

TP05	Join a Transportation Management Association
Description	<p>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:</p> <ul style="list-style-type: none"> ▪ Diridon Station Area TMA ▪ Berryessa BART Urban Village Area TMA <p>Examples of TDM programs provided by a TMA include:</p> <ul style="list-style-type: none"> ▪ 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)	<p><u>Commute-End Uses Only:</u> % VMT Reduction = % reduction in commute VMT * % expected to participate</p>
TDM Program	<p><u>Home-End Uses, Commute-End Uses, and Visit-End Uses Only:</u> 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.</p>
Proof of Implementation	<p>HOAs/Property owners must submit copies of invoices for payment of annual TMA membership fees as attachments to their annual TDM Plan Compliance Forms.</p>

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.