the Santa Clara General Plan summary above, the city will require all new developments in pre-identified transportation districts to implement a TDM program to reduce drive-alone trips. The city is preparing checklists to identify appropriate actions and the associated peak-hour trip reduction estimated to occur through implementation to assist new developments in meeting such requirements.

Chapter 4.6.1 of the City of Santa Clara Climate Action Plan states that “the City will require all new developments greater than 25 housing units or more than 10,000 non-residential square feet to draft and implement a VMT reduction strategy that reduces drive-alone trips.

The Great America x Tasman project is not required to complete the vehicle miles traveled (VMT) evaluation because it is inside a transit priority area (TPA). The project's VTM evaluation, based on its proximity to transit, removed its obligation from additional VMT trip reduction requirements. Below is the VMT evaluation tool report showing the project is inside a TPA.

Santa Clara Countywide VMT Evaluation Tool Report

Page 1

Project Details		Analysis Details	
Timestamp of Analysis:	October 23, 2020, 10:28:36 AM	Santa Clara Countywide VMT Evaluation Tool Version:	1
Project Name:	2901 Tasman	Data Version:	VTA Countywide Model December 2019
Project Description:	1 million sq ft R&D	Analysis Methodology:	TAZ
		Baseline Year:	2015

Project Location	
Jurisdiction:	Santa Clara
APN	TAZ
10449025	1325
10449026	1325
Inside Transit Priority Area (TPA)?	Yes (Pass)

Project Land Use	
Residential:	
Single Family DU:	
Multifamily DU:	
Total DUs:	0
Non-Residential:	
Office KSF:	1000
Local Serving Retail KSF:	
Industrial KSF:	
Residential Affordability (percent of all units):	
Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %
Parking:	
Motor Vehicle Parking:	
Bicycle Parking:	327

Santa Clara Municipal Code Chapter 18.74.075 – Bicycle Parking Standards

- Class One Bicycle Parking: Class One spaces are secure, weather-protected facilities intended for long-term, overnight, and workday bicycle storage by dwelling unit residents, nonresidential occupants, and employees. Class One bicycle parking includes bicycle lockers, bicycle rooms, or cages where commuters can lock each bicycle.
- Class Two Bicycle Parking: Class Two spaces are in a publicly accessible, visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use. Bicycle racks that provide two points of contact to prevent bikes from pivoting and falling over are the most common form of Class Two bicycle parking.

San Clara Valley Transportation Authority Congestion Management Plan⁵

- "A complete Transportation Impact Analysis shall be performed for any project in Santa Clara County expected to generate 100 or more net new weekday (AM or PM peak hour) or weekend peak hour trips, including both inbound and outbound trips." "...the purpose is to determine whether the transportation system can accommodate the activity generated by the proposed development project and if improvements are needed to the roadways, bicycle, and pedestrian facilities, and transit services and facilities affected by the project."

San Francisco Bay Area Commuter Benefits Program

Air District Regulation 14, Rule 1, also known as the Bay Area Commuter Benefits Program, requires employers with 50 or more full-time employees to register and offer commuter benefits to their employees. This rule aims to improve air quality, reduce emissions of greenhouse gases and other air pollutants, and decrease traffic congestion in the San Francisco Bay Area by encouraging employees to commute to work by transit and alternative commute modes including telework.

Tenants will be responsible for maintaining their yearly registration in the Bay Area Commuter Benefits Program.



⁵ Valley Transportation Authority TIA Guidelines

State Regulatory Setting

The State of California has given many organizations and agencies the responsibility of creating guidelines, policies, and thresholds that meet legislation. Organizations include the Office of Planning and Research, California Air Resources Board (CARB), California Air Pollution Control Officers' Association, Council of Governments, and the Attorney General's office.

- ◆ **California Senate Bill 743** – requires cities to evaluate transportation impacts with metrics that support the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversification of land uses. While vehicle level of service (LOS) as the default metric for determining transportation environmental impacts for many years, this vehicle operations-focused measure does not support statewide sustainability goals and is not used within the California Environmental Quality Act
- ◆ **Assembly Bill 32, California Climate Solutions Act of 2006** – requires a statewide reduction of GHG emissions to 1990 levels by 2020. This first-in-the-world comprehensive program of regulatory and market mechanisms may achieve real, quantifiable, and cost-effective GHG reductions. AB 32 establishes CARB as the agency responsible for monitoring and reducing GHG emissions.
- ◆ **Senate Bill 375** – establishes improved land use and transportation policy supporting AB32 by providing a means for achieving the AB32 goals for cars and light trucks through land-use changes. This legislation created potentially revolutionary changes in California's regional planning processes for housing and transportation by mandating sustainable regional growth plans. These plans may double the GHG emission reduction targets local governments must meet through land-use planning.

2.0 PROJECT DESCRIPTION

The project plan proposes a campus consisting of two 12-story office/R&D buildings with a connecting bridge plus a separate 2-story amenity building at 2901 Tasman Drive. The total square footage is 1,030,455. The site spans a 10.14-acre block, bound by Tasman Drive on the south, Great America Parkway on the east, Old Ironside Drive on the west, and Bunker Hill Lane on the north.

The location enjoys easy access to mass transit, planned housing, retail, and entertainment amenities that will help make this the future headquarters of a large high-tech company.

The project features connections to VTA facilities, ample bicycle and ridesharing parking, on-site cafeterias, a fitness center, and outdoor recreation spaces. These amenities and features will work synergistically to reduce traffic to and from the site.

The proposal includes ample on-site outdoor amenity space in addition to two stories of the project dedicated to company services. High-tech companies typical of one that will occupy this space often build out multiple cafeterias, a fitness center, an executive briefing center, large conference rooms, and other non-occupiable areas, reducing the amount of floor space dedicated to commuters.

A parking structure along Bunker Hill and Old Ironsides will provide the necessary parking to prevent vehicle overspill parking in the surrounding area. The parking structure will also house designated carpool, vanpool, and electric vehicle parking. An elevator on the Great America Parkway side of the parking structure will facilitate Levi Stadium parkers' shared use. Shown below is the project Location (and Radius) Map.

Project Location (and Radius) Map



3.0 EXISTING TRANSPORTATION FACILITIES

The project sits at the Northwest intersection of Tasman Drive and Great America Parkway. It has direct access to the Old Ironsides VTA station, which provides multiple transit connections to make trips using VTA, Caltrain, BART, SamTrans, and ACE possible. Additional resources, via the ACE shuttles, provide connectivity from the Great America ACE Station. Weekday transit stops offer 200 total trips per day.

The transit matrix below includes routes that make stops at Old Ironsides' station.

Available Great America X Tasman Transit Resources

Route	Span of Service	Trips per Weekday	Communities Served
55 VTA	7 Days/Week 6:55 a.m. - 10:55 p.m.	30	Old Ironsides & Tasman , Lawrence & Tasman, Lakehaven & Twinlake, Duane & Lawrence, Maude & Fair Oaks, Frances & Olson, Sunnyvale-Saratoga & El Camino, Sunnyvale-Saratoga & Fremont, De Anza & Homestead, and Stelling & Stevens Creek
57 VTA	7 Days/Week 6:45 a.m. - 10:42 p.m.	43	Old Ironsides & Tasman , Bowers & Scott, Kiely & El Camino, Kiely & Stevens Creek, Saratoga & Williams, Saratoga & Prospect, and West Valley Transit Center (Bay 3)
59 VTA	7 Days/Week 6:25 a.m. - 6:55 p.m.	26	Valley Fair Transit Center (Bay 4) , Washington & Newhall, Santa Clara Transit Center (Bay 6) , Scott & Space Park, Old Ironsides & Tasman , Liberty & Taylor, and Tasman & Baypointe
ACE Train Green Shuttle	5 Days/Week 6:21 a.m. - 5:25 p.m.	4	Great America ACE Amtrak Station , Old Ironsides & Tasman , Patrick Henry & Democracy, Old Mountain View-Alviso & Great America, and America Center Terminal
200 BART Shuttle	pending reactivation		Milpitas BART , Great Mall Station , Tasman & Baypointe, Tasman & Convention Center, Tasman & Old Ironsides , Fair Oaks & Tasman, Mountain View Transit Center .
VTA Light Rail Green Line	7 Days/Week 6:37 a.m. - 11:24 p.m.	47	Old Ironsides Station , Tasman Station, Metro/Airport Station, Civic Center Station, Santa Clara Station, Convention Center Station, Diridon Station, Fruitdale Station, Bascom Station, Campbell Station, and Winchester Station
VTA Light Rail Orange Line	7 Days/Week 6:09 a.m. - 11:59 p.m.	50	Alum Rock Station, Hostetter Station, Milpitas Station, Baypointe Station, Old Ironsides Station , Fair Oaks Station, Lockheed Martin Station, Middlefield Station, and Mountain View Station
Total Transit Trips/Weekday		200	

* All buses and trains are lift equipped for handicapped, elderly, or those in need.

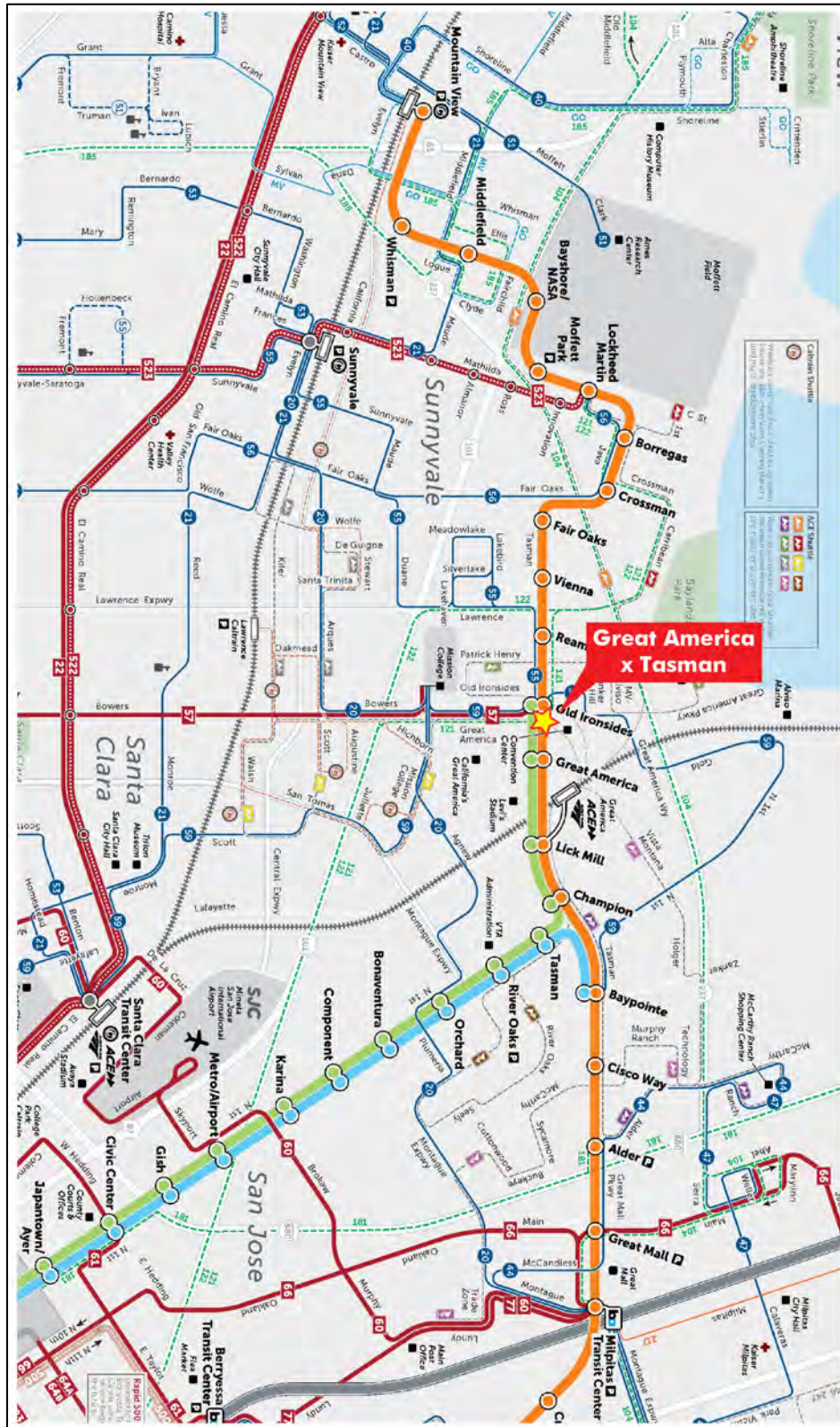
In addition to VTA and ACE making stops within one mile of the project, co commuters can make connections using BART and Caltrain for one part of their commute by transferring to a VTA route.

The image below shows the VTA Map of Nearby Transit, featuring local transit resources. Page 10 shows a VTA Transportation System Map with a broader view of transit connections with VTA, including ACE Train, Caltrain, and BART.

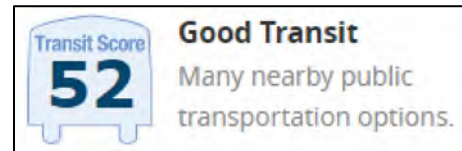
VTA Map of Nearby Transit



VTA Transportation System Map



According to WalkScore, the project scores 52 out of 100 for transit resources. A score above 50 indicates "good" transit is available. This location has good transit, which means many nearby public transportation options.



Within a 1-minute walking distance to the project is the Old Ironsides VTA station. VTA routes 55, 57, 59, Green Line, and Orange Line all serve the Old Ironsides station.

The ACE Green shuttle also stops at Tasman Drive and Old Ironsides Drive. Together, these transit routes provide 200 regional transit trips to the project. The image below, "Walking to Nearby Transit," shows nearby transit stops close to the site.

Walking to Nearby Transit



The following three pages show, in order, the VTA Route 55 Bus Map, VTA Route 57 Bus Map, and VTA Route 59 Bus Map. These routes connect directly with the project site.

VTA Route 55 Bus Map

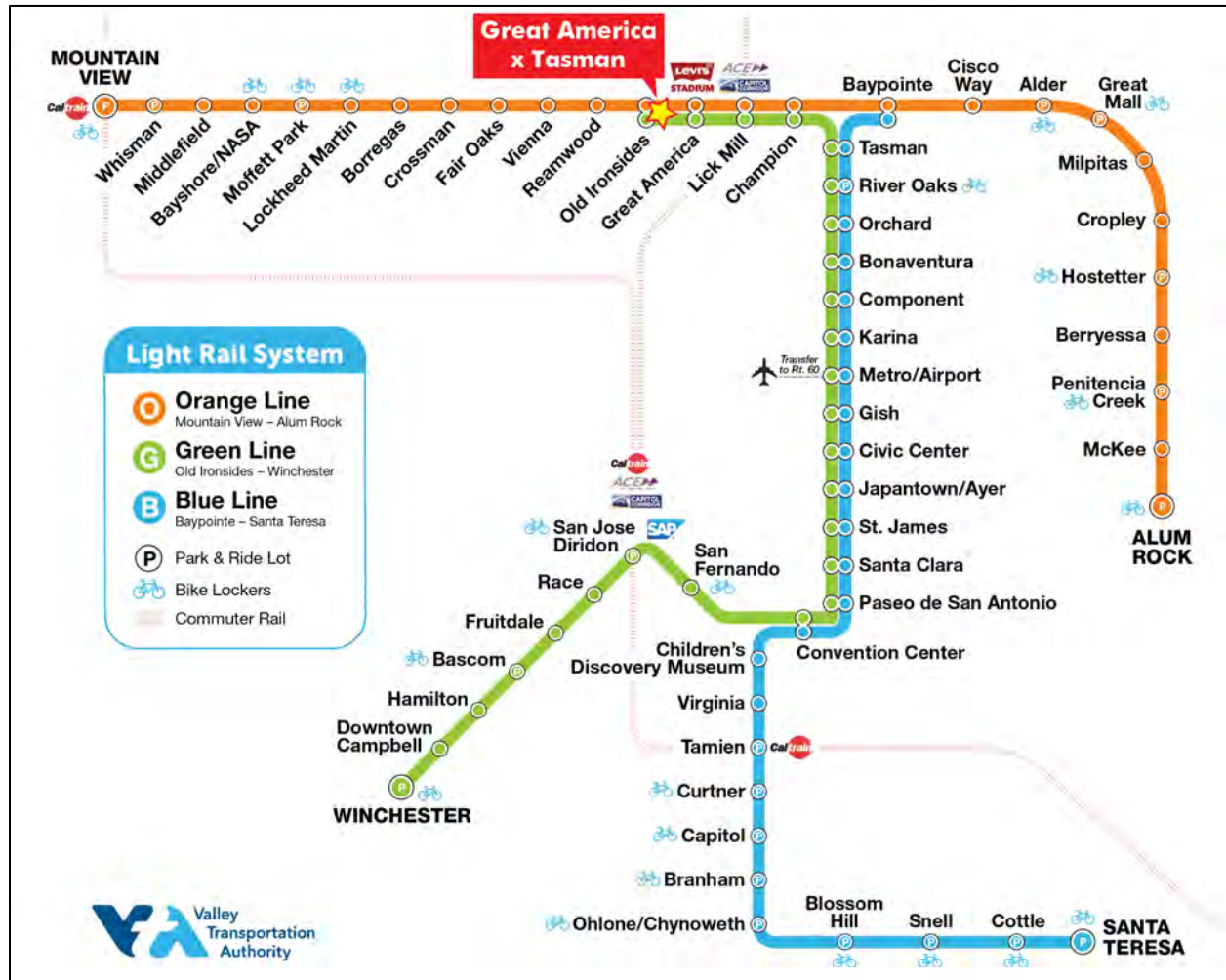


VTA Route 57 Bus Map



The following image shows the VTA Light Rail Map that contains all the stops the VTA Light Rail system makes.

VTA Light Rail Map



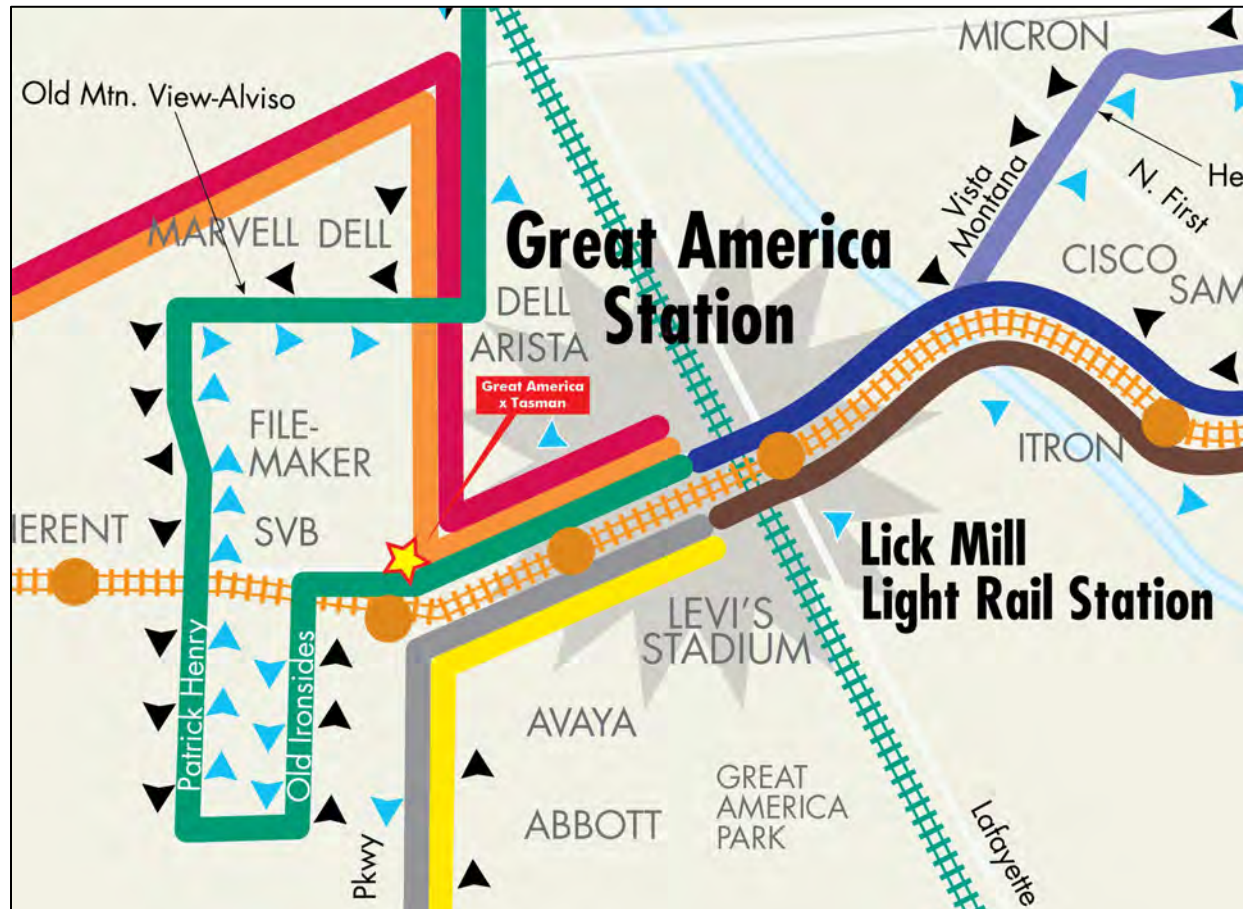
Altamont Commuter Express Green Shuttle

The ACE Green shuttle provides last-mile service between the Great America ACE Station, Old Ironsides, and Tasman. The shuttle serves the project with a five-minute ride twice in the morning (6:21 a.m. and 7:37 a.m.) and twice in the evening (3:32 p.m. and 5:25 p.m.).

This service provides an extra last-mile solution for ACE train riders commuting to and from the project site. The [VTA website](https://www.vta.org/altamont-express) shows more information.

The image below shows the ACE Green Shuttle Map localized near the project location.

ACE Green Shuttle Map



Transit Trip Planning Resources

Online trip planning services are a helpful tool for planning bike, carpool, and public transit trips.



Google Maps

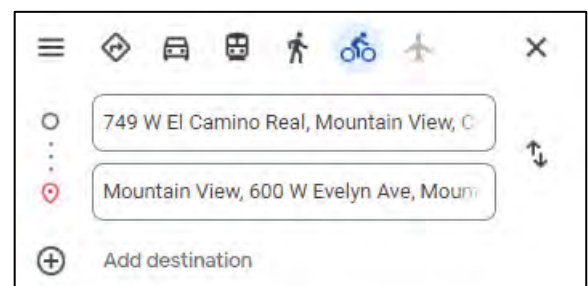
Compare driving, transit, biking, and walking. [Visit Website](#)

Category: Multi-Purpose

App Store

Google Play

Google has also collaborated with select regional transit agencies to provide a public transit planner for riders of VTA, Caltrain, BART, and other San Francisco Bay Area systems. This free service is available online at www.google.com/maps/dir/.



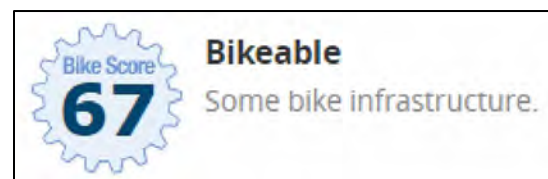


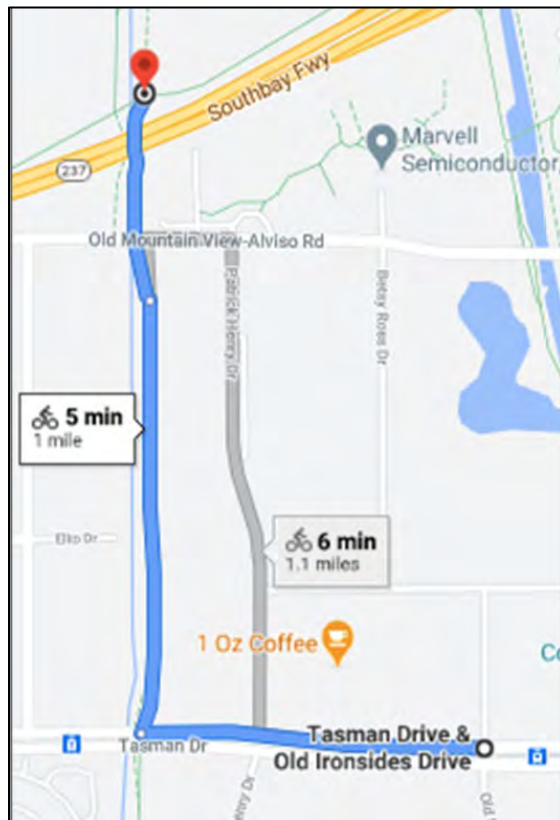
The "Transit" mobile app also provides trip and route planning resources for commuters. Users can view real-time location, pending departure times, and crowding data for local transit agencies like BART, Caltrain, AC Transit, and VTA. The Transit app lets users preview routes using multiple transit modes and even integrates fare purchases and Lyft/Uber requests.

Bicycle Connections

The project is accessible by Class II bicycle lanes connecting several area bicycles paths. Commuters can access the project site from Class II bike lanes along Great America Parkway and Tasman Drive. These bike lanes feed off-street bike paths along the San Tomas Aquino Creek Trail, the Calabazas Creek Trail, and the John W. Christian Greenbelt, which provides safe routes to the project from the surrounding community's day-time recreation opportunities.

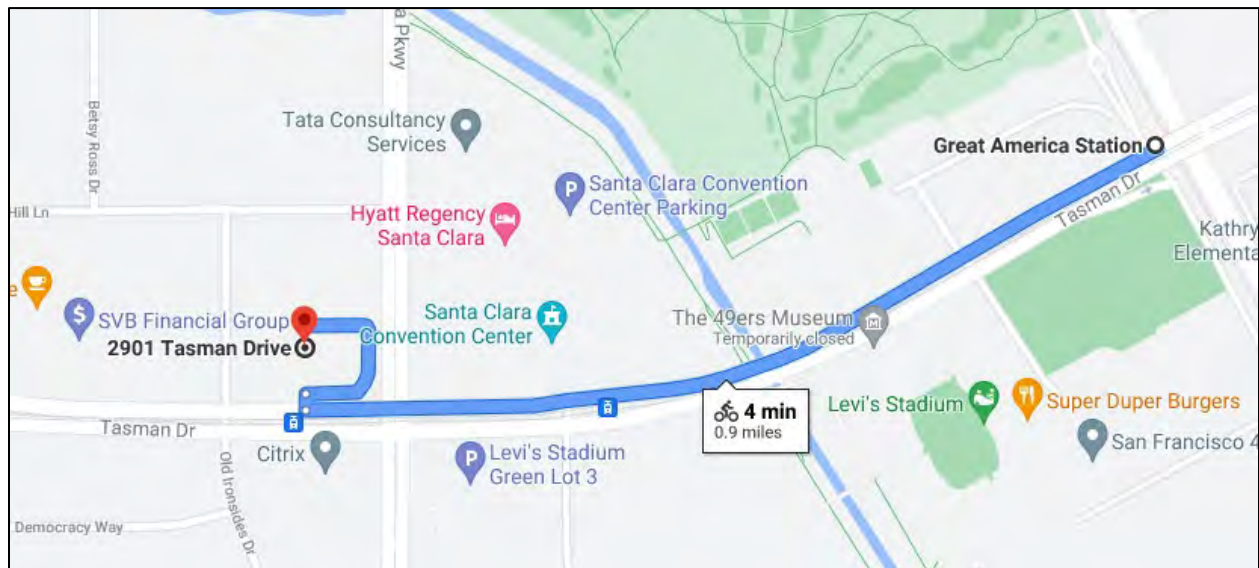
These resources lead to good bike infrastructure and a Bikeability Score of 67 out of 100.





The project is a one-mile bike (5 minutes) ride from the Bay Trail. Shown to the left is an image highlighting the route from the project location to the Bay Trail.

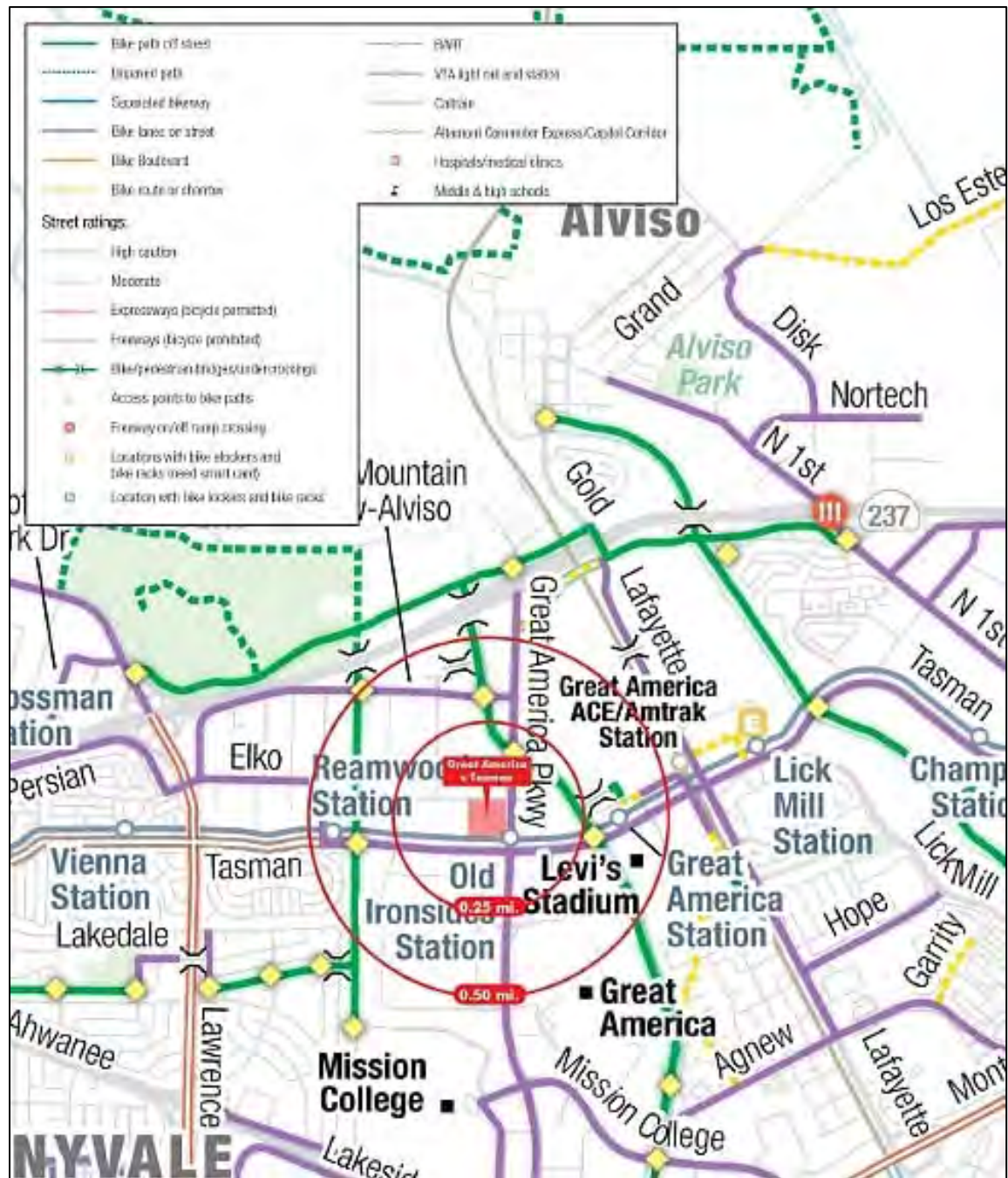
Bicycle access from Great America Train Station is a four-minute ride. Below is the Bicycle Route from Great America Station to the project Site.



Below is the VTA Santa Clara County Bikeway Map, which identifies various bicycle facilities for commuters. Class II bike lanes line portions of Tasman Drive and Great America Parkway. The City of Santa Clara Bike Map, shown on page 20, provides a more expansive view of nearby bicycle facilities.

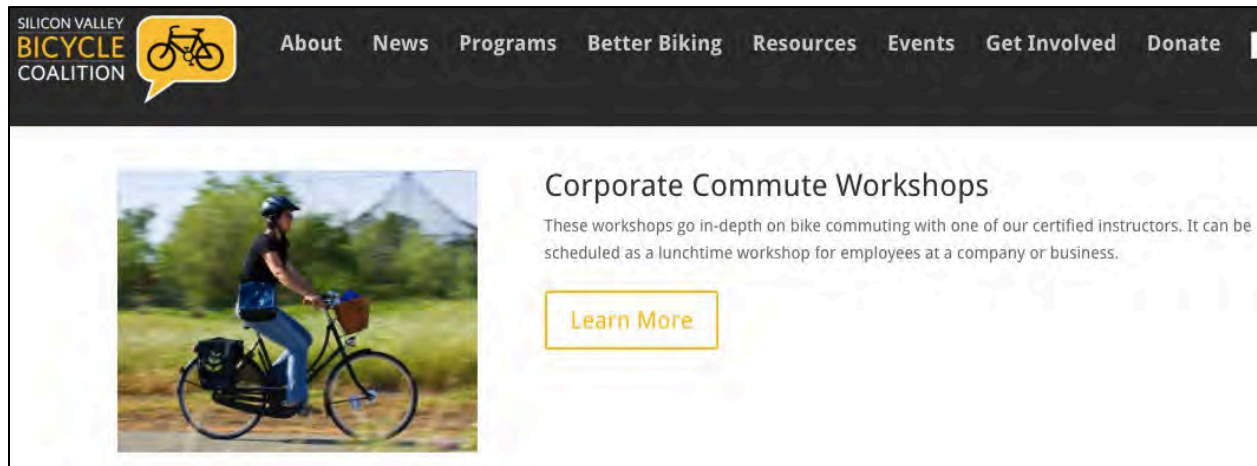
Surrounding the entire area north and east of Highway 101 in the San Francisco Bay Trail, rated as a regional trail and Class I bicycle path. The Bay Trail is a 500-mile network of multi-use pathways circling San Francisco and San Pablo Bay. The Bay Trail provides commuters with an exceptional connecting path for cyclists and walkers in Santa Clara.

VTA Bike Map



Bicycle Commuter Resources

Silicon Valley Bicycle Coalition offers free bicycle safety workshops for employers. Workshops are available during lunchtime, late workday, or even after work. Below is an image from the Silicon Valley Bicycle Coalition showing the Corporate Commute Workshops the organization offers.



Bicycle commuters looking resources can log on to <https://511.org/biking> for more information. The 511 system provides significant resources for bicycle commuters, including:

- ◆ Bicycle maps
- ◆ Location of bike lockers
- ◆ How to take your bike on public transit
- ◆ How to take your bike across Bay Area toll bridges
- ◆ How to ride safely in traffic
- ◆ Tips for bike selection
- ◆ Links to bicycle organizations
- ◆ Bike to Work Day
- ◆ Bike Commute Calculator
- ◆ Tips on bike commuting

Examples of the Bike to Work resources found on 511.org are shown in the image "Bike to Work Resources on 511.org" below.



Bike to Work Resources on 511.org

Bike to Work



Once you discover the freedom, convenience and fitness benefits of biking to work, you'll wonder why you didn't start riding sooner. If your work place is too far to bike, consider riding to transit stations or Park & Ride lots. Enjoy the ride!

Getting Ready

Before starting out, take time to consider the following:

- | | |
|---|---|
| Determine what route you will take. | + |
| Decide if you need a change of clothes. | + |
| Know in advance where you'll park. | + |
| Check your equipment. | + |
| Ride the route on your day off. | + |
| Know the rules of the road. | + |

Carpool Resources

The tenant(s) will promote existing free carpool matching programs in the Bay Area. The San Francisco Bay Area 511.org works with several carpool apps to provide free ride-matching services. An example of these ride-matching services is below:



Scoop

Automated matching ideal for morning and evening work commutes. [Download Scoop](#) and set up your carpool preferences today.



Waze Carpool Driver

The popular navigation app allows drivers to offer carpools to riders. Click "Carpool" in the bottom right of your screen to access and fill out a driver carpool profile and you're on your way to driving a carpool.



Waze Carpool Rider

Users coordinate their own carpools by selecting from available drivers. [Download Waze Carpool](#) today to get started.



Merge

The best way to find a long-term carpool partner is with Merge. You will be matched with someone along your route, agree on days to carpool, and keep that same partner as long as you like. There are no built-in charges to use the service or carpool. [Register here.](#)

- Carpool (HOV) Lanes – Carpool lanes, also known as high-occupancy vehicle (HOV) lanes, can reduce commute times. Commuters must be in a carpool, vanpool, public transit vehicle, or riding a motorcycle to use the carpool lanes during commute hours. Carpool lanes vary in hours of operation and the minimum number of people per car. A list of HOV hours of operation and the required number of passengers is available here: <https://511.org/carpool/lanes>.
- Park and Ride Lots⁶ – There are 150 free park-and-ride lots conveniently located throughout the Bay Area, where carpool partners or vanpools can meet in a central location. Many lots also feature easy access to transit connections and bike lockers.

⁶ <https://511.org/carpool/park-n-ride>

SECTION I – TDM INFRASTRUCTURE AND PHYSICAL MEASURES

The following physical infrastructure measures support commuters who use alternative transportation. These TDM Plan components will occur during the construction of the project.

Infill Development

The proposed project would develop under-used parcels within the existing urban area. The area surrounding this project is mainly improved. Under these conditions, the project classifies as infill development, contributing to higher density and trip reduction outcomes. According to Santa Clara County, higher densities allow for improved transit, bicycle, and pedestrian access, reducing the amount of transportation-related greenhouse gases generated per new unit.⁷

Due to its infill location, the project will become a transit-oriented, pedestrian, and bicycle-friendly Project that embraces the City's goals and policies. Some pedestrian and transit-oriented design features include orienting Buildings B1 and B2 toward transit stops and tying it into adjacent bicycle and pedestrian circulation facilities.

Building Design

Building design will enhance pedestrian continuity by:

- Recessing the door and window features of the B1 and B2 to further the walkable area of the sidewalks.
- Incorporating landscaped areas to serve visitors and passersby at the entry to B1.
- Installing sidewalks along the perimeters of the buildings and redoing existing sidewalks.

Transit/Shuttle Shelter

The applicant plans to create a sheltered area, shown below, for the public to congregate before crossing the street to the VTA Old Ironsides Light Rail Station. The project anticipates this shelter to provide a temporary waiting area between trains and intends to include a large screen with entertainment and transit updates. The shelter will work synergistically with the entertainment and information screen to make shuttle, bus, and train use a more appealing option for commuters.

The following page is a mock image of the project's sheltered area at the courtyard entrance and the TransitScreen.

⁷ Santa Clara County Focus Area: Sprawl Prevention and Infill Development
https://santaclaralafco.org/sites/default/files/service_reviews/23CSRR_FA_Sprawl.pdf

Sheltered Area at Courtyard Entrance



4.0 BICYCLE FACILITIES

The project will provide a total of 327 bicycle parking facilities. The project's planned bicycle facilities exceed CalGreen and LEED V4 bicycle parking requirements.

Long-Term Bike Parking

The project will provide at least 288 Class I bicycle parking spaces.

A bike parking room will be provided in a covered, secure location in the B1, and this area will accommodate 155 bicycles.

The project will provide space for 107 bicycles in a Class I bike parking room in the B2. Both bicycle parking rooms will have direct access to showers and locker rooms for changing. Photos of a sample bike room are above and to the right.



Short-Term Bike Parking

The project will provide at least 39 short-term parking bike racks (Class II) located throughout the courtyard bound by the four main buildings. The racks will be able to secure the frame and both bike wheels, and bike racks will be near entrances to Buildings P1, A, B1, and B2 within a constant visual range.



Enhanced Bike Parking Facilities

The project will increase the number of short-term facilities by more than 300 percent and the number of long-term storage facilities by 3 percent, the amount recommended by CalGreen, and the LEED V4 code. Ample bicycle facilities will encourage Project occupants to use cycling as a commuter option and provide many cyclists the capacity to store their bikes throughout the workday.



Fix-it Bicycle Repair Station

The project will install two bicycle Fix-it stations, one in each bicycle storage area, to allow cyclists to conduct minor maintenance on their bikes. The Fix-it includes all the tools necessary to perform basic repairs and maintenance, from changing a flat to adjusting brakes and derailleurs. The tools and air pump are securely attached to the stand with stainless steel cables and tamper-proof fasteners. Hanging the bike from the hanger arms allows the pedals and wheels to spin while adjusting.



Showers and Changing Facilities

Showers and clothes lockers are for employees who walk, jog, or bicycle to work or wish to change clothes after commuting via an alternate transportation mode. A total of four showers will be installed, providing shower facilities for both genders. Shower and changing facilities will be provided free of charge for all employees and located within direct access to the bicycle storage facilities. Additional showers will be available in the fitness center located in Building A.

Bikeshare and E-Scooter Hub

If public electric bicycle and scooter-sharing companies such as Bird or Baywheels offer services in Santa Clara, the project will designate space to host a public docking station for bicycles and scooters. Shown below is an image of an example bikeshare hub.

Bikeshare Hub



5.0 PEDESTRIAN FACILITIES

Creating a pedestrian-oriented environment ensures access between public areas while strengthening pedestrians and connections. Safe, convenient pedestrian connections connect the project provided to surrounding surface streets.

Lighting, landscaping, and building orientation design enhance pedestrian safety. Shown to the right, a courtyard bound by the connected office buildings and parking structure will create an enclosed, green, pedestrian-friendly space for commuters to enjoy recreation, eating, gathering, entertainment, and other outdoor activities.

The project will install sidewalks on all the buildings' perimeters, enabling crosswalk connections to the Old Ironsides VTA Light Rail Station.



Recreation and Dining Amenities

The project plan includes private indoor amenity space for breakrooms, on-site cafes, coffee, snacks, and a gym open to project commuters throughout the day.

Outdoors, project commuters will have access to seating, an entertainment area, a basketball court, and more tenant services focused on a courtyard space.

The outdoor balconies, courtyard, on-site cafes, and amenities in Building A will provide easy access to exercise, dining, and outdoor recreation that will enable project commuters to leave their car at home, mitigating the need for midday trips outside the project site.





6.0 PARKING FACILITIES

The project will strip parking space pavement and appropriate signage for preferential carpool, vanpool, motorcycle, electric, and fuel-efficient parking throughout the site.

Reduced Parking

The project will slightly reduce parking by approximately 2.5 percent. Reduced parking helps limit parking available to commuters, discouraging driving and encouraging alternative mode-use by making it less convenient for drive-alone commuters to find parking spaces.

Carpool/Vanpool Parking

The project anticipates dedicating eight percent of total parking stalls to carpool and vanpool spaces, resulting in roughly 267 parking spaces for rideshare parking.

They are designating these spaces for carpool and vanpool vehicles and the exclusive uses of ridesharing employees. Parking spaces will incorporate the clean-air vehicle parking discussed below. The carpool/vanpool spaces will be in parking areas closest to a P1's doors or a prime location in the garage.



The carpool parking spaces may require policy, employee registration, and permitting. Registered vanpools may receive a designated parking space.

Clean Air, Clean-Fuel Vehicle Parking

The project will also include clean-air parking spaces and be responsible for construction, striping, and signage for the specialty parking spaces. A description of the designated parking space includes:

- The clean-air vehicle parking space will accommodate carpool and vanpool striping and signage.
- Space will be in the parking areas closest to the B1 or B2's employee entrances or prime locations in the garage.



The project will allocate over 17 percent of all parking to clean air, electric, and carpool/vanpool parking. The project will ensure the number of parking stalls dedicated to clean air parking meets the requirements set forth by the CalGreen code.

Shared-Use Parking

The project intends to offer over 1,000 parking spaces to the public during non-business hours for Levi Stadium events as a public service benefit. The garage will be conveniently accessed from Old Ironsides Drive or Bunker Hill Lane, relieving Great American Parkway and Tasman Drive congestion.

Motorcycle and Scooter Parking Placement

Designated motorcycle and electric scooter parking may be available in a covered location. Electric scooters will be encouraged for employee consideration for their clean-fuel benefits and contribution to reducing vehicle congestion and parking.

Electric/Plug-in Charging Stations

The project anticipates dedicating 10.5 percent of total parking stalls for electric vehicle parking, resulting in 350 electric-vehicle (EV) spaces. The applicant will pay for installing the EV charging stations and help coordinate with EV station operators the billing of EV users directly for charging electric utility costs.

It should be noted electric vehicle charging facilities are not a TDM measure and do not reduce vehicle trips. Electric cars tend to generate drive-alone commuter trips and increase the demand for parking.

Top-level Garage Parking Flex Space - Optional

The project includes an alternative use for the top-level/rooftop area of the parking structure. , The optional use of 45 parking spaces would provide space for a basketball court with conversion to pickleball courts. Reducing parking and increasing active recreational features enhances employee well-being and allows the project to create a higher and better parking area.



7.0 ELECTRONIC TRANSIT BOARD

The project will provide transportation information via a large electronic screen located at the project's entrance. A transit board (and app) will be essential in communicating transit information to commuters and will be highly visible to commuters waiting for buses and trains.

A TransitScreen connected to the planned large monitor installed in the pedestrian shelter near the entrance provides a strategic location to communicate commuter information. Shown at the right is the mobile app version of an electronic TransitScreen. A TransitScreen app may better assist employees with commuter planning needs by allowing commuters to view real-time transit information while on the go.

Below is a mock-up image of the project's entrance incorporating a Transit Screen.





8.0 EMPLOYEE COMMUTER RESOURCE FLIER

The Property Management will provide all future tenants with a reproducible and editable employee commuter flier. Employers must email all employees this information and link to the project's commuter webpage. This flier will include (but is not limited to) information about carpool parking, transit opportunities, shuttles, bicycle routes, and on-site amenities and resources. The flier will promote commuter assistance, incentives, rewards and links to helpful resources. Fliers will integrate with tenant/employer information. Shown below is a sample flier.

Great America x Tasman Commuter Resources

TRANSIT & SHUTTLES

[VTA](#)

[Caltrain](#)

[ACE Train](#)

[BART](#)

[Capitol Corridor/AMTRAK](#)

[Transit Planner Tool](#)

VTA Bus Routes

[Route 55](#): Old Ironsides – De Anza College

[Route 57](#): Old Ironsides – W. Valley College

[Route 59](#): Valley Fair – Alviso/Baypointe

[Route 200](#): Milpitas BART – Mountain View

VTA Light Rail

[Green Line](#) – Old Ironsides to Winchester

[Orange Line](#) – Mountain View to Alum Rock

ACE Train Shuttle Route

823 [Green Shuttle](#)

827 [Yellow Shuttle](#)



CARPOOL & VANPOOL

Preferential Carpool Parking

Reserved Vanpool Parking

[Carpool Savings Calculator](#)

[Scoop](#) Carpool matching app

[Waze](#) Carpool matching app

[511 Merge](#) – online carpool matching

\$350 monthly [Vanpool Subsidies](#)

BICYCLE

Secure bicycle storage in the garage

Bicycle Repair Fix-it Station

Showers available in each building

Mobile bicycle repair service

[Bicycle Resources](#)

[Bike to Work](#)

[Bikes on Transit](#)

[City of Santa Clara Bike Map](#)

[Santa Clara County Bikeways Map](#)

[Silicon Valley Bicycle Coalition](#)

[San Mateo County Bike Map](#)

[San Francisco Bay Trail](#)

SERVICES & INCENTIVES

[Guaranteed Ride Home Program](#) –
requires pre-registration

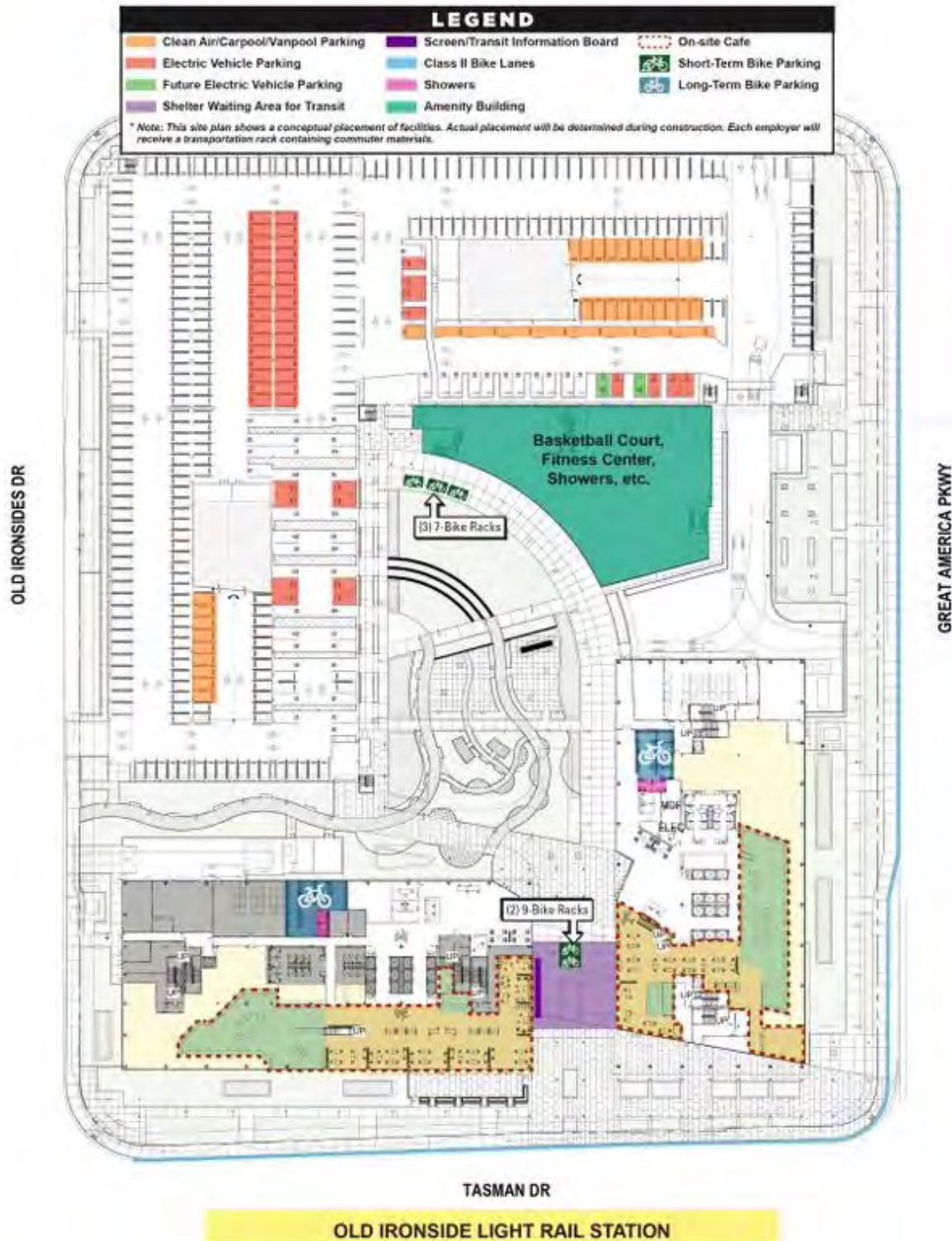
Bay Area [Spare the Air Alert Notices](#)

Email: [Elizabeth Hughes](#)

Employee Commute Coordinator

9.0 TDM SITE PLAN

The following TDM site plan shows the trip reduction design elements for the project.



10.0 MOBILE AND NEARBY SERVICES

Attachment B lists existing nearby services within walking distance for employees. Attachment C lists the mobile delivery services that will allow commuters access to resources they may require throughout the day. Having ample use of these services nearby reassures commuters of their ability to leave their car at home without worrying about needing it for errands.

The project will coordinate with tenants to allow for scheduled on-site mobile services. Services may include food trucks, bicycle repair, dry cleaning, laundry, or other personal services. The tenant(s) may engage in mobile vendors to provide services for their employees. Mobile vendors may include:

- Mobile food trucks
- Mobile auto fueling
- Mobile dry cleaning and laundry
- Mobile bicycle repair
- Mobile personal services (haircut, massage)
- Mobile dental care



Connected Community – Planned Housing and Amenities

The project is strategically near an abundance of planned housing, dining, entertainment, and other amenities. Related's future planned Santa Clara development is a short walk east of the

project. This development will feature a global food market, a public park, and nearly 1,700 residential units. These nearby housing and amenities will work together to limit the need for many employees to require a personal car for the commute. Future residents of the related complex may work at the project site, providing an easy, car-free commute.

Future employees at the project may take advantage of the dining and entertainment options available at the Related complex. The two images below show conceptual features of the Related project, including a food court and park/dining area.

Connected Community – Planned Housing and Amenities



SECTION II – PROGRAMMATIC TDM MEASURES

The following programmatic measures enhance the success of the TDM Plan. Upon implementation, they create the "Commute Program." Representing the Commute Program's various promotions and outreach activities, these measures are TDM components required of tenants and employers as part of their occupancy agreements. Implementation efforts represent the backbone of a successful commuter program.

11.0 APPLICANT COMMUTER PROGRAM MANAGEMENT

Designated Employer Contact/Employee Transportation Coordinator

The future tenant(s) will identify a designated employee to implement the TDM programs described in this plan. The selected employee will serve as the employee transportation coordinator (ETC), managing and monitoring the alternative commute program. The ETC will provide ongoing commute assistance to employees, producing on-site transportation fairs and promotional events, marketing, outreach, collaborating with outside organizations to maximize rideshare resources, administering the annual survey, and creating the yearly commute report.

Alternative transportation programs will be presented to commuters comprehensively and proactively, just like any other employee program. Presentations will support employee orientation forums or transportation fairs, electronic transit board posts, employee newsletters, management bulletins, emails, and other methods.

An Employee Commute Program is a big-picture process that explains the area's air quality problems and describes how fighting air pollution is part of being a good corporate citizen. The employees must recognize the benefits on a personal and community level to see how they gain better air quality: less traffic congestion on the highways and the surrounding neighborhoods, fewer parking hassles, and employee cost savings, among other benefits. The ETC will work to build employee participation in the commute programs. The ETC will provide the following services:

- Promote trip reduction and air quality strategies to employees at the project site.
- Maintain TMA membership, if applicable
- Implement and promote a guaranteed ride home program to employees.
- Be the primary contact for employees who wish to commute using an alternative transportation mode.
- Work with local agencies such as VTA, 511 Rideshare, Silicon Valley Bicycle Coalition, and the Bay Area Air Quality Management District (BAAQMD).

- Post informational materials on the company Commuter Website, electronic transit board, and disperse alternative program information to employees via designated employer contacts, posters, flyers, banners, e-newsletters, new employee orientation, etcetera.
- Participate in the BAAQMD Spare the Air program to encourage employees not to drive to work alone.
- Provide timely transit alerts to VTA, BART, ACE, Capitol Corridor, and Caltrain riders.
- Coordinate various aspects of the program that require periodic updating or monitoring, such as the guaranteed ride home program, carpool and vanpool registration, parking enforcement, and locker assignment and enforcement; and,
- Develop and manage the company transportation and commute information webpage. The webpage will contain transportation information, resources, links, promotions, incentives, prizes, or awards, spare the air notices, transit links, 511 ride-matching, and other related information.



Coordination of Trip Reduction Programs with Existing Developments

The ETC will coordinate with nearby developments and employers to identify leverage or co-op commuter resource opportunities. For example, nearby employees may have similar schedules as project employees. The ETC will investigate matching carpool options between the tenants and nearby employment sites to facilitate carpool candidates' introductions. Also, nearby residential developments may offer early rental incentives to employees who work within walking and biking distance from the site.

Preferential Vanpool Parking

The project will stripe and sign limited parking spaces for commuter vanpools. Commuter vanpool parking spaces will only be available to employees from the project who use vanpool as their commute option.

Preferential Carpool Parking

The project will stripe and sign a limited number of carpool parking spaces for commuter carpools. Carpools must contain two or more participants who work on the project. If a more formal registration process is required, the ETC will provide carpoolers with a unique carpool parking permit application.

Carpool Parking Policy

Using these carpool parking spaces may require policy development, employee registration, and permitting. Below is a sample of a sample carpool policy.



Mock Carpool Parking Policy

Carpool Parking Policy

The Project encourages carpooling to promote healthy commute alternatives, improve air quality, and reduce parking demand.

To receive reserved carpool parking, you must arrive with at least one co-worker. To obtain a reserved carpool parking space, complete the following steps:

1. Identify your carpool partner(s) using one registration form. Download the carpool registration form on the Commuter portal.
2. Registration identifies your commute status and gives you access to the FREE guaranteed ride home (GRH) program and other benefits.
 - Registration is an annual process and will be audited each year.
 - Notify commute@GAXtasman.com when there are any changes in your carpool group. For example, a carpool partner leaves the group or the company, or a new carpool partner joins the group.

3. Obtain your manager's signature on the registration form.

If you need additional assistance, please contact the Commute Coordinator at commute@GAXtasman.com.

Email the completed carpool registration form to commute@GAXtasman.com for review and processing.

4. Once approved, each carpool group will receive from the Commute Coordinator, a parking permit and will be eligible to use any specially marked carpool parking spaces in the garage.
 - Carpool parking spaces are striped, signed and may be numbered.
 - One carpool parking permit will be provided for each carpool group. Carpoolers must share the parking permit and hand the permit in the vehicle upon parking at the campus.
 - If you lose your carpool partner, notify the Commute Coordinator and return your parking permit to a receptionist.
5. Carpool parking spaces unused after 1:00 pm will be open to the general population.
6. Carpoolers who do not participate in the annual Campus Commute Survey and verify their carpool activities will be removed from the carpool program for non-compliance.

12.0 TENANT-DRIVEN COMMUTER BENEFITS

Bay Area Commuter Benefits Program

"Bay Area employers with 50 or more full-time employees within the Bay Area Air Quality Management District geographic boundaries are required to register and offer commuter benefits to their employees to comply with Air District Regulation 14, Rule 1."⁸

Since the project anticipates a single-tenant occupancy, this regulation will apply to the tenant. These commuter benefits can take the form of a pre-tax benefit, employer-provided subsidy, employer-provided transit, or an alternative commuter benefit, or allow teleworking. Details regarding these benefits follow below.

⁸ <https://511.org/employers/commuter-benefits-program>

Transit Subsidies

Office tenants must offer employees a transit subsidy or a transit pass for commuting to the project site. A transit subsidy program may include participation in the Caltrain Go Pass or VTA SmartPass or a comparable transit subsidy or commute allowance.

To be successful, the future tenant will need the flexibility to choose the type and amount of transit subsidy and incorporate benefit programs that best suit their employees' needs. Subsidies may be equivalent to the cost of a three-zone Caltrain monthly pass. The tenant may provide subsidies in tandem with the pre-tax payroll deduction program.



VTA SmartPass:

The VTA SmartPass program allows companies to purchase annual unlimited passes for all eligible employees. Customers have pre-loaded credits for VTA facilities and can simply swipe their Clipper Card through the farebox when boarding VTA. The SmartPass is valid on all VTA buses and light rail services. The SmartPass is good for a calendar year and expires on December 31 each year.⁹ More information is available on the VTA website here: <https://www.vta.org/go/fares/smartpass>

Caltrain Go Pass:

The Caltrain Go Pass program allows companies to purchase annual unlimited-ride passes for all eligible employees. A Go Pass sticker affixes to an approved identification badge, and the user presents it on the train as proof of payment. The Go Pass is suitable for travel on Caltrain between all zones, seven days a week, for one low annual cost per user.¹⁰ More information is available on the Caltrain website here: https://www.caltrain.com/Fares/tickettypes/GO_Pass.html

Vanpool Subsidies

The tenant must provide employees with vanpool subsidies. The vanpool subsidy will be equivalent to the amount offered to transit riders. Providing vanpool subsidies and pre-tax benefits provides employees with more generous incentives. One method of implementing a vanpool subsidy program would be to partner with [Commute by Enterprise](#) to lease vanpools.

Pre-tax Transit Payroll Deduction Option

The office tenant(s) may offer a transit and vanpool pre-tax payroll deduction option as a way for employers to provide transit and vanpool expenses on a tax-free basis. The monthly cap for transit and vanpool benefits is now at \$280/month as of 2022. The transit and vanpool pre-tax benefit is a valuable and easy tool for employers to provide their employees with options. Employees elect to withhold funding from their paycheck to purchase fare media for transit or vanpools. Employee withheld monies are not taxed, and the employer does not pay

⁹ <https://www.vta.org/go/fares/smartpass>

¹⁰ http://www.caltrain.com/Fares/tickettypes/GO_Pass.html

employment taxes on those funds. The transit and vanpool pre-tax benefit helps reduce congestion, increase transit ridership, and improve air quality.

Pre-tax Parking Payroll Deduction Option

The office tenant(s) may offer a parking pre-tax payroll deduction option as a way for employers to provide parking expenses tax-free. The monthly cap for the parking benefits is now at \$280/month as of 2022. This benefit would be available for commuters parking at transit stops or the worksite.¹¹

Employees elect to withhold funding from their paychecks to purchase payment media for parking expenses incurred at transit stations. Employee withheld monies are not taxed, and the employer does not pay employment taxes on those funds.

Commuter Allowance – Pedestrian, Bicycle, Carpool

As a taxable benefit, the office tenant(s) may offer their employees a monthly cash allowance for commuters who predominately walk, bicycle, or carpool to work. Per IRS regulations [Section 132(f)], commuter payments will be added to income and subject to tax withholding at the federal and state supplemental tax rate.

A commuter may only participate in one transportation mode per day up to the maximum monthly allowance. For example, commuters may not receive transit subsidy benefits and then claim a walk, bike, or carpool allowance for last-mile travel from the train station.

Telework/Remote Work Option

In 2020, large companies worldwide showed how effectively their workforces could transition to remote work. Many employers have embraced this new trip reduction option and plan to allow employees to work remotely several days per week.

The office tenant(s) will allow their employees to work remotely when viable and provide resources to facilitate this. Telework infrastructure and equipment will ensure that teleworkers enjoy fast, smooth data transmission between their workplace and telework office. Telework options reduce or eliminate the need for commute travel to the office and substantially impact mitigating traffic.

Alternative Work Schedule Option – Flextime, Compressed Workweek

The office tenant(s) may offer their employees the option to use an alternative work schedule. An alternative work schedule may include a compressed workweek (e.g., a four-day week) option or flextime (e.g., adjusting work hours to fit arrival and departure times).

¹¹ https://www.fsa.usda.gov/Internet/FSA_File/trans_pretax.pdf

A compressed workweek lets employees work longer hours but shorter weeks. The shortened workweek and shifted hours may help employees avoid rush-hour traffic and reduce commute days. Employees also have an additional day for leisure activities, personal business, and family time.

Typical compressed work options include a 9/8/80 workweek and a 4/10 schedule. A 9/8/80 work schedule is eight nine-hour workdays (72 hours) plus one eight-hour day, which totals 80 hours over two weeks. This program allows employees to have one day off every two weeks. A 4/10 schedule enables the employee to work four 10-hour days per week. Employees typically are divided into two groups: one works Monday through Thursday; the other works Tuesday through Friday.

Flextime provides versatility, enables employees to use rideshare options conveniently, and avoids traffic congestion and transit crowding. It is also an attractive employee recruitment tool that allows employees to work around childcare or school schedules. To maximize alternative mode-use, the project tenant(s) will prefer alternative work schedules to employees who use or will use an alternative transportation mode.

13.0 TENANT-DRIVEN COMMUTER RESOURCES

Tenants will partner with the project and property management to develop employee commute programs and services. As written in the lease agreement, the tenant will be required to provide an employee transportation coordinator, participate in the emergency guaranteed ride home program (GRH), and offer their employees a transit subsidy and transit passes to all employees.

Commute Information Web Portal/Intranet

The office tenant(s) will establish comprehensive transportation and commute information website for employees. The project will contain transportation information, resources, and links, including promotions, incentives, Bay Area Spare the Air notices, guaranteed ride home information, transit schedules, 511 ride-matching, and other related information. Shown below is a sample image of a Commuter Transportation Webpage.

Sample Commuter Transportation Webpage

GREAT AMERICA x TASMAN

SANTA CLARA COMMUTE OPTIONS

Looking for Something?

HOMECARPOOL & VANPOOLTRANSIT & SHUTTLESBICYCLESCOMMUTER RESOURCESSERVICESCONTACT



ABOUT COMMUTE OPTIONS

This site has been created as a convenient resource hub for Santa Clara Commuters. By choosing an alternative transportation method, instead of driving alone, you help reduce traffic congestion, greenhouse gases and improve air quality. Commute options, such as biking, carpooling, vanpooling or taking transit or the ferry, can reduce stress, save money, enhance productivity, and create a better work/life balance.

For additional information or assistance, please contact the Great America x Tasman Commute Coordinator, Elizabeth Hughes, at commute@GAXtasman.com.



Guaranteed Ride Home Program

The tenant will provide a Guaranteed Ride Home Program (GRH) for employees that need a ride from work in the case of a qualifying emergency. Tenants participating in the VTA SmartPass program receive free GRH service. If a formal Transportation Management Association (TMA) forms, it can provide GRH services.

Qualifying emergencies include:

- An illness affecting the employee or an immediate family member
- The carpool driver experienced an emergency, and the employee was left behind
- Eldercare or daycare emergency
- An emergency occurs at the employee's residence
- Unforeseen or unscheduled overtime requested by a supervisor or manager
- Other personal emergencies—needs to be a "true" emergency
- A broken bicycle, a stolen bicycle, or severe weather creates a dangerous situation for bicycling or walking

The ETC will request employees pre-register for the program to establish eligibility. Eligible employees who enroll in the program (who do not drive alone to work) will be able to utilize a ride-hailing service such as Lyft or Uber to get a ride home in the event of a midday emergency. The GRH trip will provide up to \$50 per ride (for a maximum of four uses per eligible commuter per year).

Scheduled Mobile Bicycle Repair Service

The tenant's ETC may coordinate periodic mobile repair services for bike commuters. Mobile repair and services companies (e.g., Velofix, Summit Bikes) will travel to the Project site and provide on-site repair and maintenance services for cyclists.



Tenant e-Bike Fleet - Optional

The tenant (s) may coordinate a small fleet of electric bicycle commuting for employees. Employees can use bikes for commuters between home and work and on midday trips. An organization that leases and operates electric bicycle fleets, such as [Zagster](https://www.zagster.com/), can provide turnkey, month-to-month services for a small electric bike fleet.



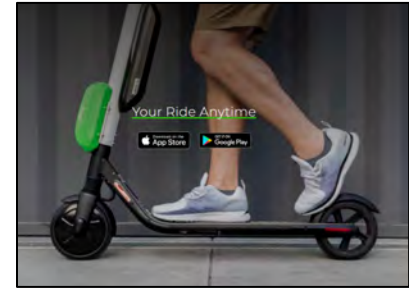
Tenant Scooter Program - Optional

The tenant (s) may host a fleet of electric scooters for employees to travel to nearby amenities, restaurants, or services. Scooters offer users midday mobility and a last-mile resource for connecting with transit services (e.g., VTA, ACE, etc.). The scooters will have GPS-enabled innovative technology and would classify as a mobility perk.



Electric Bike and Electric Scooter Share

If public electric bicycle and electric scooter sharing companies, such as Bird or Ford GoBike, offer services in the City of Santa Clara, the tenant (s) may offer discounted rides for employees. They may also host a docking station to ensure electric bicycles and electric scooters at the location.



Carpool Incentive Programs

The tenant will promote free ride-matching services in the Bay Area, such as Scoop, Merge 511, Waze, and Waze Carpool. The ETC will monitor any incentives offered by these services, such as the ones listed below.

- **Carpool Rideshare Rewards** – Employees can participate in the 511 Rideshare Rewards program for carpoolers. Employees can create a [Merge account](#) and log their carpool trips to earn a \$25 gift card after 25 carpool trips. More details are available at <https://511.org/carpool/rewards>.
- **San Mateo County Carpool Commuters \$100 Reward** – Employees who live in or commute through San Mateo County can participate in the Commute.org \$100 carpool incentive program. Employees who carpool for ten days and log or track their carpool trips in the STAR program may receive a \$25 e-gift card, up to \$100. ***Commuters who do not live in or drive through San Mateo County are ineligible for this rebate.***



Vanpool Incentive Programs

- 511.org \$400 Monthly Subsidy – The tenant (s) will inform their employees about the \$400 monthly vanpool subsidy available from 511.org and the Metropolitan Transportation Commission (MTC).

The Bay Area 511 Vanpool Program partnered with Commute with Enterprise to provide an all-inclusive option to make vanpooling easy. A Commute with Enterprise vanpool comes with a newer model, low-mileage van, or SUV, with roadside assistance and maintenance included.



- VTA offers van poolers \$350 per month, per group, for vanpool expenses.

Vanpools must start and stop their commute in Santa Clara County. Vanpool subsidies can combine 511.org, VTA, and employer subsidies.

14.0 TENANT-DRIVEN COMMUTER OUTREACH

Active and involved tenant-employers will generate positive impacts using the TDM Plan measures. The tenant shall participate in the following commute alternative programs to increase transit and rideshare use and reduce employees' need to drive alone to work.

New Employee Onboarding

A commuter program onboarding process will help welcome and retain new employees. Onboarding may include pre-hire commute support and assistance coordinating employee transportation needs. The tenant will provide a written summary of commuter programs and trip reduction goals for hiring candidates for consideration. Once hired, the onboarding process will include an overview of commuter benefits, systems, services, and resources. Registration forms will engage employees in the transit and vanpool subsidies, emergency ride home program, and bicycle resources and provide employees the chance to get signed up. Personalized support during new orientation events and one-on-one sessions will educate new employees when they begin employment.

Kick-off Transportation and Commuter Fair

At 75 percent occupancy of the project, the tenant will host a commute alternative kick-off event to educate employees on their commuting options. Transportation providers, such as VTA, ACE, BART, 511, and bicycle representatives, will be invited to set up exhibit booths/tables. To encourage employee participation in the event, the project and tenant may provide food (such as popcorn, ice cream, hot dogs, or other refreshments). The tenant ETC will coordinate this event.

Carpool Matching Events

The ETC may coordinate carpool matching events with resources such as the Spare the Air Carpool Now Team. Such events typically involve inviting employees to an information session during lunch, sitting in sections based on home ZIP code, and matching commuters with similar start hours and commutes to encourage them to carpool.

Employee Transportation Fairs

The project tenant may host periodic transportation events or tablings. Company wellness or benefits fairs will include commuter information. The tenant's ETC will add tabling space for the employer's commute program to join these employee events when appropriate.



Newsletter Articles and Emails

The ETC will write periodic rideshare articles or emails for internal newsletters (if desired), with ongoing highlights of alternative commuters and their successes. Internal company notices and incentive promotions should attract commuters' attention, generate excitement about commuting alternatives, and reward those who rideshare.

The project ETC will register with the BAAQMD for the Spare the Air program to receive regional air quality forecast bulletins about unhealthy air quality days. The ETC will forward these email updates to all personnel to encourage alternative transit modes during peak advisory periods.

Best "SITE" for Commuters

The project may seek a Best "SITES" for Commuters (BWC) certification. The Best Workplaces for Commuters award recognizes qualified sites with a national designation for offering outstanding commuter benefits. Residential projects, employers, and commercial developments that meet the National Standard of Excellence in commuter benefits can be on the Best Workplaces for Commuters list. As a workplace, the project will be eligible for a Best "SITE" for Commuters award.



Bicycle Friendly Business – League of American Bicyclists

The tenant may seek a Bicycle Friendly Business award. Bikes are beneficial for businesses, employees, residential projects, and residents. The Bicycle Friendly Business (BFBSM) program recognizes projects for their efforts to encourage a more welcoming atmosphere for bicycling residents, customers, and the community.



Silicon Valley Bicycle Coalition

The Great America x Tasman development will integrate Bicycle Friendly Development Guidelines provided by the Silicon Valley Bicycle Coalition (SVBC). The guidelines identify bicycle planning efforts while also setting a standard for what Bicycle Friendly Development means.



The project is planning to enhance commuters' ability to bike to work. The project will educate commuters about the bicycle-friendly amenities within and surrounding the project. The guiding principle asks, "is the development going to enhance people's ability to bike? Attachment D summarizes the project's bicycle features that meet SVBC's guiding principles. The project plans to implement 18 bicycle features identified in the SVBC development guide.

Association for Commuter Transportation

The tenant may join the Association for Commuter Transportation (ACT). ACT is an international association and leading advocate for commuter transportation and transportation demand management (TDM). Membership helps teams maximize their ability to recruit and retain employees and assist commuters with their commutes, with access to best practices for implementing useful TDM and shared-use mobility policies and programs.



Transportation Management Association Membership

Transportation Management Associations (TMAs) are typically private, and nonprofit organizations run by a voluntary Board of Directors and a small staff. They help businesses, developers, building owners, local government representatives, and others work together to establish policies, programs, and services to address regional transportation problems. A successful TMA's key lies in the synergism of multiple groups banding together to address and accomplish more than any employer, building operator, or developer could do alone.

If the City of Santa Clara establishes a TMA, the project will join the TMA and participate in TMA programs that benefit employees through:

- Last-mile shuttle programs
- Carpool and vanpool matching
- Transit advocacy
- Information on local issues

- Parking management programs
- Trial transit passes
- Emergency ride home programs
- Enhanced bicycle facilities
- Car and vanpool incentives
- Teleworking
- Program Management Training
- Marketing programs
- Promotional assistance
- Newsletter

Participating in a TMA is an asset for project tenants. TMAs are typically a clearinghouse for information about alternative commute programs, incentives, and transportation projects affecting member businesses.

Tenant Participation in Annual Commuter Survey Efforts

All Project tenants will engage their employees in an online employee five-day commute survey process to evaluate and ensure their commuter programs' success. The ETC will host the annual online commuter survey.

A report summarizing results from the employee survey will provide quantitative data (e.g., mode split) and qualitative data (e.g., employee perception of alternative transportation programs). Any tenant employee who does not participate in the commute survey will count as drive-alone or SOV commuter by default. This default mechanism will render conservative results.

Employees who carpool with only children will not count as a "commuter carpool" for this survey's purposes. The tenant will strongly encourage, support, and participate in promotion and marketing of the yearly project-wide employee survey. This TDM Plan expands upon the Annual Commuter Survey in the TDM Monitoring and Reporting section below.

SECTION III – TDM MONITORING AND REPORTING

A comprehensive program of TDM measures and incentives can reduce parking demand, traffic, and air pollution, creating a more sustainable employment environment while freeing up valuable land for higher and better uses.

Adequate parking, traffic congestion, and air pollution are critical concerns in maintaining a healthy city economy. Traffic congestion results in time lost to residents and commuters and increased demand for City fiscal resources for roadway construction and maintenance. According to the U.S. Environmental Protection Agency, "mobile sources account for more than half of all the air pollution in the United States. The primary mobile source of air pollution is the automobile." "... today's motor vehicles are still responsible for up to half of all the emissions released into the air. "In the Bay Area, the transportation sector accounts for more than 50 percent of air pollution, and more than 40 percent of greenhouse gas emissions."¹²

15.0 COMPLIANCE, MONITORING, AND REPORTING

The TDM Plan intends to reduce peak-hour trips and lessen SOV trips, parking demand, traffic congestion, and mobile source-related air pollution. As written, this TDM Plan will achieve at least a 25 percent reduction in VMT and vehicle trips. Evaluating the project's TDM Plan's performance and success is crucial to ensure TDM measures are implemented and effective. The ETC will manage the annual monitoring and reporting process.

Tenant Compliance Requirement

The project owner will provide this TDM plan to future tenants, who will be encouraged to comply.

Annual Employee Commute Survey

Because the TDM Plan is performance-based, the tenant will perform an annual commute program evaluation (a five-day, weekday commute survey), allowing the tenant, ETC, and the city to assess the effectiveness of the unique program designed for this project. Survey data can focus on marketing and outreach efforts to employees based on their specific commuter interests.

The commute survey will be a critical part of the monitoring process to evaluate and ensure the TDM Plan's success. By default, employees who do not participate in the commute survey will count as drive-alone or SOV commuters. Therefore, the results will be appropriately conservative. Shown below is a sample commuter survey question.

¹² Bay Area Air Quality Management District, Aaron Richardson, Public Information Officer

6. How did you **GET TO WORK LAST WEEK**, (select the **primary** transportation method you used.) **If you were out of the office, please describe your "typical" weekly commute activity.**

Commute Modes	
Monday	
Tuesday	
Wednesday	
Thursday	
Friday	

Dropdown menu options:

- Drove alone to worksite
- Rode as a passenger in a carpool (did not drive)
- Carpooled with an employee/colleague
- Vanpooled (5+ people)
- Rode transit (bus, shuttle, train, etc.)
- Biked to work
- Walked/jogged to work
- Teleworked/worked remotely
- Rode motorcycle/scooter
- Did not work this day

Annual Commute Survey Report

Each year, the tenant will prepare an annual TDM summary report to be submitted to the City's Chief Planner, documenting the TDM Plan's effectiveness.

The annual TDM summary report will determine week-long employee commute methods obtained from the employee survey. The summarized results from the employee survey will provide quantitative data (e.g., mode split) and qualitative data (e.g., employee perception of alternative transportation programs).

Suppose adequate peak-hour trip reduction does not meet the goal. In that case, the report will explain how and why the target was not reached and specify additional measures and activities to implement in the coming year to improve the mode-use rate. The ETC will use survey data to focus on TDM marketing and maintain the project's 25 percent VMT and trip reduction commitment at the site.

The ETC will conduct the first survey two years after occupancy, with subsequent employee surveys (and following annual surveys) held in the fourth quarter of each year. The table at right shows a *sample* summary matrix of employee commute survey results. Actual transportation mode-use results will be determined when a formal survey takes place.

Commuter Modes	Percent
Transit/Shuttle	10.0%
Carpool	10.0%
Bicycle	2.9%
Walk	0.5%
Remote/telework	5.0%
Vanpool	1.0%
Motorcycle	0.25%
Ride Hailing (Uber/Lyft)	0.25%
Scooter (micro mobility)	0.15%
Mode-use Rate (non drive-alone)	30.1%

Driveway Trip Counts

The ETC will coordinate an annual driveway trip count assessment. The report's purpose is to document the TDM Plan's effectiveness in achieving the required peak-hour trip reduction. Driveway hoses will be placed during one week to track all peak-hour trips and calculate the 5-day peak-hour average. The peak period includes 6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Peak hour is the hour when the heaviest daily traffic volume occurs and generally occurs during morning and afternoon commute times. Traffic counts will occur during AM and PM peak periods and show trip volumes from the heaviest hour of AM or PM traffic. Net trips will subtract trips for existing uses from those generated by the new project.

An independent consultant will prepare the report and be paid for by the project, who will work in concert with the designated ETC.

Notice of Implementation – As-Built Matrix

Within six months after occupancy, the project will submit to the city a TDM notice to confirm the installation of facilities and amenities and the implementation of commute program features and events.

Penalty for Noncompliance

Annual city reports document the effectiveness of the TDM plan in achieving the goal of 25 percent VMT and trip reduction.

- 1) **TDM Reports:** The initial TDM report will occur two (2) years after receiving the project occupancy certificate. This requirement will apply to all buildings on the property except the parking facilities.
- 2) **Penalty for Non-Compliance:** If after the initial report, the subsequent reports indicate that, despite the changes in the TDM plan, the targeted peak-hour trip reduction is still not achieved, or if the Owner fails to submit such a report at times described above, the City may assess Owner a penalty, which may be used to support TDM programs.
 - i. In determining whether a financial penalty is appropriate, the City may consider whether the Owner has made a good-faith effort to meet the TDM goals.
 - ii. Suppose the City determines that the Owner has made a good faith effort to meet the TDM goals but imposes a penalty. In that case, penalty monies may allocate toward implementing the TDM plan or additional TDM measures instead of being paid to the City.

No Expiration of TDM Plan or Programs

All measures in this TDM Plan will continue to be implemented by the applicant on an ongoing basis. There is no expiration of this plan as it runs in perpetuity. The City of Santa Clara may conduct periodic on-site auditing to ensure the implementation of TDM measures.

ATTACHMENTS

Attachment A: Estimated Vehicle Trip Reduction Impacts

Attachment B: Nearby Amenities

Attachment C: Mobile Delivery Services

Attachment D: Project Engagement with SVBC's guiding principles

Attachment A
Estimated Vehicle Trip Reduction Impacts

Required Measures								
ID		Measures	Type	Measure Description	Vehicle Trip Reduction Impact	% SOV Trip Reduction Estimate Range	% SOV Mitigated Trip Reduction	Citation
Parking Mgmt. for Ridesharing	1	Free/Preferential Parking for Carpools	Programmatic	Provide free or preferential parking, including reserved spaces or spaces near an entrance or other desirable location, to incentivize ridesharing.	1.00%	.05-5%	5.00%	3,6
TDM Mgmt. & Admin	2	TDM Coordinator/Contact Person	Programmatic	Provide a TDM coordinator or contact person. This may be an individual who is an employee of - or at - the development project; or may be contracted through a third-party provider.	0.50%	1-2%	2.00%	6
	3	Actively participate in a Transportation Management Association (TMA) Equivalent	Programmatic					
	3B	Commute assistance and ride-matching		Establish a commute assistance program to provide individualized trip planning services.	1.00%	1-3%	3.00%	6
	3D	Guaranteed Ride Home		Offer employees a Guaranteed Ride Home (GRH) program (or participate in the VTA's future GRH program).	0.50%	<1%	1.00%	1
	3E	Orientation, Education, Promotional Programs and/or Materials		Offer new employees an orientation or education program or materials.	1.00%	0.8-4%	4.00%	1
Shuttles, Transit & Ridesharing	4	Carpool or Vanpool Program	Programmatic	Establish carpool or vanpool program for tenant-occupants and register program with 511.org for active users to become eligible for fiscal rewards.	2.00%	1-5%	5.00%	
	5	Transit or Ridesharing Passes/Subsidies	Programmatic	Employers offer public transit passes or subsidies; or carpool/vanpool subsidies to tenants equivalent to 30% of the value of their monthly fare or \$50 monthly, to incentivize transit use and ridesharing and comply with regional environmental sustainability goals. Passes/subsidies provided must be valid for public transportation options, including but not limited to BART, Caltrain, SamTrans, and ridesharing platforms and vanpool subscription (or costs).	10.00%	0-20%	20.00%	
	6	Pre-Tax Transportation Benefits	Programmatic	Employers to participate in a pre-tax transit program to encourage the use of sustainable transportation modes and leverage pre-tax income to pay for commute trip costs.	1.00%	0-3%	3.00%	0
Active Transportation	7	Secure Bicycle Storage	Site Design	Comply with CalGreen minimum bicycle parking requirements: Provide safe and convenient long-term (Class I) bicycle parking equating to 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (for 10+ tenant-occupants). Short-term (Class II) bicycle parking should be within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of new visitor motorized vehicle parking spaces being added, with a minimum of 1 two-bike capacity rack. May also be in the public right-of-way.	1.00%	0.50%	0.50%	6
	8	Showers, Lockers, and Changing Rooms for Cyclists	Site Design	These amenities serve as end of trip facilities for employees arriving by bike or other active transportation forms.	2.00%	2-5%	3.00%	3
Site Design Initiatives	9	Design Streets to Encourage Bike/Ped Access	Site Design	Design street or roadways that provide multimodal travel choices and give people the option to avoid vehicular traffic congestion, increasing the overall capacity of the transportation network.	1.00%	0-2%	2.00%	1,6
				2901 Tasman Road Project Required TDM Point Value	21.00%	4.85% - 47.52%	48.50%	
				Maximum Weighted Points from Required Measures, for TOD Projects	25.00%			
				Maximum Weighted Points from Required Measures, for Projects NOT "Transit Proximate"	25.00%			

* "Transit Proximate" : Project located between 0.5 - 3 miles from a transit station or stop with "high quality" transit service.

^ "High quality" transit service : Rail station or a transit stop featuring bus service with maximum 15-minute headways during weekday peak hours of 6-10AM and 3-7PM.

Additional Recommended Measures								
ID		Additional Measures	Type	Measure Description	Vehicle Trip Reduction Impact	% SOV Trip Reduction Estimate Range	% SOV Mitigated Trip Reduction	Citation
Employee Programs	10	Flex Time, Compressed Work Week, Telecommute	Programmatic	Flex time allows employees some flexibility in their daily work schedules. Compressed work week allows employees to work fewer but longer days. Telecommuting functions similarly, allowing employees to work from home rather than the office, reducing vehicle travel on the days they work remotely.	5.00%	1-27%	16.00%	2,9
	16	Land Dedication or Capital Improvements for Transit	Site Design	Contribute space on, or adjacent to, the project site for transit improvements. NOTE: Scoring for this measure is tiered, based how many improvements are implemented from the list of sub-types below. Each improvement type is worth 2 points. Achieving 4 improvements equals the full 8 points. Land dedication sufficient to accommodate at least 4 improvements will also score the full amount of points.				
	16B	Bus Shelter						
Active Transportation	18	Bike/Scooter Share On-Site	Programmatic	Allocate space for bike or scooter share stations, docks, or parking areas.	1.00%	<2%	2.00%	7
	21	Bike Repair Station	Site Design	Offer a bicycle repair station or toolkit, within a designated, secure area of the building, such as a bicycle storage room, to encourage bicycling and support employees and residents who cycle.	0.50%	0.50%	1.00%	
Site Design Initiatives	22	Pedestrian Oriented Uses & Amenities on Ground Floor	Site Design	Include active, pedestrian-oriented commercial uses on the ground floor to create more walkable and inviting areas. Provide on-site amenities, such as cafés, gym, childcare, retail stores, or banks.	3.00%	0.5-2%	3.00%	10
Source: City/County Association of Governments of San Mateo County, Transportation Demand Management, Policy Update Approach, March 2021.				2901 Tasman Road Project Additional TDM Point Value	9.50%	2.00% - 28.52%	22.00%	
				Required and Additional TDM Trip Reduction Impact	30.50%	6.85% - 76.04%	70.50%	

Numerical Citations in Background TDM Checklist Worksheets

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Attachment B – Nearby Amenities

Restaurants, Cafes/Delis, Coffee, and Bakeries	Phone #	Distance Away
<ul style="list-style-type: none"> Market 5101 Great America Pkwy, Santa Clara, CA 	408-200-1234	0.20 mi.
<ul style="list-style-type: none"> Truya Sushi 5101 Great America Pkwy, Santa Clara, CA 	408-655-6577	0.20 mi.
<ul style="list-style-type: none"> Evolution Restaurant & Bar 5101 Great America Pkwy, Santa Clara, CA 	408-510-6480	0.20 mi.
<ul style="list-style-type: none"> Peet's Coffee 5101 Great America Pkwy, Santa Clara, CA 	408-200-1234	0.20 mi.
<ul style="list-style-type: none"> 1 Oz Coffee 3051 Tasman Dr, Santa Clara, CA 	408-833-0980	0.30 mi.
Health, Beauty & Fitness	Phone #	Distance Away
<ul style="list-style-type: none"> Scott Hyver Visioncare 2901 Tasman Dr #208, Santa Clara, CA 	800-454-2747	0.30 mi.
<ul style="list-style-type: none"> Henry Lin, Chiropractic 4800 Great America Pkwy, Santa Clara, CA 		0.50 mi.
Transportation, Gas, Shipping & Storage	Phone #	Distance Away
<ul style="list-style-type: none"> ChargePoint Charging Station 2952 Bunker Hill Ln, Santa Clara, CA 	888-758-4389	384 ft.
<ul style="list-style-type: none"> ChargePoint Charging Station 3032 Bunker Hill Ln, Santa Clara, CA 	888-758-4389	0.20 mi.
<ul style="list-style-type: none"> ChargePoint Charging Station 2901 Tasman Dr, Santa Clara, CA 	888-758-4389	0.30 mi.
Banks & ATM	Phone #	Distance Away
<ul style="list-style-type: none"> ATM 5101 Great America Pkwy, Santa Clara, CA 		0.20 mi.
Daycare	Phone #	Distance Away
<ul style="list-style-type: none"> Greenland Family Daycare 1194 Blazingwood Dr, Sunnyvale, CA 	650-898-4407	1.80 mi.
<ul style="list-style-type: none"> Care A Lot Family 2056 Fairway Glen Dr, Santa Clara, CA 	408-644-7780	2.20 mi.
<ul style="list-style-type: none"> Anna's Daycare 4639 Snead Dr, Santa Clara, CA 	408-969-9930	2.20 mi.

Attachment C – Mobile and Delivery Services

Food Delivery	Phone #
Doordash – doordash.com	
Grubhub – grubhub.com	
Postmates – postmates.com	
Seamless – seamless.com	
UberEats – ubereats.com	
Waiter – waiter.com	
Grocery – Delivery Options	Phone #
Grocery Outlet Bargain Market 3520 Homestead Road	408-249-9046
Grocery Outlet Bargain Market 1180 N Fair Oak Ave	408-962-0297
Lucky - 234 Saratoga Avenue	408-296-0515
Mega Liquors 3425 El Camino Real	408-816-7272
Nob Hill Foods 3555 Monroe Street	408-557-0115
Sprouts Farmers Market 2060 El Camino Real	408-780-7248
Walmart Neighborhood Market 3255 Mission College Blvd	408-961-3599
Whole Foods Market 2732 Augustine Drive	408-562-9162
Personal Services	Phone #
\$4 Notary and \$29 Apostille Service	408-470-3002
Cute Flowers & Gifts	408-246-9900
Flat Rate Mobile Notary	408-827-1449
Flowers By Yip	408-828-1136
PurpleTie (Dry Cleaning)	855-787-7538
The Bike Doctor (Bicycle Maintenance/Repair)	408-202-8833
The Flower Cottage	408-746-2020
Auto/Transportation	Phone #
Sharp Mobile Auto Detailing Service	408-583-6728
Shiny Auto Glass	408-498-1956

Attachment D:
Project Engagement with SVBC's guiding principles

Silicon Valley Bicycle Coalition Certified Development Guidelines Matrix

Criteria (shaded = site plan meets this level)	Metrics	Good	Better	Best
Integrated/supportive of existing or planned bike infrastructure	Connection to exiting or planned bike network	Connects to existing or planned bike network.	Connects to existing or planning low-stress bike network of class I, II, or IV facilities.	Development is located adjacent to a robust existing or planned bike network. On-site infrastructure includes paths, gateways, or bike lanes that connect to surrounding network and supported by robust wayfinding.
	Implementation of bike plan or other bike facilities to connect to bike network	Community benefits or mitigation impact measures contribute financially to surrounding bike network expansion or maintenance.		Developer directly supports/contributes to closing gaps in bike network by funding bike infrastructure.
Proximity to transit, schools, employment, retail, and other services	Proximity to transit service (bus/rail/light rail), school, employment, retail, and other essential services.	Transit and services are 1-5 miles away.	Transit and services are within 1 mile.	Adjacent to transit stop and surrounded by mix of retail and civic services.
Traffic Circulation and Mitigation	Active transportation accessibility	Project includes or is adjacent to sidewalks, crosswalks, and bike facilities.		Developer ensures safe access by walking, biking, and transit by building wide sidewalks, cross-walks, high quality bike lanes that connect to existing networks and destinations.
	Priority for walking, bicycling and transit over private automobile access	Pedestrian and bicyclist access to development is clearly marked.		Developer prioritizes access by walking, biking, and transit over cars.
Planning involvement/support	Support for complete street improvements nearby	Have expressed support to decision-makers and met with opponents to discuss issues and build support.		Active participation in complete streets planning, funding, and implementation.
Location and design of bike parking	Please refer to APBP Bike Parking Guide-lines and VTA Bicycle Technical Guidelines for proper location, placement, design, and security considerations. These are also relevant to amount of bike parking spaces below.	Closer than 50 feet from building entrances and/or windows.		
Commercial: Tenant/employee secure bike parking (Class 1)	Long-term bike parking spaces per square feet	Meets city’s building code/parking requirements.	1-1.5 bike spaces per 10,000 s.f.. of floor area.	1 bike space per 5,000 sq ft or better.
Commercial: Guest parking (Class 2)	Short-term bike parking spaces per square feet	Meets city’s building code/parking requirements.	1 bike space per each 20,000 s.f.. of floor area.	1 bike space per 10,000 sq ft or better.
Other sustainable transportation programs	Transit passes		Free or discounted opt-out transit passes that last 30-40 years.	Free or discounted opt-out transit passes for as long as tenant is in the building.
	Transportation Demand Management programs			Comprehensive Great America @ Tasman TDM Plan
Showers	Capacity and proximity to workplace	One shower facility on or within 200 yards of workplace.		One shower if greater than 10,000 sq. ft double if over 20,000 sq. ft. (City of SF)/0.5% of FTE occupants (LEED NC).
Changing rooms	Number of bathrooms or changing rooms available to all employees	One changing room.		For 0.5% of FTE occupants (LEED NC).
Lockers	Cubbies or lockers available to all employees			Six lockers if greater than 10,000 sq ft double if over 20,000 sq ft (City of SF).
Bicycle repair and maintenance	Bicycle repair options	Bike repair tools are available at a standalone fix-it station.		Space and equipment for people to work on their own bikes.
	Availability of air pumps or compressed air			Pumps and/or compressed air available in one or more easy-to-access locations and publicized locations.
Wayfinding	Signage to create a wayfinding system for people biking	Wayfinding system for people biking on the development site.		Support surrounding wayfinding systems for people biking between development and greater bike network (to access development and other important destinations).
Incentives/subsidies for riding programs	Commuting and urban bike skills workshops			Offered once or more per year.

TDM SPECIALISTS, INC. QUALIFICATIONS



A Transportation Demand Management Company

We are planners and technical experts focused on development projects and improving employee mobility options. Our Transportation Demand Management (TDM) planning solutions reduce vehicle traffic, parking demand, greenhouse gases, and air pollution impacts. We work successfully with developers, employers, and government agencies to get TDM Plans approved and projects entitled. We also implement and manage on-site commuter programs and achieve required TDM goals.

Our TDM practitioners provide full-service commute and traffic mitigation, sustainable LEED planning, and air quality conformity. Serving as an extension of client staff, we provide a broad range of services to get the job done efficiently while meeting the unique needs of the client and specific jurisdiction.

"We have finished the review of the Draft TDM. First let me say, that was the best TDM I have ever seen! The best by a large margin...a fantastic TDM Plan. Thank you so much."

Steve Lynch, AICP, Senior Planner, City of Santa Clara, California

Transportation Demand Management

TDM Specialists develop Transportation Demand Management plans, traffic mitigation plans, and sustainable programs that address green commuting, mobility, and constrained parking issues. The purpose of TDM is to promote more efficient utilization of existing transportation facilities, reduce traffic congestion and mobile source emissions, and ensure that projects are designed in ways to maximize the potential for alternative transportation use.

Commute Program Implementation

We have a proven track record of getting employees out of their cars. As projects are built and occupied, TDM Specialists can develop the structure, outreach and promotions necessary to implement and manage employee Commute Programs. The initial start-up, implementation, and ongoing management of the Commute Program are designed to meet TDM or trip reduction objectives and requirements. The overarching goal of a Commute Program is to enhance the quality of life and reduce commute trips for project employees.

Quality of life improvements can enhance employee recruitment, morale and retention, and increase productivity that create positive benefits for businesses.

Sustainable Air Quality and Greenhouse Gas (GHG) Solutions

TDM Specialists successfully implements trip reduction programs tailored to fit the project, and can typically reduce employee trips to the site by 30 percent. This results in reduced drive-alone trips and complies with requirements to reduce project GHG impacts. We coordinate the mechanisms to calculate and report these results to appropriate agencies.

Contact:

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*A Transportation Demand
Management Company*

Areas of Expertise

Traffic Mitigation

TDM/TSM Mitigation Plans
TDM Employer Training
Commute Program Development
Commute Program Management
Commute Program Audits
Commuter Surveys
Transportation Fairs and Events
Car Management Strategies
Shuttle Programs
TMA Management

Parking Mitigation

Parking Demand Reduction
Parking Management Strategies
Parking Constraints Solutions

Entitlement

Project Support
Strategic Counsel
Critical Response Support
Environmental (EIR) Mitigation
(Air Quality and Transportation)

Sustainability

Greenhouse Gas Emission Reductions
Supporting LEED Components
Air Quality Mitigation Plans

TDM Applications

- Office or R&D buildings
- Corporate Headquarters/Campus
- Master Plan projects
- Specific Plans
- Business Parks
- Hospitals/Medical Offices
- Retail/Shopping Centers
- Residential (multi family, single family, hi-rise, etc.)
- Special Events
- Recreation
- Universities and Colleges
- Warehouse and Manufacturing
- Airports and Transit Stations

Development, Property Management and Employer Projects

- Facebook
- Genentech
- NVIDIA
- SAP Labs
- Intel Folsom
- Intel Santa Clara
- Nokia
- Yahoo! Inc.
- NetApp
- VMware
- McClellan Business Park
- Juniper Networks
- Sunnyvale City Center
- Marvell
- Access/Palm Source
- Alexandria Real Estate Equities
- Oyster Point Business Park
- Metro Air Park
- Raley Field
- Moffett Park Business and Transportation Association
- Intuitive Surgical
- The Allen Group
- Spieker Properties
- HCP, Inc.
- Granite Regional Park
- Hyatt Place Hotel – So. San Francisco
- So. San Francisco Business Center
- Masonic Homes of California
- Fairview River Landing
- Donahue Schriber
- BioMed Realty Trust
- Panattoni Development
- Taylor Properties Development Co.
- SKS Investments, LLC
- Shorenstein
- LBA Realty
- Jones Lang LaSalle
- California Farm Bureau
- California Highway Patrol
- Separovich • Domich
- Newell Real Estate Advisors
- LinkedIn
- Menlo Equities, LLC
- TMG Partners
- The Minkoff Group
- Arnell Enterprises, Inc.
- The Pollock Financial Group
- Wolff Enterprises

Municipal & Agency Locations

- Sacramento Area Council of Governments
- California Highway Patrol
- County of Sacramento, Dept. of Human Services
- City of South San Francisco
- City of Mountain View
- City of Santa Clara
- City of Sunnyvale
- State of California, Dept. of General Services
- San Mateo City/County Association of Governments
- City of Union City
- Cal PERS
- Cal STBS
- Ogden City, UT
- City of Brisbane
- Grand Rapids Interurban Transit, MI
- City of Citrus Heights
- University of California San Diego West Campus
- Sacramento County International Airport

Biotech, Pharmaceutical and Hospital Projects

- Genentech
- Amgen
- Rigel
- Takeda
- Onyx Pharmaceutical
- University of California San Diego, East Campus Medical Center
- Sutter Medical Center, Sacramento
- Mercy General Hospital
- Mercy San Juan Medical Center
- Enloe Medical Center
- Intuitive Surgical
- Blood Source
- Eclipsys, MA
- Counsyl, Inc.
- Theravance, Inc.