

C/CAG TDM POLICY UPDATE

Prepared for the C/CAG Congestion Management Board of Directors

July 8, 2021

Presented by



AGENDA

- ▶ Welcome
- ▶ Project Background
- ▶ C/CAG TDM Policy Update
 - ▶ Approach & Methodology
 - ▶ TDM Checklists
 - ▶ Oversight & Assistance
- ▶ Q&A
- ▶ Next Steps

- ▶ CMP Land Use Impact Analysis Program last update 2004/2005
 - ▶ Preserve acceptable LOS on CMP network (generally freeways & highways w/in the County)
 - ▶ Establish standards for system-wide transportation review
 - ▶ Applies to projects generating 100+ peak hour trips: mitigate all trips via a point-based system
- ▶ 2018 C/CAG Board authorized an update to reflect TDM best practices, updated performance targets and standardized monitoring and reporting requirements
- ▶ Initially pursued development of model ordinance that would be adopted by each jurisdiction
 - ▶ 35% mode shift target
 - ▶ Applicable to projects generating ≥ 100 ADT
- ▶ Planners preferred a simplified, point-based system / more data-driven methodology

APPROACH & METHODOLOGY

Proposed ADT Thresholds

	Small Projects	Large Projects
Non-Residential: Office, R&D, Industrial, and Institutional	100 – 499 ADT (10,000 – 49,999 sq. ft.)	500+ ADT (50,000+ sq. ft.)
Non-Residential: Medical & Lodging	100 – 499 ADT (10,000 – 49,999 sq. ft.)	500+ ADT (50,000+ sq. ft.)
Non-Residential: Retail & Restaurant	100 – 499 ADT (30-99 employees)	500+ ADT (100+ employees)
Residential: Multi-Family	100 – 499 ADT (20 - 49 units)	500+ ADT (50+ units)

	Small Projects	Large Projects	TOD* (Small & Large)
Non-Residential: Office, Industrial, and Institutional	35%	35%	25%
Non-Residential: Medical & Lodging	35%		
Non-Residential: Retail	35%		
Residential: Multi-Family	25%		

* 0.5 miles from high quality transit

- ▶ All projects required to implement a set of baseline TDM measures (Required)
 - ▶ Site Design and physical improvements
 - ▶ Programmatic measures
 - ▶ Each measure has a corresponding numerical point value that equates to a trip reduction percentages
- ▶ Once required measures are tabulated the project selects from menu of additional measures (Recommended Measure) sufficient to reach the required number of points/trip reduction target
- ▶ Note that planners' comments were not related to measures/mostly process

POINT-BASED

- ▶ Large Non-Residential
 - ▶ Office, Industrial, Institutional (includes biotech/labs)
 - ▶ Medical or Lodging
 - ▶ Retail (includes restaurants)
- ▶ Small Non-Residential (same sub-categories above)
- ▶ Large Residential (multi-family only)
- ▶ Small Residential (multi-family only)

Office, Industrial, Institutional - Large Project (500+ ADT; 50,000+ sft)

Commit to all REQUIRED measures and select sufficient ADDITIONAL Measures to satisfy 35% automobile trip reduction goal. TOD Projects located within 0.5 miles of station with high-quality transit service shall be subject 25% trip reduction goal.

Required Measures							
ID	Measures	Type	Measure Description	Point Value	Vehicle Trip Reduction Impact	Notes	
Parking Mgmt. for Ridesharing	1	Free/Preferential Parking for Carpools	Programmatic	Provide free or preferential parking, including reserved spaces or spaces near an entrance or other desirable location, to incentivize ridesharing.	1	1.0%	Financial incentives are consistently cited in research as one of the most effective travel behavior modifiers. (Consider observed carpooling aka "slugging" in major metro areas w/ tolled roadways & bridges).
TDM Mgmt. & Admin	2	TDM Coordinator/Contact Person	Programmatic	Provide a TDM coordinator or contact person. This may be an individual who is an employee of - or at - the development project; or may be contracted through a third-party provider, such as Commute.org.	1	0.5%	A person whose responsibility it is to provide, measure, and track transportation programs ensures continued effort to reducing SOV trips
	3	Actively Participate in Commute.org, or Transportation Management Association (TMA) Equivalent	Programmatic	Obtain certification of registration from Commute.org or equivalent TMA incorporation documents.	13	16.5%	Examples: Emeryville TMA, Mission Bay TMA (SF)
	3A	Certified participation in Commute.org, or equivalent program such as TMA		Obtain certification of registration from Commute.org or equivalent TMA incorporation documents.	2	4.0%	
	3B	Commuter assistance and ride-matching		Establish a commuter assistance program to provide individualized trip planning services.	4	1.0%	
	3C	Shuttle Program/Shuttle Consortium/Fund Transit Service		Establish a shuttle service to regional transit hubs or commercial centers. Shuttle service should be provided free of charge to employees and guests.	5	10.0%	FOR TRANSIT PROXIMATE PROJECTS ONLY **
	3D	Guaranteed Ride Home		Offer employees a Guaranteed Ride Home (GRH) program (or participate in the Commute.org GRH program).	1	0.5%	
	3E	Orientation, Education, Promotional Programs and/or Materials		Offer new employees an orientation or education program or materials.	1	1.0%	
Shuttles, Transit & Ridesharing	4	Carpool or Vanpool Program	Programmatic	Establish carpool or vanpool program for tenant-occupants and register program with Commute.org for active users to become eligible for fiscal rewards.	3	2.0%	
	5	Transit or Ridesharing Passes/Subsidies	Programmatic	Offer public transit passes or subsidies; or carpool/vanpool subsidies to tenants equivalent to 30% of the value of their monthly fare or \$50 monthly, to incentivize transit use and ridesharing and comply with regional environmental sustainability goals. NOTE: Funding contributions towards and/or participation in Commute.org shuttle program does not count for this measure. Passes/subsidies provided must be valid for public transportation options, including but not limited to BART, Caltrain, SamTrans, and ridesharing platforms and vanpool subscription (or costs).	8	10.0%	
	6	Pre-Tax Transportation Benefits	Programmatic	Offer option for tenants to participate in a pre-tax transit program to encourage the use of sustainable transportation modes and leverage pre-tax income to pay for commute trip	3	1.0%	
Active Transportation	7	Secure Bicycle Storage	Site Design	Comply with CALGreen minimum bicycle parking requirements: Provide safe and convenient long-term (Class I) bicycle parking equating to 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (for 10+ tenant-occupants). Short-term (Class II) bicycle parking should be within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of new visitor motorized vehicle parking spaces being added, with a minimum of 1 two-bike capacity rack. May also be in the public right-of-way.	1	1.0%	Lockers or indoor parking (in addition to racks for short-term parking).
	8	Showers, Lockers, and Changing Rooms for Cyclists	Site Design	These amenities serve as end of trip facilities for employees arriving by bike or other active transportation forms.	2	2.0%	Facilities to store personal hygiene items and change of clothes is an effective measure to encourage active transportation to/from work.
Site Design Initiatives	9	Design Streets to Encourage Bike/Ped Access	Site Design	Design street or roadways that provide multimodal travel choices and give people the option to avoid vehicular traffic congestion, increasing the overall capacity of the transportation network.	1	1.0%	Direct pedestrian connection to transit, front setback <20 feet. Given Complete Streets, this is requirement with most jurisdictions.
				Maximum Weighted Points from Required Measures, for TOD Projects	25	25.0%	
				Maximum Weighted Points from Required Measures, for Projects NOT "Transit Proximate"	25	25.0%	
				Maximum Weighted Points from Required Measures, for "Transit Proximate" Projects	30	35.0%	

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

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

Additional Recommended Measures . Select sufficient, additional measures to reach 35% trip reduction threshold (25% for TODs).

		Additional Measures	Type	Measure Description	Additional Point Values	Vehicle Trip Reduction Impact	Notes
Employee Programs	10	Flex Time, Compressed Work Week, Telecommute	Programmatic	Flex time allows employees some flexibility in their daily work schedules. Compressed work week allows employees to work fewer but longer days. Telecommuting functions similarly, allowing employees to work from home rather than the office, reducing vehicle travel on the days they work remotely.	5	5.0%	With COVID-19 shelter-in-place laws, telecommute surveys have shown and increase in the propensity for employers to allow telecommuting on a regular basis. Increased percentage from original 4%.
Parking Mgmt.	11	Paid Parking at Market Rate	Programmatic	Motorists pay directly for using parking facilities. Parking rates should be at the market rate and not subsidized by property owners or employers.	10	25.0%	
	12	Short Term Daily Parking	Programmatic	Offer daily or hourly parking rates that are proportional to the monthly rate or approximately the cost of a transit fare.	2	2.0%	
	13	Reduced Parking	Site Design	Provide off-street private parking at least 10% below local zoning code required minimums, on a per unit or square foot basis. Where regulations stipulate parking maximums, full credit may be issued if applicant provides parking below the applicable maximum rate. Consideration may be required of potential spillover parking into impact fees can be collected from developers, generally on a per-unit or square footage basis, to fund the implementation of TDM programs. These TDM fees can be put in an escrow account for the developer or subsequent property manager to spend to implement programmatic elements of the TDM plan. NOTE: "Double dipping" with the already required "TMA Participation" measure (above) is not allowed. This measure cannot be given credit for TDM fund payment or developer fees already required by fee nexus ordinance by the governing jurisdiction. Credit here may only be given for voluntary TDM fund payment or developer fee negotiated separately with the governing jurisdiction.	8	10.0%	Would have project sponsor to reduce parking to 10% below local zoning code required minimums; and where less than 10 spaces are in question - remove at least 1 space (see VTPi research citation in Methodology).
TDM Mgmt. & Admin	14	Developer TDM Fee/TDM Fund	Programmatic	Impact fees can be collected from developers, generally on a per-unit or square footage basis, to fund the implementation of TDM programs. These TDM fees can be put in an escrow account for the developer or subsequent property manager to spend to implement programmatic elements of the TDM plan. NOTE: "Double dipping" with the already required "TMA Participation" measure (above) is not allowed. This measure cannot be given credit for TDM fund payment or developer fees already required by fee nexus ordinance by the governing jurisdiction. Credit here may only be given for voluntary TDM fund payment or developer fee negotiated separately with the governing jurisdiction.	5	4.0%	
Transit, Shuttles, & Ridesharing	15	Car Share On-Site	Programmatic	Provide on-site car share or vehicle fleets.	3	1.0%	
	16	Land Dedication or Capital Improvements for Transit	Site Design	Contribute space on, or adjacent to, the project site for transit improvements. NOTE: Scoring for this measure is tiered, based how many improvements are implemented from the list of sub-types below. Each improvement type is worth 2 points. Achieving 4 improvements equals the full 8 points. Land dedication sufficient to accommodate at least 4 improvements will also score the full amount of points.	8	4.0%	
	16A	Bus Pullout Space				2	
	16B	Bus Shelter				2	
	16C	Visual/Electrical Improvements (i.e., Lighting, Signage)				2	
	16D	Other (i.e., Micromobility Parking Zone, TNC Loading Zone)				2	
	17	Shuttle Program/Shuttle Consortium/Fund Transit Service	Programmatic	Establish a shuttle service to regional transit hubs or commercial centers. Shuttle service should be provided free of charge to employees and guests.	5	10.0%	
Active Transportation	18	Bike/Scooter Share On-Site	Programmatic	Allocate space for bike or scooter share stations, docks, or parking areas.	2	1.0%	
	19	Active Transportation Subsidies	Programmatic	Offer employees or residents who use active transportation subsidies other incentives (gift cards, prizes).	3	2.0%	
	20	Gap Closure	Site Design	Establish new, or enhance the quality of, pedestrian and bicycle facilities to facilitate active transportation from a project site to existing trails, bikeways, or adjacent streets. Pedestrian improvements should be within 0.5 miles of project site (approx. 10-15 minute walk); bicycling improvements within 2 miles of site (approx. 15-min ride at 10mph).	5	7.0%	Research identifies maximum 0.5-mile walkshed (radius) from project site and 2-mile biking radius (15 minutes @10mph; leisurely ride).
	21	Bike Repair Station	Site Design	Offer a bicycle repair station or toolkit, within a designated, secure area of the building, such as a bicycle storage room, to encourage bicycling and support employees and residents who cycle.	1	0.5%	
Site Design Initiatives	22	Pedestrian Oriented Uses & Amenities on Ground Floor	Site Design	Include active, pedestrian-oriented commercial uses on the ground floor to create more walkable and inviting areas. Provide on-site amenities, such as cafés, gym, childcare, retail stores, or banks.	4	3.0%	

Maximum Weighted Points from Additional Measures, for TOD Projects	56	64.5%
Maximum Weighted Points from Additional Measures, for Projects NOT "Transit Proximate"	61	74.5%
Maximum Weighted Points from Additional Measures, for "Transit Proximate" Projects	56	64.5%
Cumulative Total for TOD Projects	81	
Cumulative Total for Projects NOT "Transit Proximate"	86	
Cumulative Total for "Transit Proximate" Projects	86	

- ▶ Commute.org will be a partner to C/CAG and available to provide TDM Measure selection assistance to local jurisdictions and/or development applicants
- ▶ C/CAG assumes local jurisdictions will require selected TDM measures as Conditions of Approval (COAs) for development and occupancy
- ▶ C/CAG proposes to have supportive educational outreach materials on-line

- ▶ C/CAG recognizes stakeholder concerns regarding local staff and funding resources to continually monitor TDM implementation at new developments
- ▶ Implementation will be a collaboration between project applicants/tenants, local jurisdiction, Commute.org, & C/CAG
- ▶ Monitoring is limited to ensuring the project sponsor continues to implement the agreed upon TDM measures over the review period
- ▶ Commute.org will biennially survey project tenants and employees regarding status of TDM measures conditioned by the local jurisdiction during development review

▶ Local jurisdictions will have the option to request **exemption** from using this **TDM Checklist**

▶ Submit formal letter request to C/CAG with supporting documentation that local TDM program will mitigate travel demand on the CMP Network equal to – or more than – C/CAG TDM Policy trip reduction goals.

▶ The exemption needs to be supported by evidence that the local requirements meet or exceed the trip reduction targets for all project types that are covered by the C/CAG TDM Policy.

▶ Even if exempted, local jurisdictions are still asked to report new development applications with **> 100 ADT** to C/CAG for countywide TDM data & performance measurement

COMMITTEE FEEDBACK

The CMP Technical Advisory Committee (TAC) and the Congestion Management and Environmental Quality Committee recommended approval and offered the following:

▶ TAC Comments:

- Include a biennial report to the Committees and Board to track the efficacy of the program.

▶ CMEQ Comments:

- Add a measure to “Additional Measures” to reflect “Smart parking” features such as electronic parking counters/read-outs for transit adjacent projects.
- Increase the trip reduction target for Small Residential projects from 25% to 35%.
- Concerned that the program does not adequately address the needs of the Coastside area, including Pacifica, Half Moon Bay and the unincorporated areas of the Coast, particularly with respect to weekend traffic conditions.

NEXT STEPS

- ▶ Per C/CAG policy, adoption of a state-mandated countywide plan such as the CMP requires introduction at an initial meeting and adoption at a subsequent meeting.
- ▶ The CMP, incl. amendments, is required to be adopted at a noticed public hearing.
 - ▶ July 8, 2021 – Noticed public hearing for initial comment and discussion; continue hearing to next meeting.
 - ▶ September 9, 2021 – Consideration of final adoption

Q & A

THANK YOU!

For further information: Please visit our website: - <https://ccag.ca.gov/cmp-tdm-update> or contact project staff.



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