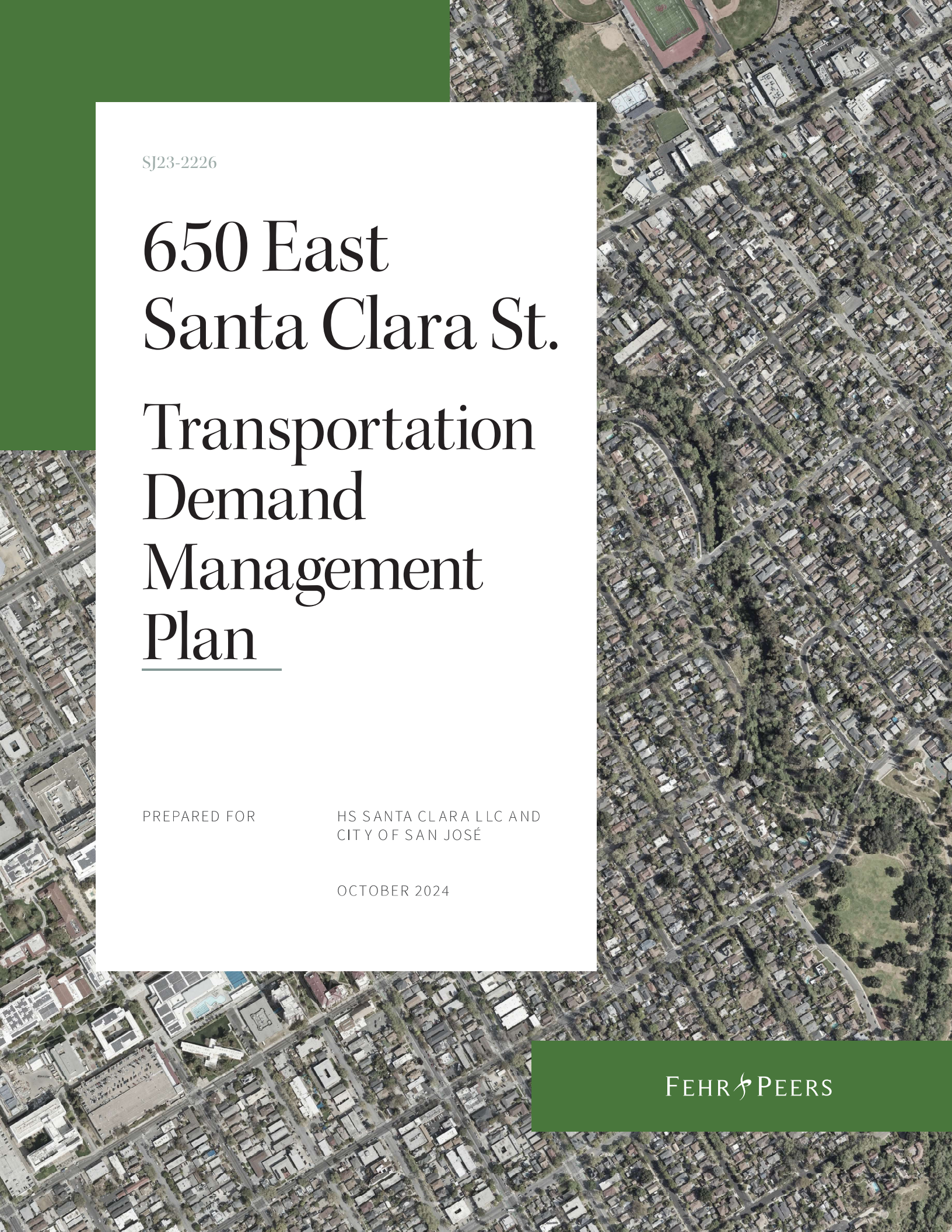
SJ23-2226

650 East Santa Clara St.

Transportation Demand Management Plan



PREPARED FOR

HS SANTA CLARA LLC AND CITY OF SAN JOSÉ

OCTOBER 2024

FEHR & PEERS

650 East Santa Clara St.

Transportation Demand Management (TDM) Plan

Prepared for:
HS Santa Clara LLC and
City of San José

October 2024

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1. Introduction

This Transportation Demand Management (TDM) Plan ("TDM Plan") describes the TDM strategies for the proposed Project located at 650 East Santa Clara Street in San José, California ("Project"). The primary purpose of any TDM plan is to reduce the amount of vehicle traffic and parking generated by a development by creating measures, strategies, and incentives to shift residents and/or employees from driving alone to using alternative mores including transit, carpooling, cycling, and walking.

This TDM Plan presents a comprehensive list of TDM strategies in compliance with the City of San José's TDM requirement as listed in Chapter 4 of the *Transportation Analysis Handbook* (2023) ("Handbook")[1]. The TDM strategies will be implemented by the proposed Project. These strategies as well as the implementation and monitoring and reporting programs of these strategies are described below.

1.1 Project Description

The proposed Project is located at 650 East Santa Clara Street in San José, California. The Project will replace an existing office building with the construction of a six-story, 87,750 gross square foot (s.f.) mixed-use building consisting of approximately 7,012 gross s.f. of retail space, 7,171 gross s.f. of office space, and 50 residential units[2]. In addition, the Project will be required to construct or modify the following:

- Bulb-outs and ADA curb ramps at the southeast and southwest corners of the East Santa Clara Street and 14th Street intersection.
    - The existing small portion of median at the northbound approach on 14th Street intersection will need to be removed or modified.

The Project will also provide contribution to support the future construction of a raised median island along East Santa Clara Street from the 14th Street intersection to the existing westbound left-turn lane at the 13th Street intersection per the adopted *East Santa Clara Street Urban Village Plan*.

Figure 1 shows the location of the Project site and the surrounding transportation network. The Project site plan is presented on **Figure 2**.

1.2 TDM Screening

Per the City of San José Handbook, a TDM Plan is required for a development unless the project meets the screening criteria. If a component of a mixed-use project meets these screening criteria, a TDM Plan is

[1] San Jose Transportation Analysis Handbook, 2023.
[2] It should be noted that the Project description presented in this TDM Plan has changed since the Local Transportation Analysis (LTA) for the proposed Project was submitted to the City. However, the conclusions presented in the LTA for the proposed Project would not change due to the nominal difference in Project trips.

not required for that component of the project. **Table 1** shows the screening criteria for the Project. The office and retail uses are exempt; however, a TDM Plan is required for the 50 units of residential housing associated with the Project.

Table 1: Screening Criteria for TDM Plan

Land Use	Screening Criteria	Proposed Project	Exemption from TDM Plan Requirement
Home-End Use: Multifamily Units	25 units or fewer	50 units	Not Exempt
Commute-End Use: Office (General Business)	10,000 s.f. of gross floor area or less	7,171 s.f. of gross floor area	Exempt
Visit-End Uses: Retail Sales/Goods/Merchandise	100,000 s.f. of gross floor area or less	7,012 s.f. of gross floor area	Exempt

Source: City of San José *Transportation Analysis Handbook*, 2023.

1.3 TDM Plan Point Target

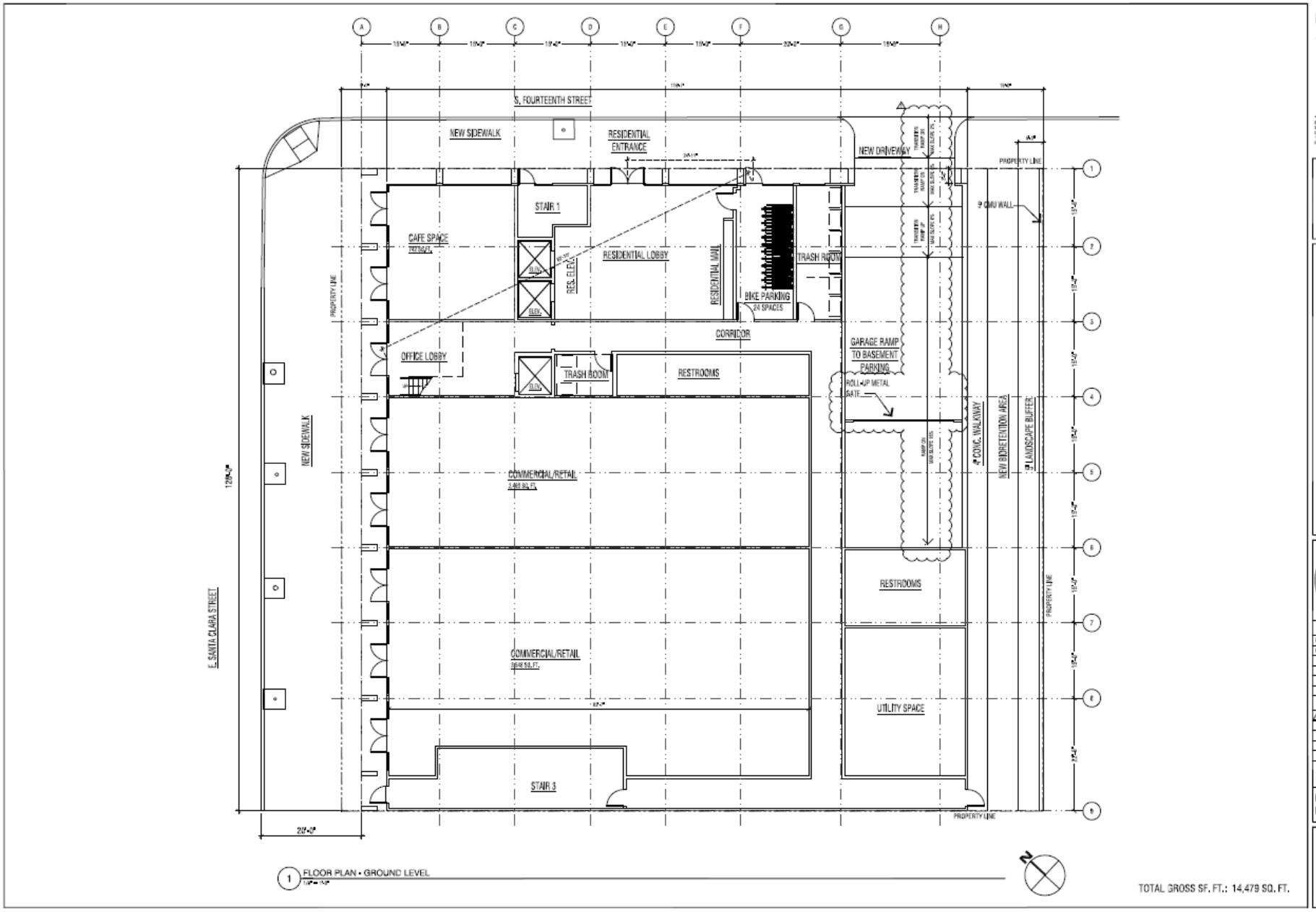
Where a TDM Plan is required, the exact TDM requirements are defined by the City of San José's TDM Point Target system as described below:

> *A project's TDM requirement is defined as a TDM Point Target, to be met by committing to a package of TDM measures. For a mixed-use project, a TDM Point Target is defined for each component of the project. TDM Point Targets are determined based on the land use category of the Project and/or the components.* (City of San José *Transportation Analysis Handbook,* 2023.)

The TDM Plan for 50 residential units associated with the Project is required to meet 25 points. The Handbook includes a list of suggested TDM measures and the associated points for each measure. This list is included in **Appendix A**.

Figure 1

Project Location with Study Intersections



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ISSUE	DATE
PLANNING	11/04/21
PLANNING RE-SUBMISSION	06/20/22

REVISIONS	
1 PLANNING RESUBMISSION	11/04/21

JOB NO.: 2103
SCALE:

FLOOR PLAN FIRST LEVEL

A-2.2

Figure 2

Site Plan

2. Site Context and Nearby Transportation Services

The transportation system serving the site includes roadway facilities, transit services, and bicycle and pedestrian facilities. The existing roadway, transit, bicycle and pedestrian facilities, and planned improvements that will support travel to and from the proposed Project with a focus on non-drive alone are described below. Surrounding land uses and nearby destinations are also described below.

2.1 Surrounding Land Uses and Nearby Destinations

The Project is located about a mile (or about 15-minute walking distance) from Downtown San José and two blocks from the San José State University Main Campus. The Project is located near several destinations within a walkable or bikeable distance, including the San José Museum of Art, and the Tech Interactive Museum, St. James Park, Cesar Chavez Park, and City Hall. There are restaurants and other commercial services located in the area including San Pedro Square which hosts over 20 restaurants and bars and Adobe World Headquarters which is a major employment center in the area.

In addition to being located near downtown with high-quality transit connections, the Project is about 2 miles (or about 35-minutes walking distance and 10-minutes biking distance) from Diridon Caltrain Station which provides regional connections throughout the Bay Area. The Project location will provide its residents with direct transit access to nearby amenities and places of employment. Being located next to transit provides future Project residents with more opportunities to reduce reliance on driving. These walkable and bike-able locations discussed above as well as others are shown on **Figure 3**.

2.2 Roadway Network

The following roadways provide local access to the Project, and their descriptions are presented below.

East Santa Clara Street is a four- to six-lane Grand Boulevard which extends between US 101 to the east (where it becomes Alum Rock Avenue) and Market Street to the west where it continues as West Santa Clara Street. As a Grand Boulevard, it serves as a major transportation corridor connecting City neighborhoods, with a priority for transit. East Santa Clara Street is directly adjacent to the Project site to the north and provides access to the Project site via 14th Street. The posted speed limit is 25 mph.

14th Street is a two-lane street that extends between Margaret Street to the south and Berryessa Road to the north. 14th Street is directly adjacent to the Project site to the east. 14th Street provides direct access to the Project site via the proposed driveway. The posted speed limit is 25 mph.

13th Street is a two-lane street that extends between Margaret Street to the south and East Hedding Street to the north. 14th Street is near the Project site to the west. The posted speed limit is 25 mph.

Project Site

Public

Schools

Commercial Services

Employment Center

Park

Transit

Existing Bike Facilities

Class I

Class II

Class III

Class IV

0.5 Mile Catchment Area*

1.5 Mile Catchment Area**

*0.5 Mile: 10 minutes walking distance.

*1.5 Mile: 10 minutes biking distance.

Figure 3

Locations Within Walking or Biking Distance

\\fpainc.local\Dfs-ent-data\San Jose N Drive\Projects_SJ23_Projects\SJ23_2226_644_ESantaClaraSt_TDM\Graphics\ADOBE\Fig03_Locations.ai

2.3 Existing Pedestrian Facilities

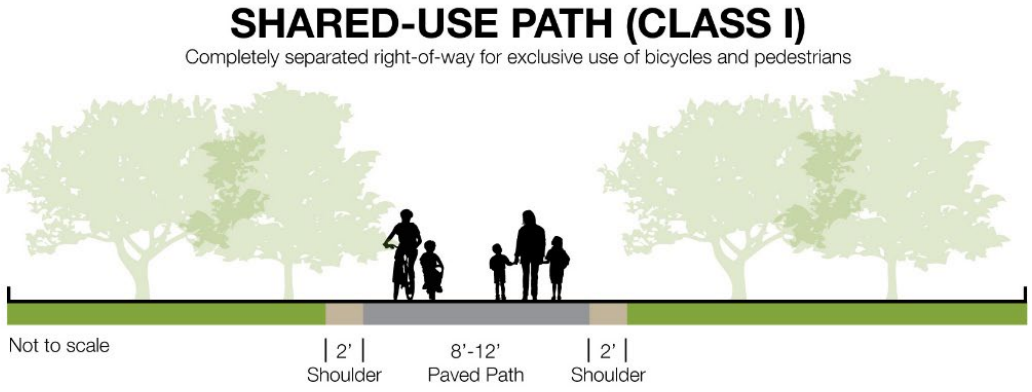
Pedestrian facilities are comprised of sidewalks and crosswalks. The streets adjacent to the Project site, including East Santa Clara Street and 14th Street, have continuous sidewalks on both sides of the roadway. The East Santa Clara Street and 14th Street intersection has no painted crosswalks. The East Santa Clara Street and 13th Street intersection is signalized and has all four crosswalks painted with standard markings.

The two major intersections nearest to the Project site, East Santa Clara Street and 13th Street, and East Santa Clara Street and 14th Street, have a mixture of directional and diagonal curb ramps on all approaches. Directional curb ramps are used on the southeast corner of the East Santa Clara Street and 14th Street intersection.

2.4 Existing Bicycle Facilities

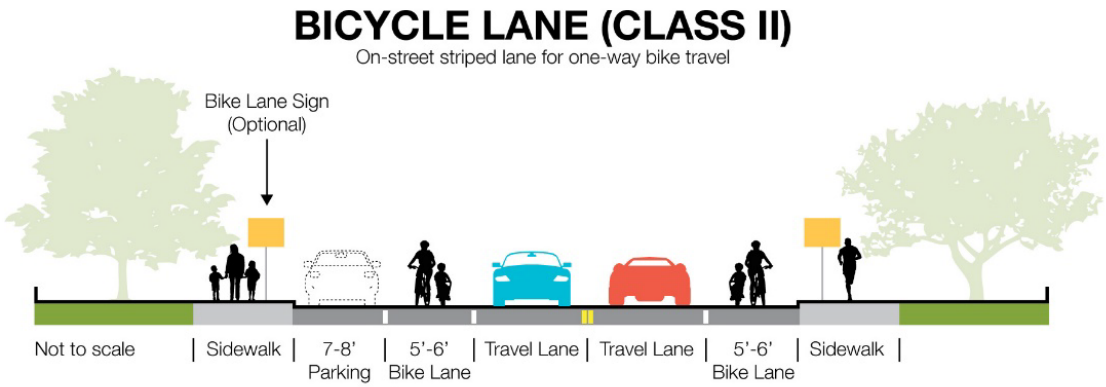
The four classes of bicycle facilities in San José are described in the *San José Better Bike Plan 2025* (2020). These descriptions are based on California Department of Transportation (Caltrans) classifications of bikeways from California Assembly Bill 1193 and the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). Each bikeway class is intended to provide bicyclists with enhanced riding conditions. Bikeways offer various levels of separation from traffic based on traffic volume and speed, among other factors. The four bikeway types and appropriate contexts for each are presented below.

Class I Bikeway (Shared-Use Path): Shared-use paths, sometimes referred to as multi-use paths, provide completely separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal roadway crossings. In general, shared-use paths are along corridors not served by streets or where sufficient right-of-way exists to allow them to be constructed away from the influence of vehicles. Class I Bikeways can also offer opportunities not provided by the road system by serving recreational areas and/or desirable commuter routes.

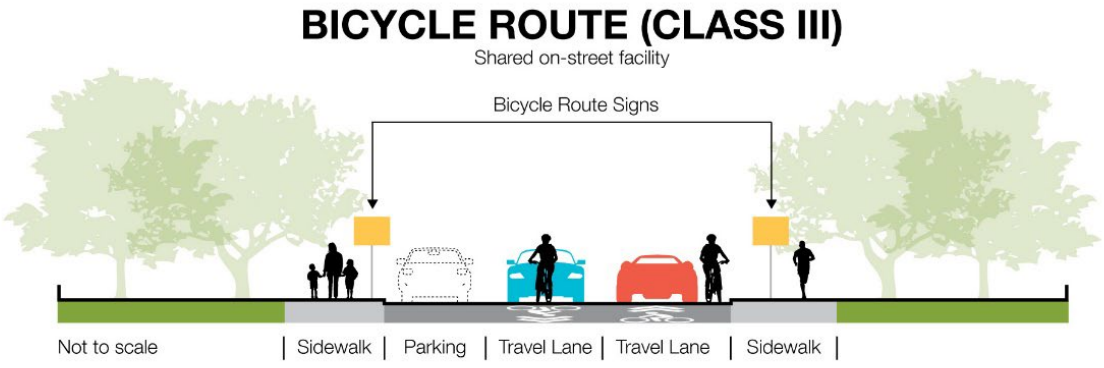


Class II Bikeways (On-Street Bike Lanes): Bike lanes provide a striped lane, pavement markings, and signage for one-way bike travel on a street or highway. Bicycle lanes are typically five feet wide, although

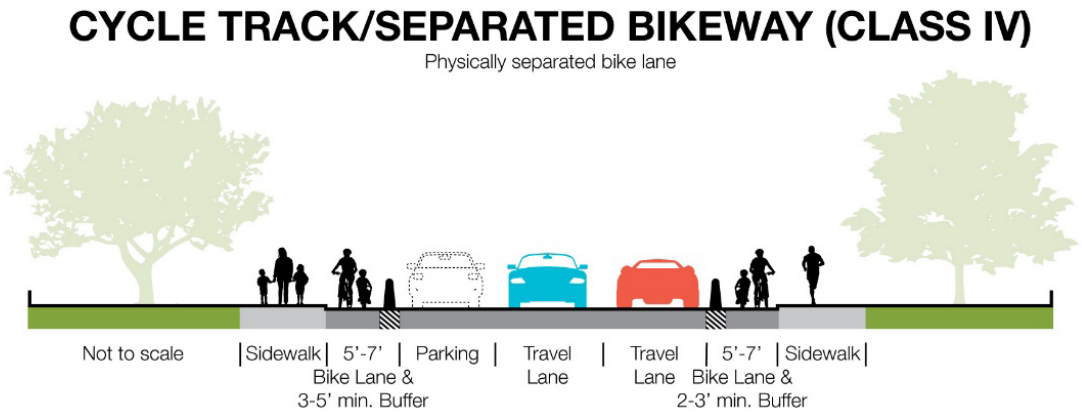
wider lanes are desirable on roadways with high traffic volumes and/or high travel speeds. The *VTA Bicycle Technical Guidelines* (December 2012) recommends that Caltrans standards regarding bicycle lane dimensions be used as a minimum and provides supplemental information and guidance on when and how to better accommodate the many types of bicyclists. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).



Class III Bikeways (Bike Routes): Bike routes may be identified on a local residential or collector street when the travel lane is wide enough and the traffic volume is low enough to allow both cyclists and motor vehicles to share a lane and/or to provide continuity to a bikeway network. Shared-use arrows or "sharrows" are common striping treatments for bike routes.

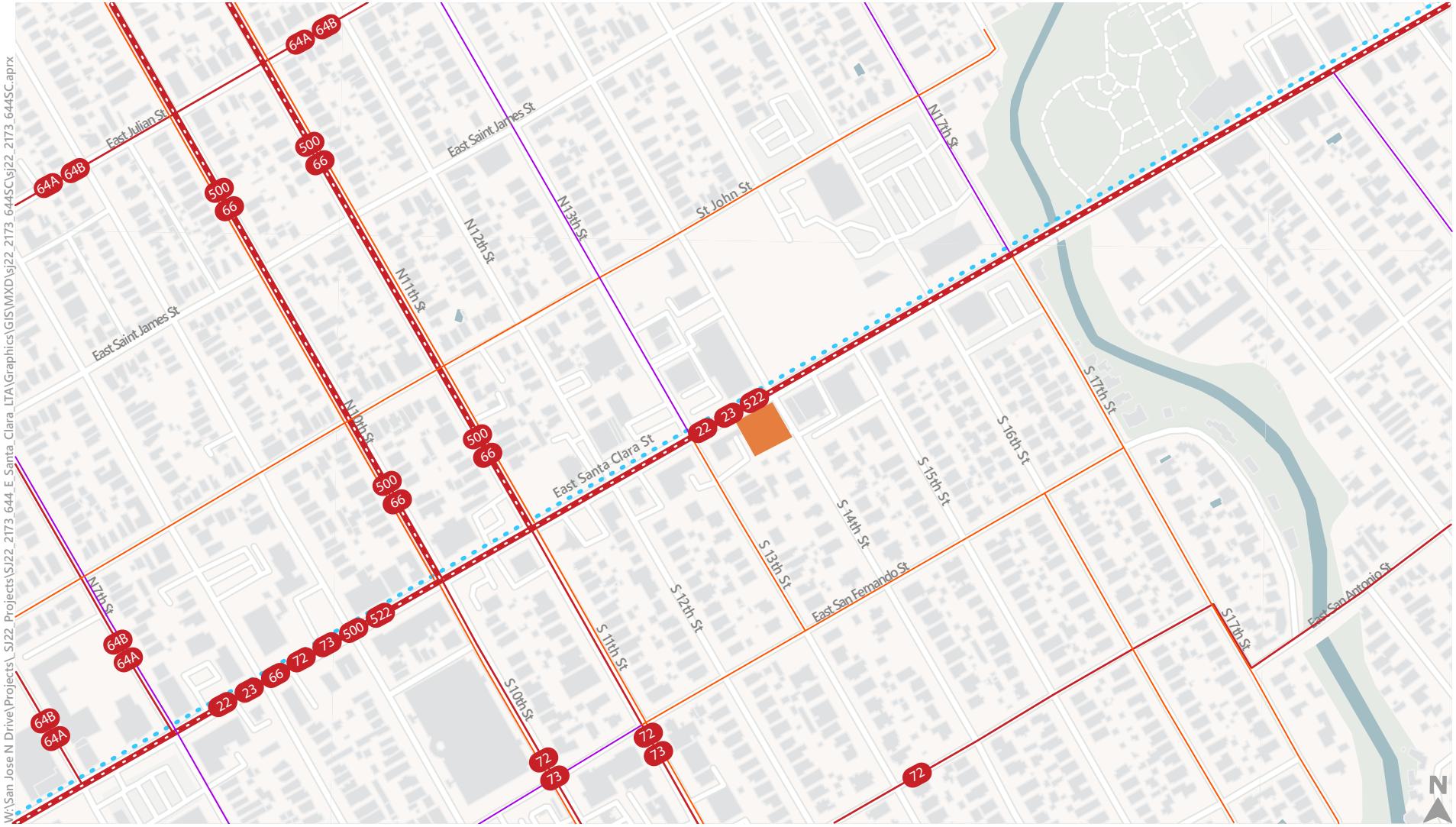


Class IV Bikeways (Separated Bikeway): Separated bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. Separated bikeways were adopted by Caltrans in 2015. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.



Under California Law, bicyclists are allowed to use all roadways in California unless posted otherwise. Therefore, even for roadways that have no designated (or planned) bikeway identified, a majority are open for cycling.

Existing bicycle facilities are shown on **Figure 4**. There are Class II bike lanes on 10th Street, 11th Street, 13th Street and 17th Street near the Project. 13th Street transitions from a Class II bike lane to a Class III bike route south of East Santa Clara Street until San Fernando Street. San Fernando Street, St. John Street, 16th Street, and 17th Street are all classified as Class III bike routes. San Fernando Street transitions from a Class III bike route to a Class II bike lane between 10th and 11th Streets, then transitions again to a Class IV separated bikeway west of 10th Street. The *San José Better Bike Plan 2025* proposes to construct a Class IV bikeway on 10th and 11th Streets.



Project Site

Transit

- Frequent Bus
- Rapid Bus
- BART (Future)

Existing Bike Facilities

- Class I
- Class II
- Class III
- Class IV

Figure 4

Existing Bike and Transit Facilities

2.5 Nearby Transit Services

The Project is accessible by three transit operators. Santa Clara Valley Transportation Authority (VTA) provides local light rail and bus service while Caltrain and BART provide regional rail service within the Bay Area. **Figure 4** shows the existing transit service near the Project site.

2.5.1 Santa Clara Valley Transportation Authority (VTA)

The Santa Clara Valley Transit Authority (VTA) operates a light rail and bus system in Santa Clara County. Within ½ mile radius, there are bus stops served by Route 22, Route 23, Route 72, and Rapid 522. These routes are designated as frequent routes by VTA with headways ranging from 10 to 15 minutes depending on the peak hours.

2.5.2 Caltrain

Caltrain provides weekday commuter rail service between Gilroy and San Francisco. The San José Diridon Caltrain Station is located approximately 2 miles west of the site, accessible in about 35-minutes walking, 10-minutes biking, or 20 minutes by bus. During weekdays, the station is served with a 30-minute headway and is equipped with vehicle and bicycle parking for first and last-mile connectivity.

2.5.3 Bay Area Rapid Transit (BART)

BART operates train service throughout the San Francisco Bay Area. The system currently extends from Millbrae to San Francisco on the peninsula, San Francisco to Oakland, and from Oakland to Richmond, Pittsburg, Dublin, Fremont, and the Oakland International Airport (OAK) in the East Bay. An underwater tube connects San Francisco and Oakland. Altogether, BART connects 50 stations with 131 miles of tracks. The average weekday ridership in May of 2023 was 159,900 passengers which is 40% of ridership pre-pandemic.

VTA is currently working on the future BART Silicon Valley Extension to Downtown San José and Santa Clara. The extension will include a 5-mile-long subway tunnel through downtown San José from the Berryessa station terminus for approximately six miles, ending at-grade in Santa Clara near the Caltrain Station. Four station locations are planned for the Silicon Valley Extension: Alum Rock/28th Street, Downtown San José, Diridon, and Santa Clara.

2.5.4 Paratransit

VTA Access Paratransit is provided to eligible individuals with disabilities who are prevented from using regular transit services. Services are provided during the same hours of the day and days of the week that bus and light rail trains run their regular routes and are available for seniors and people with disabilities within a ¾-mile area around VTA bus routes. Applicants are required to submit a form and go through a review process to be eligible for services. Eligible Project residents could use this service to reach nearby destinations.

2.6 Carshare

Carsharing allows members to reserve vehicles by the hour or the day, and is typically used for short-term, local trips. Carsharing supports alternative transportation options, such as transit, carpooling, walking, and cyclists, by providing users with access to a vehicle when needed. Carsharing allows families with multiple vehicles to consider downsizing and reserve an added vehicle as necessary.

Zipcar is the primary carshare provider in San José. There are 15 Zipcars located within a mile of the Project (about a 15-minute walk).

In addition to Zipcar, other peer-to-peer carshare services allow residents and neighbors to offer their own vehicles as part of carsharing services, such as Getaround and Turo (formerly Relay Rides).

2.7 Rideshare

Ridesharing is the term used to describe grouping travelers with common trips into a single vehicle. Ridesharing allows travelers to better utilize empty seats in passenger cars or vans, thus reducing the number of vehicle trips. Rideshare matching programs, such as Merge MTC's Regional Rideshare Program,

Scoop, Waze Carpool, and other ridesharing apps help carpools, and vanpools to form by matching drivers and passengers.

VTA hosts a guaranteed ride home program that provides subsidies for a limited number of free rides home for those who have taken an alternative mode of travel to work such as transit, a carpool, vanpool, or bike. Guaranteed ride home programs offer the reassurance that you can get home in case of an emergency like illness, family crisis, or unforeseen overtime when you've taken an alternative mode of travel to work. The VTA program is only open to employees or students that are at least 18 years or older and attend a post-secondary school/college or work in Santa Clara County and have used a sustainable transportation mode to get to work or school on at the time when the guaranteed ride home is needed.

2.8 Ridehailing

Ridehailing is a for-hire, point-to-point transportation service, which includes transportation network companies (TNCs) and taxis. Within the last few years, TNCs, such as Uber and Lyft, have become the primary method of ridehailing since many users can easily utilize smartphone apps to send requests for rides. Like carshare and rideshare, ridehailing makes it easy to coordinate and reserve a ride, which allows residents to consider downsizing or eliminating the number of vehicles they own, which reduces parking demand.

3. TDM Strategies

There are numerous TDM strategies that can be used to encourage residents to use modes of transportation other than driving alone. Some strategies can be incorporated into a development's design, such as reduced parking or provision of transit network improvements. Others are policies and programs that are provided by building management, such as providing information to promote alternative travel modes in new resident orientation packets. **Table 2** presents the proposed TDM strategies that will be implemented by the Project to reach the required minimum of 25 points per the City's Handbook.

The Property Management staff will act as Transportation Coordinator to oversee and promote the TDM Plan. The Transportation Coordinator will develop an on-site transportation information center, website, and resident app to provide information regarding commute alternatives. The Transportation Coordinator will provide information via new resident packets, flyers, posters, email, and educational programs. The Transportation Coordinator's role also includes actively marketing alternative mode use, disseminating information about carpool programs and transportation-related smartphone applications, developing pedestrian and bicycle programs, and promoting special programs such as the community bike share. The Transportation Coordinator will notify residents of Spare the Air days (as declared for the Bay Area region) and associated transit promotions. Prizes may be offered for non-single-occupant vehicle (SOV) travel on these days to encourage participation. The Transportation Coordinator may offer prizes as incentives for ridesharing, using transit, bicycling, and walking.

Table 2: Proposed TDM Strategies Consistent with City's Handbook

Category	[ID] Measure	50 Units in High-Quality Transit Areas	
		Home-End Use	Point Values Received
Multimodal Network Improvements	[MI03] Provide Transit Network Improvements	Fund or perform the design and/or construction of transit network improvements outside of the Project's property frontage and within 1 mile of the Project site, for a total cost equivalent to $1,000 per dwelling unit for 1 point: $1,000 x 50 dwelling units = $50,000. The Project will fund median improvements along East Santa Clara from 13th Street to 14th Street as described in the East Santa Clara Urban Village Plan (2018). This will include extending the median, adding ADA-compliant curbs, and adding high-visibility crosswalks which will improve access to transit for people walking from the Project.	1
Parking	[PK01] Right-Size Parking	Provide 62 on-site parking spaces and zero off-site parking spaces (62 on-site parking spaces / 50 residential units = 1.24 parking spaces per unit).	20
	[PK03] Provide Shared Parking	The Project provides 100% of the parking as shared parking.	2
Programmatic TDM	[TP04] Provide Education, Marketing, and Outreach	Provide welcome packets with information about nearby amenities (e.g., transit centers, parks, schools, hospitals, stores, etc.), travel options (e.g., key transit service, biking, and walking routes, etc.), and available transportation benefits and incentives (e.g., transit pass subsidy, bike share program, etc.).	1
	[TP13] Provide Ride-Share Programs	Enroll all Project residents/employees in the MTC's Bay Area Carpool and Vanpool Programs (Merge) or other online ride-matching services that connect them through a secure network to post and search for shared rides.	1
		Total TDM Points	**25**
		Points TDM Required	**25**

Source: City of San José *Transportation Analysis Handbook*, 2023; Fehr & Peers, 2023.

4. Implementation and Monitoring

The Project is committed to implementing the strategies described above to encourage modes of transportation other than driving alone by residents. The parties responsible for implementing and monitoring the TDM program for the Project will coordinate with City staff prior to development to ensure compliance with the City's requirements.

4.1 Implementation

The Project applicant will be responsible for ensuring the TDM strategies are implemented. The Project applicant is required to execute a Covenant and Agreement as stated below from the Handbook

> *Prior to issuance of any use permit and/or Certificate of Occupancy, projects must execute and record a Covenant and Agreement that the approved TDM Plan as required by the TDM Program, and the TDM measures contained therein, have been provided and will be maintained throughout the life of the project. This is to ensure that, as a property is sold or users change, there is a clear record attached to the property that documents the ongoing requirement to abide by the TDM Plan.*

After the proposed Project is constructed and occupied, the Project applicant will designate a Transportation Coordinator to manage the various TDM strategies, engage and manage contractors, develop marketing materials, and provide regular program effectiveness and monitoring reports. Overall, the Transportation Coordinator will oversee the TDM Plan to ensure that residents are provided the resources they need to maximize their travel using non-auto modes and will be responsible for ongoing management of the TDM program.

4.2 Confirmation

Once the TDM Plan is approved, it is the responsibility of the Project applicant to confirm that any physical TDM measures are included in the construction of the project including transit network improvements and right sizing the parking supply. The Project applicant is also required to document the setup of the programmatic measures including providing education, marketing, and outreach and enrolling residents in ride-share programs. Once the City confirms the Project's compliance with the TDM Plan per the Conditions of Approval, the City will communicate its approval to facilitate issuance of an initial Certificate of Occupancy.

4.3 Monitoring

The Project is required to monitor the effectiveness of the TDM program and submit their progress to the City annually. Projects are classified into two level based on size to determine the types of monitoring materials the project must provide to the City. For home-end uses, a project is categorized as level 1 if there are between 16 and 299 dwelling units. Since the Project has 50 dwelling units, it can be classified as

level 1 and is therefore required to submit a TDM Compliance form but exempt from submitting an annual TDM Monitoring Report.

4.3.1 Annual TDM Compliance Form

Level 1 projects are required to provide at least one programmatic measure in their TDM Plans that is subject to annual compliance. For every year that the Project is occupied, the Project applicant must submit a TDM Compliance Form and associated administrative fees to the City Department of Transportation to verify that the programmatic measures continue to be implemented. The form must include the following items as detailed in the Handbook:

- ***Project Size:*** *For residential, provide the number of for-sale/rental, market-rate/affordable, on-site/off-site units and the number of bundled/unbundled/shared parking spaces. For commercial office/retail, provide the number of businesses and total gross square feet of office/retail space and the number of free/priced/shared parking spaces.*
- ***Point of Contact****: Provide the property address, the name of the property owner/association, and the contact person's name and information*
- ***Documentation of Existing TDM Measures:*** *Report all ongoing programmatic measure(s), proof of implementation, and any changes from the original plan or past years.*

The first submission of the TDM Compliance Form is due within 30 calendar days of the 18-month anniversary of the issuance of the initial Certificate of Occupancy. The following submissions are also due within 30 calendar days of that date. If the Project demonstrates 5 consecutive years of satisfactory submittals, the TDM Compliance Form submission schedule shifts to every three years. However, if during that period the Project fails to comply, the submission schedule will revert back to annual with the option to move to every three years after five consecutive years of satisfactory compliance.

4.3.2 Non-Compliance

If the Project fails to demonstrate satisfactory compliance, the Project applicant is required to submit a follow-up report that demonstrates compliance within a grace period of 6 months from when the non-compliance status was determined. If at the end of the grace period, the Project is still non-compliant, the City will assess penalties that could include withholding issuance of building, grading, demolition, foundation, use of land, and change of use permits, and issuance of Certificates of Occupancy.

Appendix A: City of San José *Transportation Analysis Handbook* (2023) TDM Measures List

FEHR PEERS

APPENDIX C MENU OF TDM MEASURES

Project Characteristics [PC01 – PC04]

PC01	Increase Residential Density
Description	Where consistent with the *Envision San José 2040 General Plan* and where in compliance with the *San José Municipal Code*, design the Project to be denser than existing conditions in the surrounding area. Increased residential densities affect the distances people travel and provide more options for the mode of travel they choose.
CEQA [(1)]	**Home-End Uses Only:** $$\% \, Change \, in \, VMT = \frac{(\frac{VMT}{Hh} \, with \, Project - \frac{VMT}{Hh} \, without \, Project)}{\frac{VMT}{Hh} \, without \, Project}$$ where $$\frac{VMT}{Hh} = 16.476 \, (\frac{9.548 + \frac{Hh}{RA}}{9.548 + 9.884})^{-0.817}$$ $$RA = Existing \, residential \, areage \, within \frac{1}{2} miles \, of \, the \, Project$$
TDM Program	Not applicable
Proof of Implementation	City staff will confirm the Project meet the conditions of approval and specified standards during a pre-occupancy inspection of the Project.

Note:

(1) Holtzclaw, J., Clear, R., Dittmar, H., Goldstein, D., & Haas, P. (2002). Location efficiency: Neighborhood and socio-economic characteristics determine auto ownership and use - studies in Chicago, Los Angeles and San Francisco. *Transportation Planning and Technology, 25*(1), 1–27.

PC02	Increase Diversity of Land Uses
Description	Where consistent with the *Envision San José 2040 General Plan* and in compliance with the *San José Municipal Code*, increase the amount of space dedicated to mixed employment and high-density residential uses in the area surrounding the project (defined as a ½-mile buffer from the Project). Different types of uses near one another can reduce VMT because trips between use types are shorter and may be accommodated more easily by non-personal motorized vehicle modes of travel.
CEQA [(1)]	**Home-End Uses, Commute-End Uses, and Visit-End Uses Only:** % change in VMT = elasticity by place type and development use × % change in activity mix index
TDM Program	Not applicable

Proof of Implementation	City staff will confirm the Project meet the conditions of approval and specified standards during a pre-occupancy inspection of the Project.

Notes:

(1) Salon, D. (2014). *Quantifying the effect of local government actions on VMT*. California Air Resources Board, California Environmental Protection Agency.

PC03	**Provide Affordable Housing**
Description	Provide affordable for-sale or rental housing for low-income households. Households with incomes at or below 80% of the Santa Clara County Area Median Income (AMI) generally make fewer trips by personal motorized vehicles than households with higher incomes, resulting in reduced VMT. Affordable housing provides greater opportunity for households to live closer to transit.
CEQA [(1)]	**<u>Home-End Uses</u> Only:** % reduction in VMT is based on the proportion of Project households with income levels below: ▪ Extremely Low Income (0-30% of AMI): -32.5% ▪ Very Low Income (30-50% of AMI): -25.2% ▪ Low Income (50-80% of AMI): -10.2%
TDM Program (1 – 4 Points)	**<u>Home-End Uses</u> Only:** Provide affordable housing units on-site, off-site, or via dedication of land, credits and transfers, acquisition and rehab of units, HUD restricted units, option to purchase, partnership for clustered units, or a combination of methods: ▪ **1 Point:** At least 5% above and beyond the City's Inclusionary Housing Ordinance obligation. ▪ **2 Points**: At least 10% above and beyond the City's Inclusionary Housing Ordinance obligation. ▪ **3 Points**: At least 15% above and beyond the City's Inclusionary Housing Ordinance obligation. ▪ **4 Points**: At least 20% above and beyond the City's Inclusionary Housing Ordinance obligation.
Proof of Implementation	City staff will monitor and require occupancy certification of affordable units during the annual monitoring and reporting process. The City will maintain the right to require the tenant or designated representative of an affordable unit to verify their level of income on an annual basis.

Notes:

(1) Newmark, G., & Haas, P. (2015). *Income, Location Efficiency, and VMT: Affordable Housing as a Climate Strategy*. The California Housing Partnership.

PC04	**Increase Employment Density**
Description	Where consistent with the *Envision San José 2040 General Plan* and in compliance with the *San José Municipal Code*, design the Project to be denser than existing

	conditions in the surrounding area. Increased employment densities affect the distances people travel and provide more options for the mode of travel they choose.
CEQA [(1)]	**<u>Commute-End Uses</u> and <u>Other Uses</u> Only:** % change in VMT (for suburban place types) = -0.03 × % change in employment density
TDM Program	Not applicable
Proof of Implementation	City staff will confirm the Project meet the conditions of approval and specified standards during a pre-occupancy inspection of the Project.

Notes:

(1) Zhou, B., & Kockelman, K.M. (2008). Self-selection in home choice: use of treatment effects in evaluating relationship between built environment and travel behavior. *Transportation Research Record: Journal of the Transportation Research Board, 2077*(1): 54-61.

Multimodal Network Improvements [MI01 – MI05]

MI01	**Provide Bike and Micro-mobility Network Improvements**
Description	Design, fund, and/or construct bike and micro-mobility network improvements beyond the Project's frontage. Examples of bike and micro-mobility network improvements include: ▪ Trails; ▪ Street, bikeway, and/or sidewalk connections to trails; ▪ Separated and/or raised bike lanes; ▪ Low-stress bike boulevards; ▪ Raised cycle tracks; ▪ Bike share stations; ▪ Bike and scooter corrals; ▪ On-street bike lockers; ▪ Protected intersections; ▪ Curb extensions; ▪ ADA-compliant ramps; ▪ Traffic calming measures for lowering traffic volumes and speeds; ▪ Bike detection and priority at crossings; ▪ Signal modifications to improve pedestrian and/or bicyclist safety/comfort; ▪ Pedestrian lighting; ▪ Wayfinding signage; ▪ New or improved bike access to bus stops; ▪ Street trees and landscaping; ▪ Green infrastructure for stormwater management; ▪ Waste receptacles; ▪ Passenger and commercial loading zones; and ▪ Other features that improve the biking and scootering experience in local community.

CEQA [1,2]	**Home-End Uses and Commute-End Uses Only:** % change in bike mode share = -0.371 × % change in distance to bike and micro-mobility corridor. This provides the mode shift from drive to bike or micro-mobility devices. VMT reduction is then calculated by applying the ratio of average bike or micro-mobility trip lengths to the average drive trip lengths.
TDM Program (1 – 4 Points)	**Home-End Uses, Commute-End Uses, Visit-End Uses, and Other Uses:** Fund or perform the design and/or construction of bike and micro-mobility network improvements outside of the Project's property frontage and within 1 mile of the Project site, for a total cost equivalent to: ▪ **1 Point:** $1,000 per dwelling unit or $1 per square feet of non-residential gross floor area. ▪ **2 Points**: $2,000 per dwelling unit or $2 per square feet of non-residential gross floor area. ▪ **3 Points**: $3,000 per dwelling unit or $3 per square feet of non-residential gross floor area. ▪ **4 Points**: $4,000 per dwelling unit or $4 per square feet of non-residential gross floor area. To satisfy this measure, the Project must improve at least one (1) General Plan-designated On-Street Primary Bike Facility Street or Trail beyond the project frontage within 1 mile of the site. The Project must work with City staff to identify improvements for the selected street(s) based on the: ▪ *Move San José Plan*; ▪ *Multimodal Transportation Improvement Plans (MTIPs)*; ▪ *Better Bike Plan 2025*; ▪ *Walk Safe San José Plan;* ▪ *Trail Master Plans;* ▪ *Vision Zero Action Plan*; ▪ *Emerging Mobility Action Plan*; ▪ *Green Stormwater Instructure Plan*; ▪ *Urban Village Plans*; ▪ *Station Area Plans*; ▪ *Complete Street Design Standards and Guidelines*; ▪ *Fast Transit Program (VTA);* ▪ *Pedestrian Access to Transit Plan (VTA);* ▪ *Transit Passenger Environment Plan (VTA);* ▪ *Santa Clara Countywide Bike Plan (VTA);* ▪ *Complete Streets Studies (VTA);* ▪ *Measure B Transit Operations Program (VTA); and* ▪ *Measure B Bicycle & Pedestrian Program (VTA), etc.*, as appropriate.

	Based on the status of the selected street improvements, the Project will opt to fund or perform conceptual designs, full designs and/or construction of the selected improvements. All barriers to bike and micro-mobility access and interconnectivity must be minimized. Physical barriers such as walls, landscaping, and slopes that impede bike and micro-mobility access must be removed from project design.
Proof of Implementation	City staff will provide comments to the Project on possible improvement and funding options and ensure compliance with community values, citywide goals, and the City's and VTA's relevant design standards. City staff will confirm the implemented improvements meet specified standards during a pre-occupancy inspection of the Project. Upon approval, ongoing maintenance of all approved improvements contained within City rights-of-way will become the City's responsibility.

Notes:

(1) Zahabi, S.A., Chang, A., Miranda-Moreno, L.F., & Patterson, Z. (2016). Exploring the link between the neighborhood typologies, bicycle infrastructure and commuting cycling over time and the potential impact on commuter GHG emissions. *Transportation Research Part D: Transport and Environment, 47*, 89–103.

(2) Payment cannot be used towards CEQA VMT mitigation per Council Policy 5-1.

MI02	**Provide New Street Connections**
Description	Design, fund, and/or construct new street connections and removal of existing cul-de-sacs on the Project site to provide pedestrian and bicycle access.
CEQA (1)	**Home-End Uses and Commute-End Uses Only:** % change in VMT= -0.12 × % change in intersection density
TDM Program	Not applicable (2)
Proof of Implementation	City staff will provide comments to the Project on possible improvement and funding options and ensure compliance with community values, citywide goals, and street design standards. City staff will confirm the implemented improvements meet specified standards during a pre-occupancy inspection of the Project. Upon approval, ongoing maintenance of all approved improvements contained within City rights-of-way will become the City's responsibility.

Notes:

(1) Ewing, R., & Cervero, R. (2010). Travel and the Built Environment - A Meta-Analysis. *Journal of the American Planning Association*, Table 3.

(2) New street connections on the Project site do not qualify for the TDM program because it focuses on street improvements outside of the Project's property frontage. However, if the Project proposes new street connections outside of its property frontage which improve bike and pedestrian access in the surrounding neighborhood, the Project should receive TDM points via MI01 and MI05.

MI03	**Provide Transit Network Improvements**

Description	Design, fund, and/or construct transit improvements on surface streets beyond the Project's frontage. Examples of transit network improvements on surface streets include: ▪ Transit stations; ▪ Bus shelters; ▪ Bus stop signage with service maps; ▪ Bus stop real-time display monitors; ▪ Bus stop seating areas; ▪ Waste receptacles; ▪ Mobility hubs; ▪ Dedicated bus lanes or public service lanes; ▪ Bus boarding islands; ▪ Queue-jumps for buses; ▪ Transit signal priority; ▪ Couplet conversion from one-way to two-way streets; ▪ Turn movement restrictions for traffic; ▪ Signal modifications, wide sidewalks; ▪ High-visibility crosswalks; ▪ ADA-compliant curb ramps; ▪ Protected intersections; ▪ Protected bike lanes; ▪ Wayfinding signage; ▪ Pedestrian lighting; ▪ Landscaping; and ▪ Other features that improve access to transit for people traveling to/from the Project and in local community.
CEQA [1,2]	**Home-End Uses and Commute-End Uses Only:** % change in VMT = -0.08 × % change in distance to nearest transit stop
TDM Program (1 – 4 Points)	**Home-End Uses, Commute-End Uses, Visit-End Uses, and Other Uses:** Fund or perform the design and/or construction of transit network improvements outside of the Project's property frontage and within 1 mile of the Project site, for a total cost equivalent to: ▪ **1 Point:** $1,000 per dwelling unit or $1 per square feet of non-residential gross floor area. ▪ **2 Points**: $2,000 per dwelling unit or $2 per square feet of non-residential gross floor area. ▪ **3 Points**: $3,000 per dwelling unit or $3 per square feet of non-residential gross floor area. ▪ **4 Points**: $4,000 per dwelling unit or $4 per square feet of non-residential gross floor area. To satisfy this measure, the Project must provide improvements on at least one (1) General Plan-designated Grand Boulevard within 1 mile of the Project. The Project

	must work with City staff to identify improvements for the selected street(s) based on the: ▪ *Move San José Plan*; ▪ *Multimodal Transportation Improvement Plans (MTIPs)*; ▪ *Better Bike Plan 2025;* ▪ *Walk Safe San José Plan*; ▪ *Trail Master Plans;* ▪ *Vision Zero Action Plan*; ▪ *Emerging Mobility Action Plan;* ▪ *Green Stormwater Instructure Plan;* ▪ *Urban Village Plans*; ▪ *Station Area Plans*; ▪ *Complete Street Design Standards and Guidelines*; ▪ *Fast Transit Program (VTA);* ▪ *Pedestrian Access to Transit Plan (VTA);* ▪ *Transit Passenger Environment Plan (VTA);* ▪ *Santa Clara Countywide Bike Plan (VTA);* ▪ *Complete Streets Studies (VTA);* ▪ *Measure B Transit Operations Program (VTA); and* ▪ *Measure B Bicycle & Pedestrian Program (VTA)*, etc., as appropriate. Based on the status of the selected street improvements, the Project will opt to fund or perform conceptual designs, full designs, and/or construction. All barriers to bike and micro-mobility access and interconnectivity must be minimized. Physical barriers such as walls, landscaping, and slopes that impede bike and micro-mobility access must be removed from project design.
Proof of Implementation	City staff will provide comments to the Project on possible improvement and funding options and ensure compliance with community values, citywide goals, and the City's and VTA's relevant design standards. City staff will confirm the implemented improvements meet specified standards during a pre-occupancy inspection of the Project. Upon approval, ongoing maintenance of all approved improvements contained within City rights-of-way will become the City's responsibility.

Notes:

(1) Bento, A.M., Cropper, M.L., Mobarak, A.M., & Vinha, K. (2003). The impact of urban spatial structure on travel demand in the United States. *World Bank policy research working paper, 3007*.

(2) Payment cannot be used towards CEQA VMT mitigation per Council Policy 5-1.

MI04	Provide Residential Street Improvements
Description	Design, fund, and/or construct neighborhood street improvements beyond the Project's frontage. Examples of neighborhood street improvements include neighborhood traffic management measures such as:

	▪ Curb markings; ▪ Traffic signage; ▪ High-visibility and/or raised crosswalks; ▪ Signal modifications; ▪ Radar trailer; ▪ Stop signs; ▪ Edgeline striping; ▪ Truck restrictions; ▪ Residential permit parking; ▪ Flashing beacons; ▪ Radar speed display signs; ▪ Mid-block chokers; ▪ Medians; ▪ Curb extensions (detached or attached); ▪ Speed humps and/or speed tables; ▪ Traffic circles or roundabouts; ▪ Chicanes; ▪ Traffic diverters; ▪ Extended median; ▪ Partial or full street closure; ▪ Traffic safety education programs; and ▪ Traffic enforcement. Examples of other improvements on neighborhood streets include: ▪ Low-stress bike boulevards; ▪ Protected and/or raised bike lanes; ▪ Continuous sidewalks; ▪ ADA-compliant curb ramps; ▪ Bus stops; ▪ Lighting; ▪ Wayfinding signage; ▪ Landscaping; ▪ Waste receptacles; and ▪ Other features that improve transportation safety and quality of life.
CEQA [1,2]	**<u>Home-End Uses</u> and <u>Commute-End Uses</u> Only:** % reduction in VMT = rate based on place type
TDM Program (1 – 4 Points)	**<u>Home-End Uses</u>, <u>Commute-End Uses</u>, <u>Visit-End Uses</u>, and <u>Other Uses</u>:** Fund or perform the relevant design and/or construction of neighborhood traffic management improvements outside of the Project's property frontage and within 1 mile of the Project site, for a total cost equivalent to: ▪ **1 Point:** $1,000 per dwelling unit or $1 per square feet of non-residential gross floor area.

	▪ **2 Points**: $2,000 per dwelling unit or $2 per square feet of non-residential gross floor area. ▪ **3 Points**: $3,000 per dwelling unit or $3 per square feet of non-residential gross floor area. ▪ **4 Points**: $4,000 per dwelling unit or $4 per square feet of non-residential gross floor area. To satisfy this measure, the Project must improve at least one (1) neighborhood street within 1 mile of the Project. A neighborhood street is defined as one of General Plan-designed Main Streets, On-Street Primary Bike Facilities, and Resident Streets. The Project must work with City staff to identify improvements for the selected street(s) based on the: ▪ *Move San José Plan;* ▪ *Traffic Calming Toolkit;* ▪ *Traffic Calming Policy for Residential Neighborhoods;* ▪ *Stop Sign Policy*; ▪ *Road Hump Policy*; ▪ *Multimodal Transportation Improvement Plans (MTIPs)*; ▪ *Better Bike Plan 2025*; ▪ *Walk Safe San José Plan*; ▪ *Trail Master Plans;* ▪ *Vision Zero Action Plan*; ▪ *Emerging Mobility Action Plan*; ▪ *Green Stormwater Instructure Plan;* ▪ *Urban Village Plans*; ▪ *Station Area Plans;* ▪ *Complete Street Design Standards and Guidelines*; ▪ *Fast Transit Program (VTA)*; ▪ *Pedestrian Access to Transit Plan (VTA)*; ▪ *Transit Passenger Environment Plan (VTA);* ▪ *Santa Clara Countywide Bike Plan (VTA);* ▪ *Complete Streets Studies (VTA);* ▪ *Measure B Transit Operations Program (VTA); and* ▪ *Measure B Bicycle & Pedestrian Program (VTA)*, etc., as appropriate. Based on the status of the selected street improvements, the Project will opt to fund or perform warrant studies, conceptual designs, full designs, and/or construction.
Proof of Implementation	City staff will provide comments to the Project on possible improvement and funding options and ensure compliance with community values, citywide goals, and the City's and VTA's relevant design standards. City staff will confirm the implemented improvements meet specified standards during a pre-occupancy inspection of the Project. Upon approval, ongoing maintenance of all approved

	improvements contained within City rights-of-way will become the City's responsibility.

Notes:

(1) Cambridge Systematics, Inc. (2009). *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions*, Table 3.1. Urban Land Institute. Washington, D.C.

(2) Payment cannot be used towards CEQA VMT mitigation per Council Policy 5-1.

MI05	Provide Pedestrian Network Improvements
Description	Design, fund, and/or construct pedestrian network improvements beyond the Project's frontage. Examples of pedestrian network improvements include: ▪ Wider sidewalks; ▪ Sidewalk extensions (detached or attached); ▪ Public art; ▪ High-visibility crosswalks; ▪ Raised crosswalks; ▪ Pedestrian scramble; ▪ ADA-compliant curb ramps; ▪ Leading pedestrian intervals at intersections; ▪ Signal modifications; ▪ Wayfinding signage; ▪ Lighting; ▪ Street trees and landscaping; ▪ Green infrastructure for stormwater management; ▪ Waste receptacles; ▪ Parklets; ▪ Protected bike lanes; ▪ Traffic calming measures for achieving low traffic volume and speeds; ▪ Passenger and commercial loading zones; ▪ Vehicle metered parking; and ▪ Other features that improve the walking experience in the local community.
CEQA (1,2)	**Home-End Uses and Commute-End Uses Only:** % reduction in VMT = rate based on place type
TDM Program (1 – 4 Points)	**Home-End Uses, Commute-End Uses, Visit-End Uses, and Other Uses:** Fund or perform the design and/or construction of pedestrian street improvements beyond and within 1 mile of the Project's property frontage, for a total cost equivalent to: ▪ **1 Point:** $1,000 per dwelling unit or $1 per square feet of non-residential gross floor area. ▪ **2 Points**: $2,000 per dwelling unit or $2 per square feet of non-residential gross floor area. ▪ **3 Points**: $3,000 per dwelling unit or $3 per square feet of non-residential gross floor area.

	▪ **4 Points**: $4,000 per dwelling unit or $4 per square feet of non-residential gross floor area. To satisfy this measure, the Project must improve at least one (1) General Plan-designated Main Street or Paseo within 1 mile of the Project. The Project must work with City staff to identify improvements for the selected street(s) based on the: ▪ *Move San José Plan;* ▪ *Multimodal Transportation Improvement Plans (MTIPs)*; ▪ *Better Bike Plan 2025;* ▪ *Walk Safe San José Plan*; ▪ *Trail Master Plans;* ▪ *Vision Zero Action Plan*; ▪ *Emerging Mobility Action Plan;* ▪ *Green Stormwater Instructure Plan*; ▪ *Urban Village Plans;* ▪ *Station Area Plans*; ▪ *Complete Street Design Standards and Guidelines*; ▪ *Fast Transit Program (VTA);* ▪ *Pedestrian Access to Transit Plan (VTA);* ▪ *Transit Passenger Environment Plan (VTA);* ▪ *Santa Clara Countywide Bike Plan (VTA);* ▪ *Complete Streets Studies (VTA);* ▪ *Measure B Transit Operations Program (VTA); and* ▪ *Measure B Bicycle & Pedestrian Program (VTA)*, etc., as appropriate. Based on the status of the selected street improvements, the Project will opt to fund or perform conceptual designs, full designs, and/or construction. All barriers to pedestrian access and interconnectivity must be minimized. Physical barriers such as walls, landscaping, and slopes that impede pedestrian access must be removed from project design.
Proof of Implementation	City staff will provide comments to the Project on possible improvement and funding options and ensure compliance with community values, citywide goals, and the City's and VTA's relevant design standards. City staff will confirm the implemented improvements meet specified standards during a pre-occupancy inspection of the Project. Upon approval, ongoing maintenance of all approved improvements contained within City rights-of-way will become the City's responsibility.

Notes:

(1) Cambridge Systematics, Inc. (2009). *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions*, Table 3.1. Urban Land Institute. Washington, D.C.

(2) Payment cannot be used towards CEQA VMT mitigation per Council Policy 5-1.

Parking [PK01 – PK03]

PK01	Right-size Parking Supply
Description	Provide off-street automobile parking supply at ratios lower than those documented in the Institute of Transportation Engineers (ITE) Parking Generation Manual.
CEQA [1]	**Commute-End Uses Only:** % VMT Reduction = % Reduction of parking supply from the parking generation rate in ITE Parking Generation Manual × 0.5
TDM Program (1 – 20 Points)	**Home-End Uses, Commute-End Uses, and Visit-End Uses Only:** TDM point values are based on the Project's off-street parking ratio, which accounts for both any on-site automobile parking spaces built by the Project and any off-site automobile parking spaces shared with the Project (Refer to PK03 for more information about shared parking). The parking ratio does not account for any on-site car share spaces.

Points	Parking Ratio					
	Downtown		High-Quality Transit Areas		Other Areas	
	Home-End (per dwelling unit)	Commute-End/ Visit-End (per 1,000 square feet)	Home-End (per dwelling unit)	Commute-End/ Visit-End (per 1,000 square feet)	Home-End (per dwelling unit)	Commute-End/ Visit-End (per 1,000 square feet)
20	0-0.75	0-1.00	0-1.24	0-1.50	0-1.40	0-2.00
18	.76-.84	1.01-1.20	1.25-1.37	1.51-1.80	1.41-1.57	2.01-2.30
16	.85-.93	1.21-1.40	1.38-1.50	1.81-2.10	1.58-1.74	2.31-2.60
14	.94-1.02	1.41-1.60	1.51-1.63	2.11-2.40	1.75-1.91	2.61-2.90
12	1.03-1.11	1.61-1.80	1.64-1.76	2.41-2.70	1.92-2.08	2.91-3.20
10	1.12-1.20	1.81-2.00	1.77-1.89	2.71-3.00	2.09-2.25	3.21-3.50
8	1.21-1.29	2.01-2.20	1.90-2.02	3.01-3.30	2.26-2.42	3.51-3.80
6	1.30-1.38	2.21-2.40	2.03-2.15	3.31-3.60	2.43-2.57	3.81-4.10
4	1.39-1.47	2.41-2.60	2.16-2.28	3.61-3.90	2.58-2.74	4.11-4.40
2	1.48-1.56	2.61-2.80	2.29-2.41	3.91-4.20	2.75-2.91	4.41-4.70
1	1.57-1.65	2.81-3.00	2.42-2.54	4.21-4.50	2.92-3.08	4.71-5.00
0	1.66+	3.01+	2.55+	4.51+	3.09+	5.01+

- Downtown: Projects located in the Downtown core as defined in the City's *Downtown Strategy 2040*, approximately bounded by Taylor Street and

	Coleman Avenue to the north, Fourth Street to the east, I-280 to the south, and Stockton Ave and the railroad tracks to the west. - High-Quality Transit Area: Projects located within ½ miles of an existing major transit stop [2] or an existing stop along a high-quality transit corridor [3]. - Other Area: Projects located in areas outside of Downtown or High-Quality Transit Area. Refer to ***Figure 20*** for a map of the Downtown, High-Quality Transit, and Other Areas in the city.
Proof of Implementation	City staff will confirm the number of vehicle parking spaces built on-site during a pre-occupancy inspection of the site. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

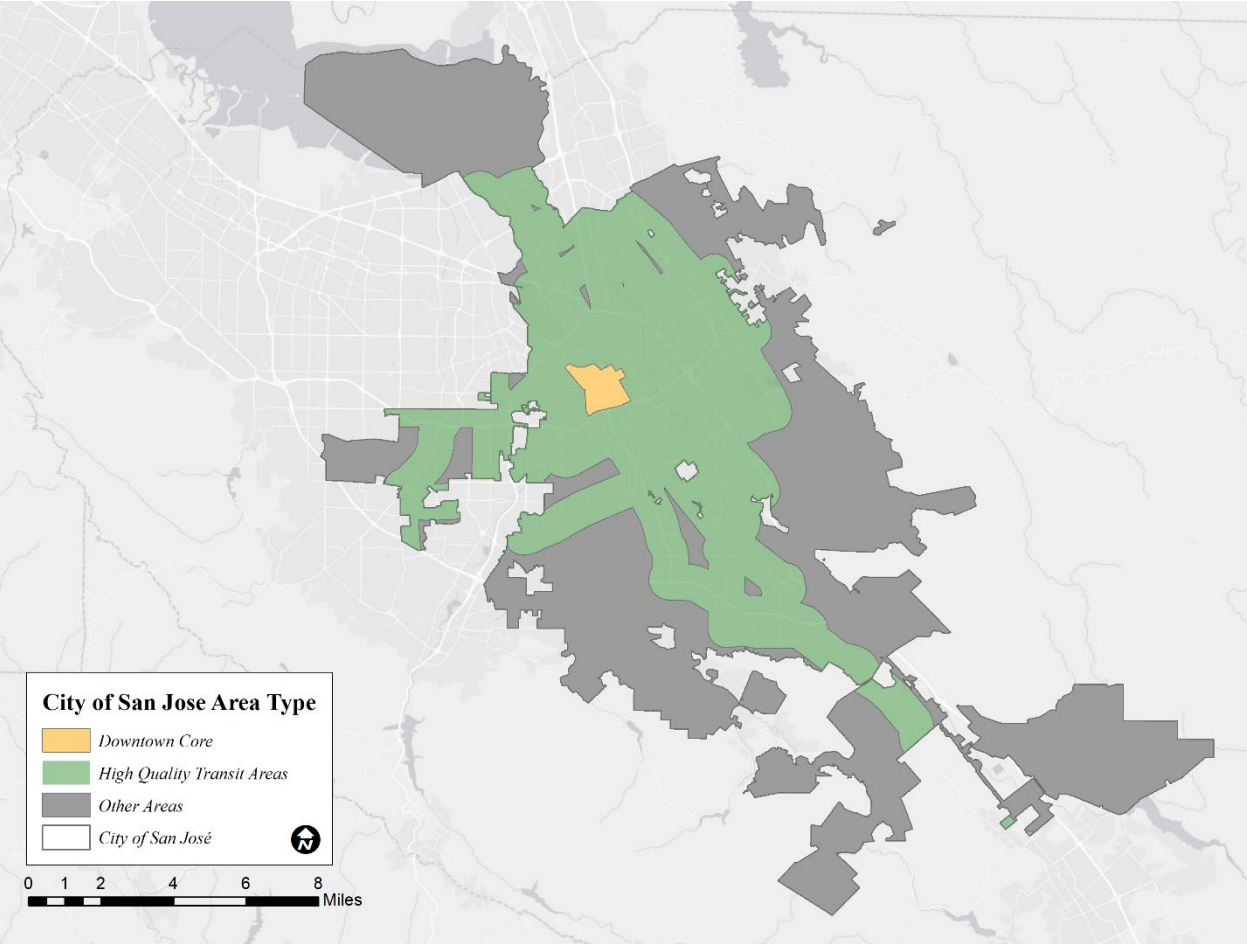
Notes:

(1) Nelson\Nygaard, Inc. (2005). *Crediting Low-Traffic Developments*, 16. http://www.montgomeryplanning.org/transportation/documents/TripGenerationAnalysisUsingURBEMIS.pdf

(2) Defined in the Pub. Resources Code § 21064.3 ("Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods").

(3) Defined in the Pub. Resources Code § 21155 (b) ("A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours").

Figure 20 Downtown, High-Quality Transit, and Other Areas in San José (April 2023)



PK02	Provide Bike Parking Facilities
Description	Provide on-site secure bicycle parking facilities including bike racks, bike lockers, showers, changing rooms, personal lockers, bike repair station, and bike maintenance services at applicable rate prescribed below. Short-term spaces, such as inverted-u racks or post and ring installations, must be weather protected, sturdy, and well anchored. Short-term spaces typically meet the needs of shoppers or visitors and are used for a couple of hours at a time. Long-term spaces, such as bike lockers or bike cages, must be fully sheltered from weather elements and provide a form of access control such as keys or smart cards. Long-term spaces are typically designed to meet the needs of commuters or residents who require storing their bike safely for an entire day or longer.

	Spaces must meet all City requirements and reflect design best practices such as those identified by the Association of Pedestrian and Bicycle Professionals (APBP).
CEQA [(1)]	**<u>Commute-End Uses</u> Only:** % VMT reduction = bike mode share × level-of-facility-multiplier, then discounted to take into account that bike trip lengths are shorter than drive trip lengths
TDM Program (1 – 2 Points)	**<u>Home-End Uses</u>, <u>Commute-End Uses</u>, and <u>Visit-End Uses</u> Only:** ▪ **1 Point**: Provide two (2) of the following on-site bike parking facilities. ▪ **2 Points**: Provide four (4) of the following on-site bike parking facilities. - Short-term and long-term parking: Provide at least 2 times as many secure short-term and long-term bicycle parking spaces on site as required by zoning. Include wayfinding signage. - Showers, changing rooms, lockers: Provide at least 2 times as many showers, changing rooms, and clothes lockers on site as required by zoning. Include wayfinding signage. - Bike repair station: Provide a covered area such as a bike storage room or garage on site. Tools and supplies must include, at minimum, those needed to fix a flat tire, adjust a chain, and performing other basic maintenance. Available tools must include, at minimum, a bicycle pump, wrenches, a chain tool, tire levers, hex keys/Allen wrenches, screwdrivers, and spoke wrenches. Although not required, vending machines selling items such as bike tubes, patch kits, lights, locks, hand warmers, and other bicycling gear can be paired with repair stations. Include wayfinding signage. - Bike maintenance services: Include, at minimum, a staffed facility on site providing basic bicycle maintenance services available to the public. Services can also include the sale and rental of bicycle parts, bicycling gear, and tools. Include wayfinding signage.
Proof of Implementation	City staff will confirm that the credited amenities meet the design requirements stated above during a pre-occupancy inspection of the site. HOAs/Property owners must include up-to-date photos of the amenities and any supportive facilities and signage to demonstrate that they are in good condition and accessible to Project residents/employees as attachments to their annual TDM Plan Compliance Forms. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

Notes:

(1) Buehler, R. (2012). Determinants of bicycle commuting in the Washington, DC region: The role of bicycle parking, cyclist showers, and free car parking at work. *Transportation Research Part D, 17*, 525-531.

PK03	**Provide Shared Parking**

Description	Provide off-street automobile parking spaces that are shared among a group of employees, residents, and/or visitors, allowing the parking spaces to be used more efficiently than if they were assigned to specific users. Examples of shared parking include: ▪ Zoned parking: On-site parking is shared among Project dwelling units/employers, rather than assigned to individual dwelling units/employers. ▪ Private parking shared between different uses of the Project: On-site parking are shared among different buildings and facilities of a mixed-use project to take advantage of different peak periods. For example, an office complex can efficiently share parking spaces with on-site shops since the parking demand of offices peaks during weekdays while that of the other uses normally peak during evenings and weekends. ▪ Multiple private entities: Parking spaces are shared among buildings and facilities of multiple private entities in an area. For example, the Project can build zero parking and have a contractual agreement with an adjacent property that shares parking, or the Project can agree to share its on-site parking with an adjacent property. ▪ Private and publicly accessible parking: On-site parking is shared between the Project and public users and destinations to take advantage of different peak periods. For example, an office complex in Downtown or an urban village can efficiently share parking spaces with the public, since the parking demand of offices peaks during weekdays while public parking for residential purposes, access to transit, restaurants, malls, theaters, parks, entertainment, or events in Downtown or urban villages normally peak during evenings and weekends. ▪ Public parking: Parking needs are met by relying on public parking facilities rather than having the Project provide private parking, allowing for public spaces to serve the Project and other users and destinations at different peak periods. The Project can purchase public spaces at hourly or daily market rates. Monthly or yearly passes are strongly discouraged.
CEQA	Not applicable

TDM Program (1 – 2 Points)	**<u>Home-End Uses</u>, <u>Commute-End Uses</u>, and <u>Visit-End Uses</u> Only:**
	- **1 Point:** Provide at least 10 spaces, or 25% of the off-street parking spaces, whichever is greater, for at least one (1) of the following types of shared parking:
	  - On-site zoned parking
	  - On-site private parking shared between Project uses
	  - Off-site private parking shared by an adjacent property
	  - On-site private parking shared with an adjacent property
	- **2 Points:** Provide at least 10 spaces, or 25% of the off-street parking spaces, whichever is greater, for at least one (1) of the following types of shared parking:

	- On-site private parking, publicly accessible during daytime (e.g. 6 a.m. to 6 p.m.), Mondays to Fridays - On-site private parking, publicly accessible during nighttime (e.g. 6 p.m. to 6 a.m.), Mondays to Fridays - On-site private parking, publicly accessible on weekends and holidays - Off-site public parking facilities (charged hourly or daily)
Proof of Implementation	The Project must identify the spaces to be shared, the signage identifying the times and terms of public access to them, to be confirmed by City staff during a pre-occupancy inspection of the site. Property owners must include up to date photos demonstrating that these spaces remain in place, properly marked and maintained, and accessible to the public upon submittal of their annual monitoring and reporting update. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

Programmatic Transportation Demand Management [TP01 – TP18]

TP01	**Provide School Pool Program**
Description	Provide a school pool program that match parents who transport students to/from schools without a bus program, including private schools, charter schools, and neighborhood schools. Open to all families in the Project, a school pool program would encourage families to find carpools for school pick-up and drop-off and reduce the total number of vehicle trips traveling to and from schools, thereby reducing VMT.
CEQA [(1), (2)]	**<u>Home-End Uses</u> Only:** % VMT Reduction = 8.25% × % of households expected to participate
TDM Program (1 Point)	**<u>Home-End Uses</u> Only:** ▪ **1 Point**: Enroll parents and students in an online ride matching service that connects people through a secure network to post and search for shared rides.
Proof of Implementation	HOAs/Property owners must submit copies active enrollment with a ride matching platform and provide any informational materials distributed that describe the school pool program as attachments to their annual TDM Plan Compliance Forms.

Notes:
(1) California Department of Transportation. (2013). *2010-2012 California Households Travel Survey*.
(2) U.S. Census Bureau. (2018). *2017 American Community Survey*.

TP02	**Provide Bike Share Stations**
Description	Provide bike share stations for Project residents/employees, allowing for on-demand access to shared bikes on an as-needed basis.
CEQA	Not applicable

TDM Program (1 – 2 Points)	**<u>Home-End Uses</u>, <u>Commute-End Uses</u>, and <u>Visit-End Uses</u> Only:** ▪ **1 Point**: Provide one (1) of the following bike share facilities. ▪ **2 Points**: Provide at least two (2) of the following bike share facilities. - Provide at least six (6) shared bikes/e-bikes on site via Bay Wheels or a dedicated fleet on-site for use by Project residents/employees and the general public. Include wayfinding signage. - Subscribe to the City's bike share program. Establish a new or expand an existing public bike share station to include six (6) bikes/e-bikes on public streets or garages within ½ miles of the Project for use by Project residents/employees and the general public. - Provide at least one (1) cargo bike and one (1) collapsible shopping/utility cart on site for use by Project residents/employees. Include wayfinding signage.
Proof of Implementation	City staff will confirm that the required number of shared bikes are provided during a pre-occupancy inspection of the site. HOAs/Property owners must include up-to-date photos of the shared bikes and any supportive facilities and signage to demonstrate that they are in good condition and accessible to Project residents/employees as attachments to their annual TDM Plan Compliance Forms. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

TP03	**Provide Car Share Stations**
Description	Provide car share or neighborhood electric vehicles (NEV) share facilities for Project residents/employees, allowing for on-demand access to a shared fleet of vehicles on an as-needed basis. NEVs are light, electric, low-speed vehicles that offer an alternative to traditional vehicle trips and are ideal for short, local trips.
CEQA [(1)]	**<u>Home-End Uses</u> and <u>Commute-End Uses</u> Only:** % VMT Reduction = 32.8% × 2% expected participation × % of total residents or employees that are eligible
TDM Program (1 – 4 Points)	**<u>Home-End Uses</u>, <u>Commute-End Uses</u>, and <u>Visit-End Uses</u> Only:** ▪ **1 Point**: Provide one (1) of the following. ▪ **2 Points:** Provide two (2) of the following. ▪ **3 Points:** Provide three (3) of the following. ▪ **4 Points:** Provide each of the following. - Provide at least one (1) car share vehicle with a reserved parking space, plus another such vehicle and space for every 40 dwelling units and every 10,000 square feet of non-residential occupied floor area on site for use by Project residents/employees. Include striping, signage, and educational tools.

	- Provide a neighborhood electric vehicle (NEV) station including a shared fleet of at least one (1) NEV plus another such vehicle for every 40 dwelling units and every 10,000 square feet of non-residential occupied floor area on site for use by Project residents/employees. Include charging facilities, striping, signage, and educational tools. NEV routes must be designed on streets in a low-speed neighborhood. - Subscribe to the City's one-way car share program. Establish a new or expand an existing public car share or NEV station to include a shared fleet of at least one (1) car share vehicle or NEV plus another such vehicle for every 40 dwelling units and every 10,000 square feet of non-residential occupied floor area on public streets or garages within ½ miles of the Project for use by both Project residents/employees and others in the local community. - Provide secure storage for car seats and strollers as complementary amenities for car share users at the car share facilities.
Proof of Implementation	City staff will confirm that the required number of spaces are provided during a pre-occupancy inspection of the site. HOAs/Property owners must include up-to-date photos of the car share or NEV spaces and any accompanying signage to demonstrate that they are in good condition and accessible to Project residents/employees as attachments to their annual TDM Plan Compliance Forms. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

Notes:

(1) Cervero, R., Golub, A., & Nee, B. (2007). City Carshare: Longer-term travel demand and car ownership impacts. *Transportation Research Record, 1992*(1): 70-80. Journal of the Transportation Research Board.

TP04	**Provide Education, Marketing, and Outreach**
Description	Implement a marketing campaign to provide Project residents/employees with information on travel options and encourage the use of transit, shared rides, walking, and biking. The campaign strategies may include new resident/employee orientation on alternative travel options, event promotions, educational programs, and publications.
CEQA [(1)]	**Commute-End Uses Only:** % VMT Reduction = 4% × 1 (vehicle trip to VMT ratio) × % of total employees that are eligible
TDM Program (1 – 2 Points)	**Home-End Uses and Commute-End Uses Only:** ▪ **1 Point**: Provide one (1) of the following education, marketing, and outreach strategies to all Project residents/employees. ▪ **2 Points**: Provide at least (2) of the following education, marketing, and outreach strategies all Project residents/employees.

	- Provide TDM promotions such as targeted messaging and communications campaigns, incentives, giveaways, and competitions. - Provide welcome packets with information about nearby amenities (e.g. transit centers, parks, schools, hospitals, stores, etc.), travel options (e.g. key transit service, biking, and walking routes, etc.), and available transportation benefits and incentives (e.g. transit pass subsidy, bike share program, etc.). - Enroll new residents/employees in a Transportation Management Platform (TMP) application such as ZAP Twin Cities, Luum, or RideAmigos, which offer commute planning functionality, parking management, and transit information online and through mobile applications. TMPs gamify commute behavior by actively logging how people travel and using this information to provide incentives, start friendly competition, or raise awareness about these decisions and the associated financial, environmental, and health impacts. - Organize commuter fairs to promote local routes and services for alternative travel options. - Organize educational programs to raise awareness, motivation, and action about travel choices. - Other education, marketing, and outreach strategies.
Proof of Implementation	HOAs/Property owners must submit copies of all promotional materials, welcome packets, and TMP application information distributed to their residents/employees as attachments to their annual TDM Plan Compliance Forms.

Notes:

(1) Transit Cooperative Research Program. (2010). *TCRP 95 Traveler Response to Transportation System Changes – Chapter 19 Employer and Institutional TDM Strategies*.

TP05	Join a Transportation Management Association
Description	Partake in an established Transportation Management Association (TMA) in a local area. The TMA implements a set of TDM programs for multiple projects in a local area and help them meet their TDM requirements. TMAs are usually more cost-effective than individual projects to deliver TDM programs. Potential funding mechanisms for the TMA include TMA membership fees, net parking revenue, a parking in-lieu fee, and special financing districts, etc. To date, the following TMAs have been approved by City Council for establishment: ▪ Diridon Station Area TMA ▪ Berryessa BART Urban Village Area TMA Examples of TDM programs provided by a TMA include: ▪ School Pool Program (TP01) ▪ Education, Marketing, and Outreach (TP04) ▪ Transit Fare Subsidies (TP07)

	▪ Alternative Transportation Benefits (TP11) ▪ Ride-share Program (TP13) ▪ Targeted Behavior Interventions (TP15) ▪ Vanpool Subsidy (TP17) ▪ Voluntary Travel Behavior Change Programs (TP18)
CEQA [1,2]	**<u>Commute-End Uses</u> Only:** % VMT Reduction = % reduction in commute VMT * % expected to participate
TDM Program	**<u>Home-End Uses</u>, <u>Commute-End Uses</u>, and <u>Visit-End Uses</u> Only:** Points will be awarded for the TDM programs provided by the TMA. HOAs/Property owners must subscribe to the TMA with payment of annual membership fees.
Proof of Implementation	HOAs/Property owners must submit copies of invoices for payment of annual TMA membership fees as attachments to their annual TDM Plan Compliance Forms.

Notes:

(1) For commute-end uses, joining a Transportation Management Association would qualify as establishing a "Commute Trip Reduction Program" under CEQA. In other words, by subscribing to an established TMA, office projects would be able to reduce their VMT under CEQA via the "Commute Trip Reduction Program" measure in the City-adopted VMT Evaluation Tool.

(2) Cambridge Systematics, Inc. (2009). *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions* (Table 5.13 & Table D.3). Urban Land Institute. Washington, D.C.

TP06	**Provide Parking Cash-out**
Description	Offer Project employees parking "cash-out". Where free automobile parking is provided, provide Project employees the option to forgo subsidized/free parking in exchange for a cash payment equivalent to the cost that the employer would otherwise bear for providing the automobile parking space.
CEQA [1]	**<u>Commute-End Uses</u> Only:** % VMT Reduction = % reduction of commute VMT by place type × % of total employees that are eligible
TDM Program (2 Points)	**<u>Commute-End Uses</u> and <u>Other Uses</u> Only:** ▪ Provide all Project employees eligible for subsidized or free automobile parking with the choice of forgoing a parking space for a cash payment equivalent to the market rates of parking prices.
Proof of Implementation	Property owners must submit copies of all informational materials about parking cash-out and current rates for all employers at the site as attachments to their annual TDM Plan Compliance Forms.

Notes:

(1) Cambridge Systematics, Inc. (2009). *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions* (Table 5.13 & Table D.3). Urban Land Institute. Washington, D.C.

TP07	**Provide Transit Fare Subsidies**

Description	Provide transit passes and fare subsidies for Project residents/employees. Fare subsidies can be spent on VTA/BART/Caltrain fare tickets or monthly passes.
CEQA [(1)]	**Home-End Uses and Commute-End Uses Only:** % VMT Reduction = (% Vehicle Share / (1 - % Transit Share)) × (0.43 * % Fare Subsidy × % Transit Share)
TDM Program (1 – 8 Points)	**Home-End Uses, Commute-End Uses, Visit-End Uses, and Other Uses:** For each Project dwelling unit or employee subscribed to a transit pass program: ▪ **1 Point**: Subsidize annual/monthly transit pass and trip expenses, or $15/month, whichever is lower. ▪ **2 Points**: Subsidize annual/monthly transit pass and trip expenses, or $30/month, whichever is lower. ▪ **3 Points**: Subsidize annual/monthly transit pass and trip expenses, or $45/month, whichever is lower. ▪ **4 Points**: Subsidize annual/monthly transit pass and trip expenses, or $60/month, whichever is lower. Commute-end uses with 50 or more employees must provide such subsidy via the MTC's Bay Area Commuter Benefits Program. ▪ **Double Points**: Receive twice as many points as described above by providing the same number of the selected transit passes and fare subsidies to low-income families in the local community. For example, a 100-unit residential project which provides transit fare subsidies of up to $60 per month per unit (4 Points) would receive additional 4 Points (a total of 8 Points) if the project provides another set of the same transit fare subsidies to 100 low-income families in the surrounding neighborhood.
Proof of Implementation	HOAs/Property owners must submit copies of invoices for transit pass and subsidy contributions and any informational materials that describe available transit subsidies that have been provided to Project dwelling units/employees as attachments to their annual TDM Plan Compliance Forms.

Notes:

(1) Handy, S., Lovejoy, K., Boarnet, M.G., Spears, S. (2013). *Impacts of Transit Service Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions*. California Environmental Protection Agency Air Resources Board.

TP08	Provide Flexible Work Schedules
Description	Implement alternative work schedules or telecommuting options, such as staggered shift start times, flexible schedules, compressed work weeks, and partial telecommuting schedules, etc.
CEQA [(1)]	**Commute-End Uses Only:** % VMT Reduction = reduction based on type of alternative schedule × % of total employees that participate

TDM Program (1 – 4 Points)

<u>Commute-End Uses</u> Only:

Work Schedule	Employee Participation Rate				
	1-10%	11-25%	26-50%	51-75%	76-100%
	Points				
9-day/80-hour/2 weeks	-	-	-	-	-
4-day/40-hour/1 week	-	-	-	-	1
Telecommuting 1 day/week	-	-	-	-	1
Telecommuting 2 days/week	-	-	-	1	2
Telecommuting 3 days/week	-	-	1	2	3
Telecommuting 4 days/week	-	1	2	3	4
Telecommuting 5 days/week	1	2	3	4	4

Proof of Implementation

Property owners must summarize all alternative work schedules or telecommuting options available to site employees, report participation counts, and copies of any informational materials that describe available flexible work schedule benefits that have been provided as attachments to their annual TDM Plan Compliance Forms.

Notes:

(1) Cambridge Systematics, Inc. (2009). *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions* (Table 5.13). Urban Land Institute. Washington, D.C.

TP09	**Provide Private Shuttle/ Transit Service**
Description	Provide direct neighborhood, employer, or school shuttle service for use by residents, employees, students, and/or visitors. Neighborhood shuttles must serve key transit hubs, commercial centers, civic destinations, and places with high concentrations of residents and visitors. Employer-based shuttles must serve key transit hubs, destinations relevant to the business, commercial centers, and places with high concentrations of employees. School shuttles must serve private schools, charter schools, and neighborhood schools. Shuttle service must be provided free of charge to Project residents, employees, students, and visitors.
CEQA [(1)]	**<u>Commute-End Uses</u> Only:** % VMT Reduction = 47% × % of total employees that participate
TDM Program (4 – 8 Points)	**<u>Home-End Uses</u>, <u>Commute-End Uses</u>, and <u>Visit-End Uses</u> Only:** ▪ **4 Points**:

	- Provide free neighborhood shuttle service to Project residents and visitors at least every 30 minutes during peak periods on weekdays and at least every 60 minutes during off-peak periods on weekdays and weekends, serving destinations within 2 miles of the Project; or - Provide free employer shuttle service to Project employees during commute periods on weekdays, serving areas with high concentrations of Project employees; or - Work with the school district or private schools to provide new or expanded free school shuttle service to transport on-site students to/from private schools, charter schools, and/or neighborhood schools. ▪ **8 Points**: - Provide free neighborhood shuttle service to both Project residents and visitors and others in the local community at least every 15 minutes during peak periods on weekdays and at least every 30 minutes during off-peak periods on weekdays and weekends, serving destinations within 2 miles of the Project; or - Work with the school district or private schools to provide new or expanded free school shuttle service to transport both on-site students and other students in the local community to/from private schools, charter schools, and/or neighborhood schools.
Proof of Implementation	HOAs/Property owners must submit copies of the shuttle schedule, routes, stops, contact information of the shuttle operator, and any informational materials distributed to promote the service as attachments to their annual TDM Plan Compliance Forms.

Notes:
(1) San Francisco Municipal Transportation Agency. (2015). *Commuter Shuttle Pilot Program Evaluation Report*.

TP10	Price Parking
Description	Require Project employees and visitors to pay for automobile parking on-site. Charge hourly and/or daily parking at market rate or dynamically.
CEQA [(1), (2)]	**<u>Commute-End Uses</u> Only:** % VMT Reduction = % reduction based on parking fee and place type × % of total employees subject to priced parking
TDM Program (1 – 2 Points)	**<u>Commute-End Uses (2 points)</u>, and <u>Visit-End Uses</u> (1 point) Only:** ▪ Price all available on-site automobile parking at hourly and/or daily rates. Parking prices must be set at market rate or dynamically based on demand throughout the day. Weekly, monthly, annual, or other long-term parking pass options must not be provided. Parking validation may be provided for invited guests only.

Proof of Implementation	Property owners must submit copies of all informational materials about available parking options and current parking rates as attachments to their annual TDM Plan Compliance Forms.

Notes:

(1) Cambridge Systematics, Inc. (2009). *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions* (Table 5.13 & Table D.3). Urban Land Institute. Washington, D.C.

(2) Litman, T. (2017). *Understanding Transport Demands and Elasticities*. Victoria Transport Policy Institute.

TP11	**Provide Alternative Transportation Benefits**
Description	Provide alternative transportation benefits to Project residents/employees, which may include financial subsidies or pre-tax deductions for transit, vanpooling, carpooling, bike-sharing, scooter-sharing, and car-sharing trips.
CEQA	Not applicable
TDM Program (1 – 8 Points)	**Home-End Uses, Commute-End Uses, Visit-End Uses, and Other Uses:** ▪ **1 Point**: Provide one (1) of the following subsidies to each Project dwelling unit or employee. ▪ **2 Points**: Provide two (2) of the following subsidies to each Project dwelling unit or employee. ▪ **3 Points**: Provide three (3) of the following subsidies to each Project dwelling unit or employee. ▪ **4 Points**: Provide four (4) of the following subsidies to each Project dwelling unit or employee. - Pre-tax deduction: Allow Project employees to exclude transit or vanpooling expenses from taxable income up to the IRS limit. - Bike share: Subsidize annual/monthly membership and trip expenses, or $15/month, whichever is lower, for each Project dwelling unit or employee subscribed to Bay Wheels or other bike share providers. - Scooter share: Subsidize annual/monthly membership and trip expenses, or $15/month, whichever is lower, for each Project dwelling unit or employee subscribed to scooter share providers. - Car share: Subsidize annual/monthly membership and trip expenses, or $15/month, whichever is lower, for each Project dwelling unit or employee subscribed to car share providers. - Mobility Wallet: Subsidize mobility wallet membership and expenses, or $15/month, whichever is lower, for each Project dwelling unit or employee. Available for Project residents/employees to purchase, mobility wallets including a package of transportation passes, vouchers, and credits for mobility options such as transit, bike share, scooter share, and car share, etc.

	Commute-end uses with 50 or more employees must provide the selected subsidies via the MTC's Bay Area Commuter Benefits Program. ▪ **Double Points**: Receive twice as many points as described above by providing the same number of the selected subsidies to low-income families in the local community. For example, a 100-unit residential project which provides a set of 100 bike share subsidies of up to $15 per month per unit and 100 car share subsidies of up to $15 per month per unit (2 Points) would receive additional 2 Points (a total of 4 Points) if the project provides another set of the same bike share and car share subsidies to 100 low-income families in the surrounding neighborhood.
Proof of Implementation	HOAs/Property owners must submit copies of invoices for all memberships, subsidy notices sent to beneficiaries, and any informational/promotional materials that describe available subsidies that have been provided to Project dwelling units/employees as attachments to their annual TDM Plan Compliance Forms.

TP12	**Provide a Neighborhood School**
Description	Develop a neighborhood school as part of the Project to serve families living in the Project and local community. Neighborhood schools primarily serve the neighborhoods immediately surrounding the school and allow students to walk or bike to school, reducing the use of automobiles for drop-off and pick-up trips and thereby reducing VMT.
CEQA [(1)]	**Home-End Uses Only:** % VMT Reduction = 77.7% × 2.3% × % of households with school-aged children living in the Project
TDM Program (2 Points)	**Home-End Uses Only:** ▪ **2 Points**: Provide a neighborhood school on-site for families living in the Project or in the local community.
Proof of Implementation	The developer must identify the location of the neighborhood school and submit plans for City staff to ensure that the school will meet any applicable State and City requirements. City staff will confirm the school meets the specifications of approved plans during a pre-occupancy inspection of the Project. HOAs/Property owners must submit a letter from the school describing its operations (days of week and hours of operation, level of enrollment, etc.) and contact information of all applicable parties as attachments to their annual TDM Plan Compliance Form. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

Notes:

(1) Wilson, E.J., Wilson, R., & Krizek, K.J. (2007). The implications of school choice on travel behavior and environmental emissions. *Transportation Research Part D: Transport and Environment, 12*(7), 506-518.

TP13	Provide Ride-share Programs
Description	Provide a ride-matching service or platform to match Project residents/employees interested in carpooling or vanpooling who have similar commute patterns.
CEQA [1]	**Commute-End Uses Only:** % VMT Reduction = 54.5% reduction in commute VMT × % of total employees that participate (typically between 2% and 10%)
TDM Program (1 Point)	**Home-End Uses, Commute-End Uses, and Other Uses Only:** ▪ **1 Point**: Enroll all Project residents/employees in the MTC's Bay Area Carpool and Vanpool Programs (Merge) or other online ride-matching services that connect them through a secure network to post and search for shared rides.
Proof of Implementation	HOAs/Property owners must submit copies of active enrollment with a ride-matching platform and provide any informational materials distributed that describe the program as attachments to their annual TDM Plan Compliance Forms.

Notes:

(1) United States Environmental Protection Agency. (2005). *Implementing Commuter Benefits as One of the Nation's Best Workplaces for Commuters*.

TP14	Subsidize Public Transit Service Upgrade or Expansion
Description	Subsidize VTA transit service upgrades or expansion through fees and contributions to the VTA. Examples of VTA transit service upgrades or expansion include, but are not limited to, increasing service frequency, expanding service hours, and upgrading transit fleet, etc.
CEQA [1], [2]	**Home-End Uses and Commute-End Uses Only:** % VMT Reduction = 0.5 × 0.67 × % change in frequency × Route Contribution Proxy × existing transit mode share Route Contribution Proxy = 50% (when less than 50% of the routes are improved); 85% (when more than or equal to 50% of the routes are improved)
TDM Program (1 – 4 Points)	**Home-End Uses, Commute-End Uses, and Visit-End Uses Only:** Fund VTA transit service upgrades or expansion for routes with stops within ½ miles of the Project, for a total cost equivalent to: ▪ **1 Point:** $15/month for each Project dwelling unit or employee. ▪ **2 Points**: $30/month for each Project dwelling unit or employee. ▪ **3 Points**: $45/month for each Project dwelling unit or employee. ▪ **4 Points**: $60/month for each Project dwelling unit or employee. The Project must work with the City and VTA staff to select at least one (1) planned transit service upgrades or expansion in the VTA's *Transit Service Plan*, *Advanced Transit Bus Vehicle to Grid Integration Project*, and *Measure B Transit Operations Program*.

Proof of Implementation	HOAs/Property owners must submit copies of receipt from the VTA confirming their financial contribution towards the selected VTA transit service upgrades as attachments to their annual TDM Plan Compliance Forms.

Notes:

(1) Handy, S., Lovejoy, K., Boarnet, M.G., Spears, S. (2013). *Impacts of Transit Service Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions*. California Environmental Protection Agency Air Resources Board.

(2) California Air Pollution Control Officers Association (CAPCOA). (2010). *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhous Gas Mitigation Measures*.

TP15	**Provide Targeted Behavior Interventions**
Description	Provide targeted behavior intervention to help individuals identify all their travel options and offer custom recommendations based on their work schedule, commitments before and after work, and other factors that are important to them. The program includes one-on-one counseling, personalized commute planning, experiential learning events, travel diaries, and other interventions to promote users' awareness, motivation, and actions.
CEQA	Not applicable
TDM Program (1 – 2 Points)	**Home-End Uses, Commute-End Uses, and Visit-End Uses Only:** ▪ **1 Point**: Provide one (1) of the following targeted behavior interventions to all Project residents/employees annually. ▪ **2 Points**: Provide at least (2) of the following targeted behavior interventions to all Project residents/employees annually. - One-on-one counseling - Personalized commute planning - Experimental learning events: Allow for hands-on experience with different travel options, routes, services, and benefits. - Travel diaries - Other targeted behavior interventions
Proof of Implementation	HOAs/Property owners must submit copies of invoices for all service-cost expenses and any informational materials distributed to their residents/employees that describe the program as attachments to their annual TDM Plan Compliance Forms.

TP16	**Unbundle Parking Costs from Property Costs**
Description	Lease or sell accessory automobile parking spaces separately from the dwelling units for the life of the Project. Project tenants/residents have the option of renting or buying a parking space at an additional cost, and would, thus, experience a cost savings if they opt not to rent or purchase parking.
CEQA [(1), (2), (3)]	**Home-End Uses Only:**

	% Reduction in VMT = Change in vehicle cost × elasticity × A Where: Change in vehicle cost = monthly parking cost / ($4,000 / 12), with $4,000 representing the annual vehicle cost. The annual vehicle cost has been updated to $10,728 in 2022 dollars. A = Adjustment from Vehicle Ownership to VMT = 0.85 (taken from CAPCOA)
TDM Program (1 – 2 Points)	**Home-End Uses Only:** Detach the cost of accessory automobile parking spaces from all residential lease or purchase fees for the lifetime of the Project. Do not market dwelling units with the amenity of "free parking" or similar terms. Lease or sell the accessory parking spaces separately so that Project tenants/residents have the option of renting or buying a space at an additional cost. ▪ **1 Point**: For Projects located outside of Downtown and High-Quality Transit Area (defined in PK01). ▪ **2 Points**: For Projects located within Downtown or High-Quality Transit Area (defined in PK01).
Proof of Implementation	HOAs/Property owners must submit copies of all informational materials about unbundled parking and current lease or sales prices of the parking spaces as attachments to their annual TDM Plan Compliance Forms.

Notes:

(1) Litman, T. (2009). *Parking Requirement Impacts on Housing Affordability* (p.8, Table 3). Victoria Transport Policy Institute.

(2) American Automobile Association (n.d.). *Your Driving Costs*. Retrieved 2022, from https://newsroom.aaa.com/auto/your-driving-costs/

(3) California Air Pollution Control Officers Association (CAPCOA). (2010). *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhous Gas Mitigation Measures*.

TP17	**Provide Vanpool Subsidies**
Description	Provide vanpool membership costs and discounts for Project residents/employees.
CEQA [(1), (2), (3)]	**Commute-End Uses Only:** % VMT Reduction = elasticity × % reduction in vanpool fare × 82.1% × % of total employees that participate
TDM Program (1 – 4 Points)	**Home-End Uses, Commute-End Uses, and Visit-End Uses Only:** For each Project dwelling unit/employee subscribed to the MTC's Bay Area Vanpool Program (Merge) or other online ride-matching services: ▪ **1 Point**: Subsidize annual/monthly vanpool membership and trip expenses, or $15/month, whichever is lower. ▪ **2 Points**: Subsidize annual/monthly vanpool membership and trip expenses, or $30/month, whichever is lower. ▪ **3 Points**: Subsidize annual/monthly vanpool membership and trip expenses, or $45/month, whichever is lower.

	▪ **4 Points**: Subsidize annual/monthly vanpool membership and trip expenses, or $60/month, whichever is lower. Commute-end uses with 50 or more employees must provide such subsidy via the MTC's Bay Area Commuter Benefits Program.
Proof of Implementation	HOAs/Property owners must submit copies of invoices for invoices for vanpool memberships, subsidy notices sent to beneficiaries, and any informational materials distributed that describe the program as attachments to their annual TDM Plan Compliance Forms.

Notes:

(1) Victoria Transport Policy Institute. (2018). *Online TDM Encyclopedia*. https://www.vtpi.org/tdm/tdm34.htm

(2) Sisinnio, C., Winters, P.L., Wambalaba, F.W. (2005). Fare Pricing Elasticity, Subsidies, and Demand for Vanpool Services. *Transportation Research Record, 1924*(1), 215-223. Journal of Transportation Research Board.

(3) Waytogo. (2015) *2015 Annual Report*. https://waytogo.org/sites/default/files/attachments/waytogo-annual-report-2015.pdf

TP18	**Provide Voluntary Travel Behavior Change Programs**
Description	Provide a voluntary travel behavior change program that targets individual attitudes and behaviors towards travel and helps individuals analyze and alter their travel choice and behavior. The program features mass communication campaigns such as employee and community travel surveys, green trip competitions, employer recognition, and web-based tools that promote cost savings, pro-environmental, and pro-healthy impacts of travel choices.
CEQA [(1)]	**Commute-End Uses Only:** % VMT Reduction = 4% × percent of participants
TDM Program (1 – 2 Points)	**Home-End Uses, Commute-End Uses, and Visit-End Uses Only:** ▪ **1 Point**: Provide one (1) of the following travel behavior change programs to all Project residents/employees annually. ▪ **2 Points**: Provide two (2) of the following travel behavior change programs to all Project residents/employees annually. - Employee and community travel surveys: Investigate people's travel modes, trip purpose, trip frequency, and perceptions toward alternative travel options, routes, services, and benefits offered, etc. - "Green trip" competitions - Employer recognition: Create public relations exposure via local media and annual awards programs spotlighting employees' participation in alternative travel choices. - Web-based or mobile Transportation Management Platform (TMP) applications: Develop, update, or subscribe to a third-party TMP application, such as ZAP Twin Cities, Luum, or RideAmigos, which offer commute planning functionality, parking management, transit

	information, routes, and information about environmental, health, and financial benefits. - Other mass communication campaigns.
Proof of Implementation	HOAs/Property owners must submit copies of invoices for all service-cost expenses and any informational materials distributed to their residents/employees that describe the program as attachments to their annual TDM Plan Compliance Forms.

Notes:

Spears, S., & Boarnet, M.G., & Handy, S. (2013). *Policy Brief on the Impacts of Voluntary Travel Behavior Change Programs Based on a Review of the Empirical Literature*. California Air Resources Board.

	Provide a User-Defined TDM Measure
Description	Provide a TDM measure that is not included in the City's preset menu of TDM measures. The project's TDM Plan must include a clear description of the proposed user-defined measure, provide research data or other evidence to prove the efficacy of the proposed measure, and explain why the measure fits the project better than those in the City's preset menu of TDM measures. City staff will review the proposed measure, accept or reject with justification, and assign a TDM point value as appropriate.
CEQA	Not applicable
TDM Program	**Home-End Uses, Commute-End Uses, Visit-End Uses, and Other Uses:** Determined by City staff upon submission of a TDM Checklist and a TDM Plan.
Proof of Implementation	Determined by City Staff upon submission of a TDM Checklist and a TDM Plan.