

OSGOOD II RESIDENTIAL

Transportation Demand Management Plan

September 30, 2019

Osgood II

TRANSPORTATION DEMAND MANAGEMENT PLAN



*CAL*Green

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TABLE OF CONTENTS

TRANSPORTATION MANAGEMENT PLAN EXECUTIVE SUMMARY	1
1.0 INTRODUCTION AND PURPOSE	2
2.0 GENERAL TRANSPORTATION MANAGEMENT PLANNING DEFINITION	3
Rideshare and TDM Program Benefits	3
3.0 PROJECT DESCRIPTION	3
Osgood II Location Map	5
SECTION I – EXISTING TRANSPORTATION CONDITIONS.....	6
4.0 TRANSIT INFRASTRUCTURE	6
Walking Route to AC Transit Bus Bicycling Route to Warm Springs BART	6
Public Transportation Access.....	6
AC Transit Route 215 Map.....	7
5.0 BICYCLE INFRASTRUCTURE	8
Pedestrian Connections	8
Bicycle Connections and On-street Routes	8
City of Fremont Bike Map.....	9
San Francisco Bay Trail Map	10
SECTION II – TDM INFRASTRUCTURE AND PHYSICAL MEASURES: RESIDENTIAL.....	11
6.0 PARKING MANAGEMENT	11
Unbundled Parking.....	11
Parking Space for Carshare Vehicle	11
Electric Vehicle (EV) Plug-in Charging Stations.....	11
7.0 BICYCLE AND PEDESTRIAN AMENITIES	12
On-site Bicycle Pathways and Wayfinding Signs	12
Bicycle Parking	12
Bicycle Parking – Long-term (Class I)	12
Bicycle Parking – Short-Term (Class II).....	12
On-Bicycle Fixit Station for Residents	13
Enhanced Pedestrian Pathways.....	13
8.0 SUPPORTING ON-SITE AMENITIES	14
Transportation Kiosk	14
TransitScreen	15
On-site Project Amenities.....	15
Nearby Amenities.....	16
SECTION III – PROGRAMMATIC TDM MEASURES AND RESOURCES: RESIDENTIAL.....	17
9.0 TRANSIT RESOURCES.....	17
Transit Subsidy Credits	17
Transit Trip Planning	17
10.0 COMMUTE PROGRAM MANAGEMENT AND RESIDENT OUTREACH	18
Commuter Marketing and Outreach	18
New Resident Transportation Survey	19
New Resident Transportation and Commute Flier	20
11.0 RIDE-MATCHING RESOURCES.....	20

Regional Rideshare Program	20
Carpool Advantages for Residents.....	21
Other Ridematching Resources	21
Ridematching Events.....	21
12.0 COMMUTER PROMOTIONAL PROGRAMS.....	22
Spare the Air Transportation Fair	22
Transportation Promotions	23
13.0 BICYCLE RESOURCES.....	23
14.0 OTHER TDM MANAGEMENT STRATEGIES.....	24
Early Access Rental Promotions for Nearby Employees	24
Sample List of Nearby Employment Sites.....	25
Guaranteed Ride Home Program	27
SECTION V – MONITORING AND REPORTING	29
15.0 MONITORING AND REPORTING.....	29
Annual Osgood II Commute Survey	29
Annual Commute Summary Report.....	29
Violations.....	30
No Expiration of TDM Document or Programs.....	31
16.0 CONCLUSION	31

ATTACHMENT

Alameda County Guaranteed Ride Home Guidelines

TDM Specialists, Inc. Qualifications

TRANSPORTATION MANAGEMENT PLAN EXECUTIVE SUMMARY

The Osgood II Transportation Demand Management (TDM) Plan was developed to meet the specific needs of the project, considering the logistical resources, challenges, and opportunities of the site. The TDM measures provided in this plan identify elements and actions that commit the applicant to their implementation.

The construction of TDM infrastructure and the implementation of resident programs will increase opportunities for pedestrian, bicycle, carpool, and transit uses. This TDM Plan is designed to reduce single-occupancy vehicle trips associated with the project in compliance with the TDM strategies outlined in the city's Trip Reduction and TDM Ordinance.

Minimizing traffic congestion and air pollution are critical concerns in maintaining a healthy quality of life and economy for the City of Fremont and its residents.

Traffic congestion results in time lost to residents and commuters, as well as increased demand for City fiscal resources for roadway construction and maintenance. According to the U.S. Environmental Protection Agency, "mobile sources account for more than half of all the air pollution in the United States. The primary mobile source of air pollution is the automobile. . . . [T]oday's motor vehicles are still responsible for up to half of all the emissions released into the air."¹

The Osgood II TDM Plan describes mitigation measures that create guidelines for a residential commute program. Other contributing and complementary sustainable building efforts include applicable portions of California's Green Building standards.

The plan includes TDM measures such as secure bicycle parking, bicycle repair lounges, commuter kiosks, and designated parking for a carshare vehicle. The project's trip reduction activities and transportation mode-use rate will be monitored annually, with the first resident commute survey to be conducted one year after occupancy of the project. The TDM Plan addresses commuter trips associated with a residential project and contains appropriate measures and elements that are consistent with other residential commute programs.

A core goal of the Trip Reduction and Transportation Demand Management Ordinance is to implement "transportation strategies aimed at reducing the demand for vehicular travel consistent with the general plan goals, policies and environmental mitigation requirements."

California Green Building Standards

The 2010 California Green Building Standards Code is Part 11 of the California Building Standards Code in Title 24 of the California Code of Regulations. Part 11 is also known as the CALGreen Code.

¹ <http://www.epa.gov/apti/course422/ap3a.html>

The primary transportation mode-use strategies included in the document include the following four sections:

- I. Existing Transportation Conditions
- II. TDM Infrastructure and Physical Measures
- III. Programmatic Commuter Measures
- IV. Monitoring and Reporting

The Osgood II residential project proposes to include the following elements in its TDM Program.

Bicycle Measures

- Secure bicycle parking spaces for apartment residents (Class I)
- Guest bicycle parking spaces (Class II)
- Bike Fixit repair station
- Bicycle pathways and wayfinding signage throughout the project

Carpool/Car Share Measures

- Support City parking space for a nearby car-sharing vehicle
- Commuter apps and online resources for carpool matching
- Ridematching events

On-site Supporting Amenities

- Transportation and commuter kiosk in both building lobbies
- On-site and nearby amenities (fitness center, club room, public plaza area)

Other TDM Measures

- Early rental campaign to nearby offices/employment sites
- Unbundled rental parking
- Osgood II Transportation Coordinator – TDM program manager
- New resident transportation information flyer
- Periodic transportation/commuter events or promotions (e.g., Bike to Work Day or Spare the Air days)
- Annual resident commuter survey

Access to Transit

- Within walking distance (0.10 mile) to AC Transit Route 215
- Within walking distance (0.30 mile) to future Irvington BART Station

The details of all TDM measures are described more fully in the following body of this report.

1.0 INTRODUCTION AND PURPOSE

The comprehensive plan of commute options and on-site measures (identified in this report) are essential to realizing the trip reduction benefits of the project as required by Irvington BART Station Area Plan. These factors will provide the momentum to achieve the desired parking reduction and corresponding trip reduction needs for this project.

The Osgood II TDM Plan incorporates trip reduction strategies to meet the City's requirements and to reduce traffic impacts and maximize mobility options for residents. The applicant has included transit, bicycle, pedestrian, and rideshare incentives to promote alternative transportation modes for project residents.

2.0 GENERAL TRANSPORTATION MANAGEMENT PLANNING DEFINITION

TDM is a combination of services, incentives, facilities, and actions that reduce single occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The following are fundamental goals that can be achieved through the effective utilization of a trip reduction program with the use of TDM measures:

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

Current economics and limited resources affect the ability to build and maintain more roads or parking structures. This reality necessitates the better utilization of the existing transportation infrastructure (similar to adding a second shift at an existing manufacturing plant). To that end, TDM measures support the transition to better use of existing alternative transportation options.

Rideshare and TDM Program Benefits

Commuters can experience stress and frustration long before their workday officially begins. The transportation choices afforded by the project will improve the commuter experience and local communities and business environments by decreasing both traffic congestion and GHG emissions.

3.0 PROJECT DESCRIPTION

The Osgood II site is bounded by California Drive, Murchison Drive, and El Camino Real. The Osgood II development will include 122 for-sale condominiums and 162 apartments. Dwellings will be within an easy walk or bike ride to nearby employment sites, transit access, dining, shopping, and recreation. The concept includes extensive common area amenities for residents to enjoy, such as a BBQ area, fitness center, exercise studio, and bicycle repair tools.

The plan focuses on diminishing the intensity of the parking by spreading it out across the site to maximize convenience for residents and buffer the impact of cars in the development. It provides direct access parking to units through street level garages.

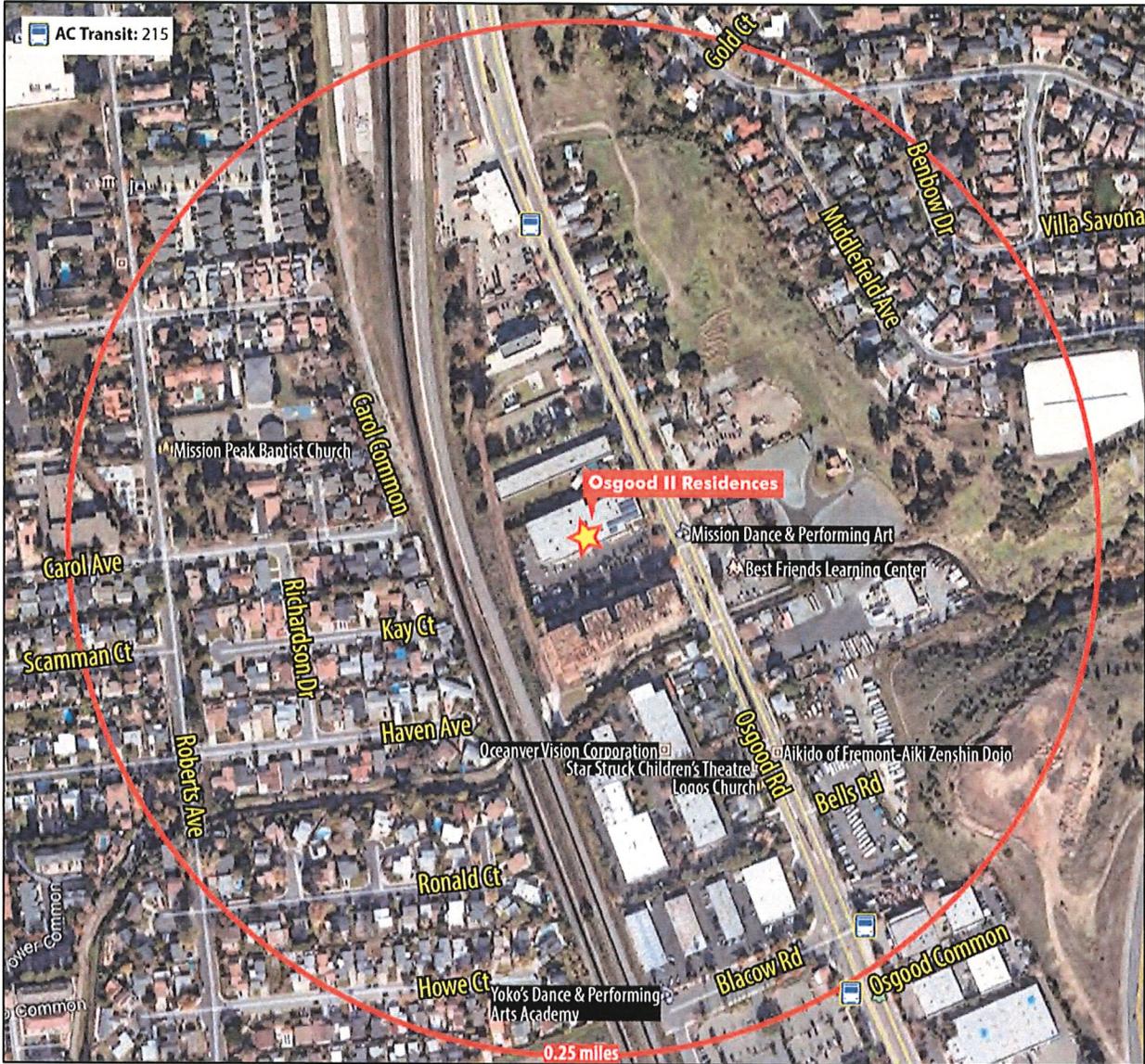
The Osgood II project incorporates components to reduce vehicle trips and promote alternative modes of transportation. A mixed of nearby land uses increase mobility choices, and residents have opportunities to conduct personal business (eating lunch, shopping, working out, etc.) as well as providing a better job/housing balance without the need for a vehicle. The Osgood II project creates a real smart growth, transit-oriented, urban housing environment supportive of walking and bicycling. The proposed Irvington BART Station will be located within walking distance of this project.

Potential residents and new occupants will be given information about alternative transportation and commute options at the time of occupancy. Before and at occupancy is a critical juncture at which to educate people about the benefits of alternative transportation. They may be more receptive to this information as their commute patterns will already have changed after the relocation.

For their first three months, new occupants will be offered a \$25 monthly transit subsidy. The project will offer this introductory transit subsidy for the first three years of operation. Occupancy is anticipated to begin in mid year 2022.

A location map of the Osgood II project is shown on the following page.

Osgood II Location Map



The Osgood II TDM Plan is designed to address commuter trips associated with a residential project. The plan contains appropriate measures and elements that are consistent with other residential commute programs.

SECTION I – EXISTING TRANSPORTATION CONDITIONS

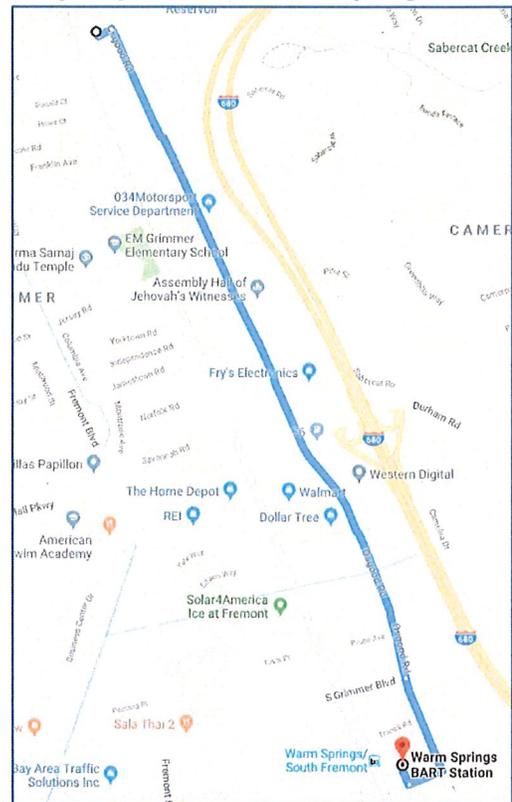
4.0 TRANSIT INFRASTRUCTURE

The project is located along the AC Transit bus route 215 which connects to the Fremont BART Station to the north and the Warm Springs/South Fremont BART Station. The Route 215 is within a three-minute walk (less than a tenth-mile distance). The Warm Springs BART Station is a bikeable distance of 2.2 mile which takes approximately 11 minutes to travel.

Walking Route to AC Transit Bus



Bicycling Route to Warm Springs BART



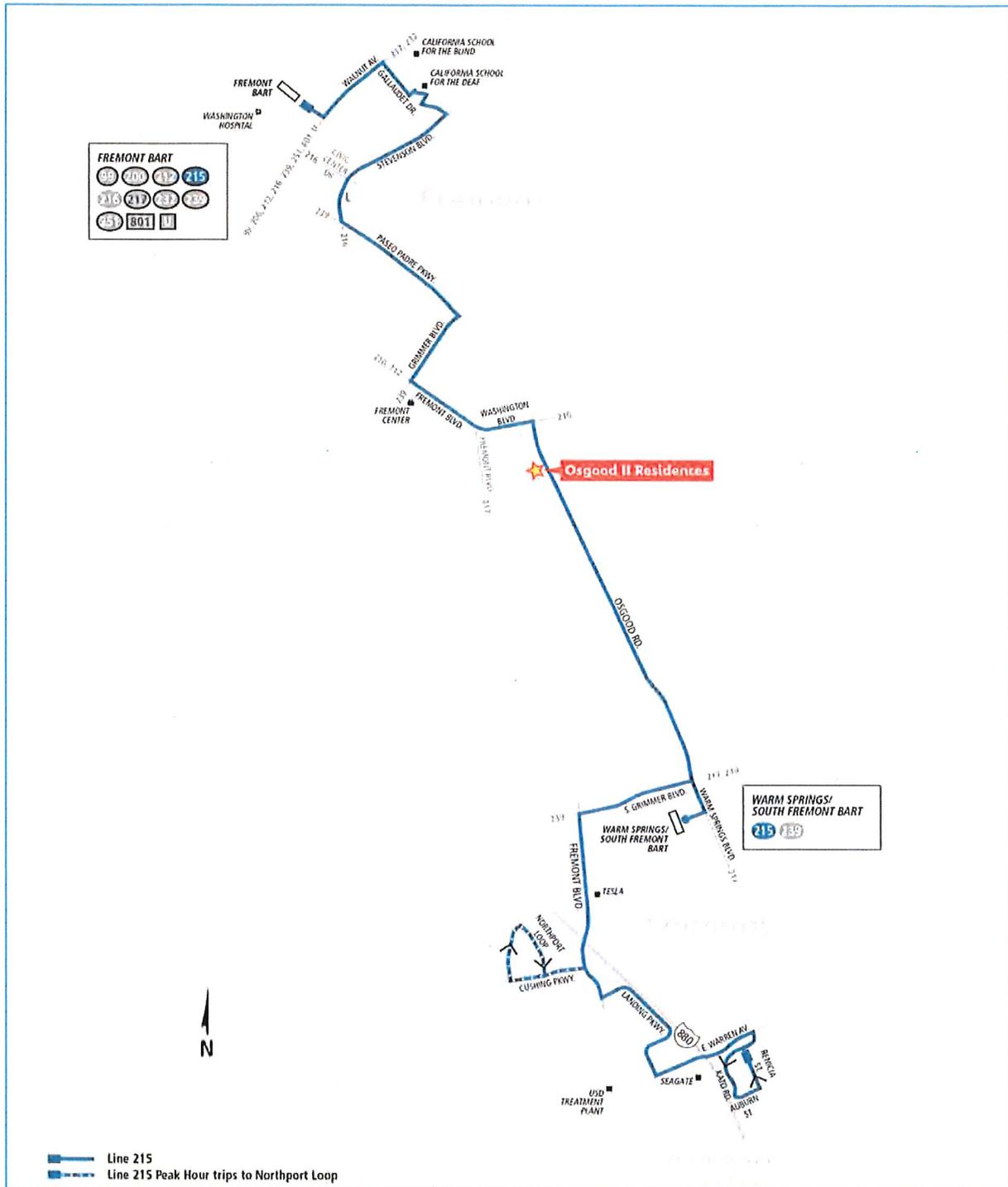
Public Transportation Access

In total, 30 bus up trips is accessible near the project. Safe, convenient, and well-lit pedestrian paths will be provided, utilizing the most direct route to the nearest transit stop from the project. The AC Transit Route 215 map is provided on page 7.

Route	Span of Service	Trips per Weekday	Communities Served
215 AC Transit	5 Days/Week 6:34 a.m. - 9:37 p.m.	30	Kato Rd. & Benicia St., West Warren Ave. & Landing Parkway, Cushing Pkwy. & Northport Loop East, Warm Springs/South Fremont BART, Osgood Rd. & Washington Blvd., Paseo Padre Pkwy. & Grimmer Blvd., California School for the Deaf, and Fremont BART
Total Bus Trips/Weekday		30	

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

AC Transit Route 215 Map



5.0 BICYCLE INFRASTRUCTURE

Pedestrian Connections

Safe, convenient, and well-lit pedestrian paths will be incorporated in the project design, utilizing the most direct route to the nearest shuttle resources close to the project. Lighting, landscaping, and building orientation will be used to enhance pedestrian safety.

There will also be outdoor patio spaces for the project. These pedestrian spaces can be used for dining or other outdoor pedestrian and recreation activities.

Bicycle Connections and On-street Routes

According to WalkScore.com, the project location enjoyed a high walk score of 65 out of 100 and was assessed to be “bikeable.” Mostly flat, with excellent bike lanes.



Bikeable

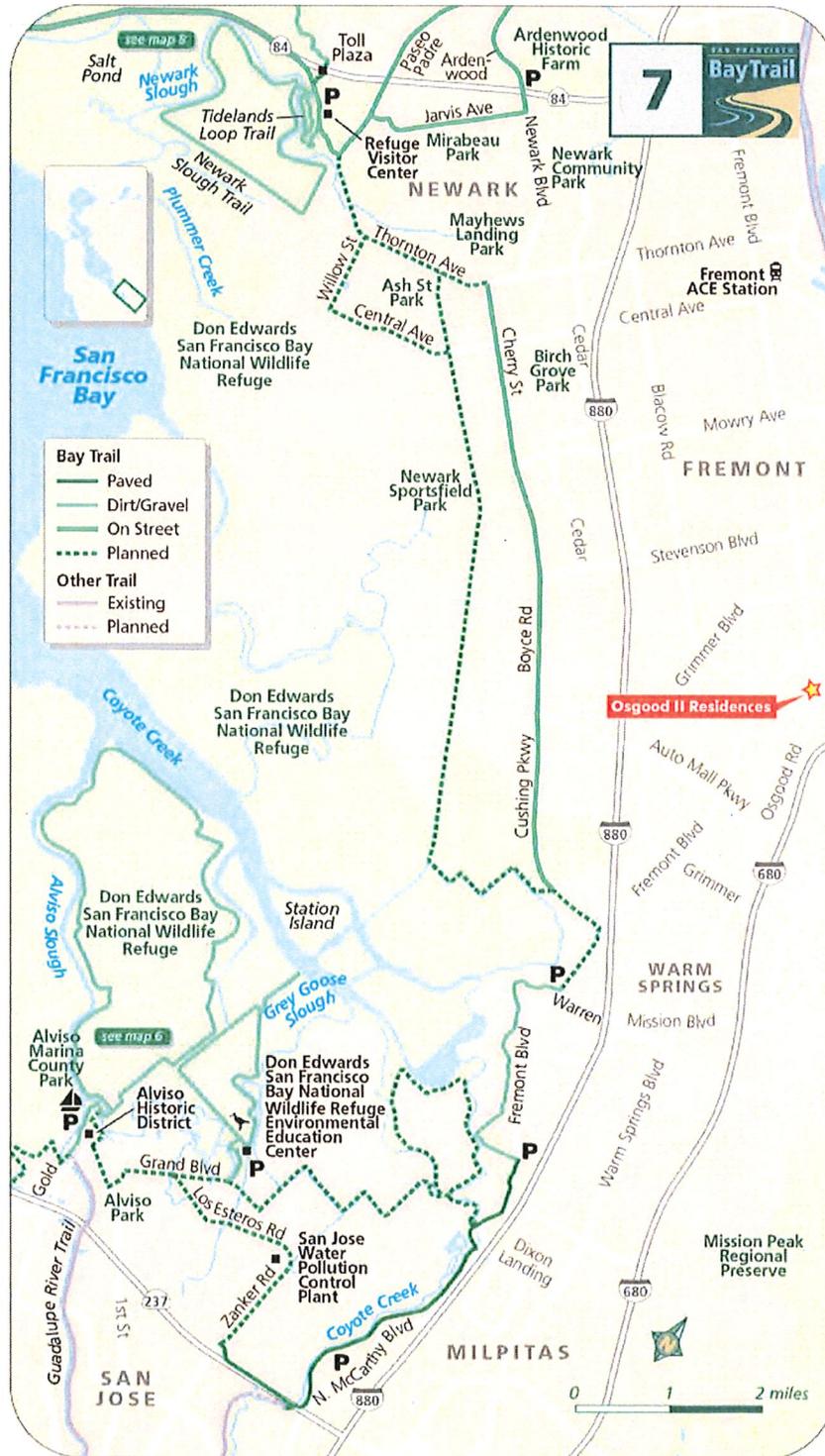
Mostly flat, excellent bike lanes.

The project is surrounded by bicycle connections in the City of Fremont, including bicycle facilities on Osgood Road. The City of Fremont’s Bicycle Map is shown page 9, and the San Francisco Bay Trail Map is on page 10.

City of Fremont Bike Map



San Francisco Bay Trail Map



SECTION II – TDM INFRASTRUCTURE AND PHYSICAL MEASURES: RESIDENTIAL

The following physical infrastructure measures are designed to support alternative transportation commuters. These measures are TDM components that currently exist or will be added and installed during the construction of the project.

6.0 PARKING MANAGEMENT

Parking strategies support the use of alternative transportation. Strategies may include parking costs, parking availability, and convenience. Other parking features contribute to ridesharing and clean-fuel commuting such as charging stations and motorcycle parking.

Unbundled Parking

Providing parking free of charge encourages higher rates of car ownership and use, which undermines TDM efforts. Unbundled parking separates the cost of a parking space from the lease or rental price of housing. When consumers receive the correct price signal for parking, they are more likely to consider living without a car or a second car. Property managers may also apply revenue from unbundled parking to other TDM strategies such as transit passes, car share, and bike-share membership.² The project will unbundle the price of parking from their apartment building.

Parking Space for Carshare Vehicle

The Osgood II may engage Maven or Zipcar to provide car-sharing services for the Osgood II community. Car share resources may provide residents access to vehicles for any time use. The project will designate three car-share parking spaces around the buildings. These spaces may also be used for ridehailing vehicle pick-up and drop-off parking.



Electric Vehicle (EV) Plug-in Charging Stations

A total of 42 electric vehicle parking facilities will be provided throughout the project. These parking spaces may be included with the low-emitting and fuel-efficient vehicle designations. *It should be noted the designed EV parking will induce vehicle trips and are not considered a trip reduction measure.*



² TDM Toolkit for Multi-Family Residential Development, City of Sunnyvale, July 2016

7.0 BICYCLE AND PEDESTRIAN AMENITIES

The project will have significant on-site pedestrian and bicycle facilities and connections to local and regional facilities to encourage resident use.

On-site Bicycle Pathways and Wayfinding Signs

The Osgood II project will provide bicycle pathways signage where needed in the parking areas and around the buildings. Bicycle wayfinding signs will also help guide cyclists to direct access to public streets and provide safe routes for internal travel on the residential community. All bicycle amenities will be inside the parking areas and buildings.



Bicycle Parking

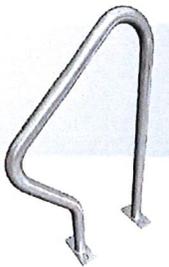
A total of 192 bicycle parking facilities will be installed for residents and guests at the Osgood II project.

Bicycle Parking – Long-term (Class I)

One-hundred fifty-six secure bike parking facilities will be available for residents in a secure, caged area within of the garage.

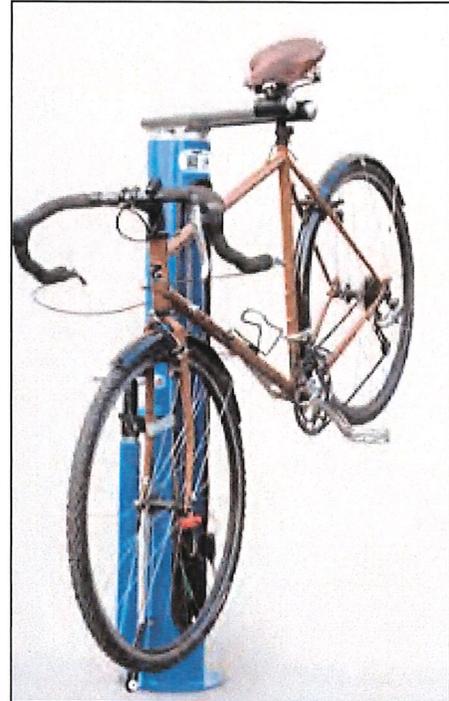
Bicycle Parking – Short-Term (Class II)

The project will provide 36 Class II short-term secure bicycle parking facilities (racks) for resident commuters, visitors, and guests at the community.



On-Bicycle Fixit Station for Residents

Osgood II will install two Bicycle Fixit Repair Station in the bike storage room in each garage. The Bicycle Fixit repair station will provide residents use of do-it-yourself bike repair tools. An example of the bicycle repair tools is shown below.



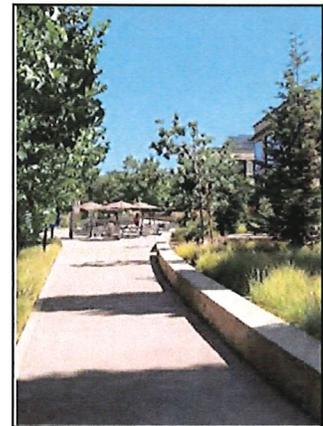
Enhanced Pedestrian Pathways

A pedestrian circulation system is planned to encourage pedestrian travel to facilities within the project. The system also links residents to the sidewalk and adjacent uses surrounding the project. Enhanced pedestrian features will include wayfinding signage and colored or textured pavement to designate protected walkways.

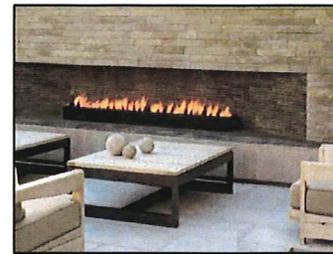
Pedestrian amenities include wide sidewalks with fully accessible curb ramps at driveway crossings and delineated crosswalks. The walkways



will be lit from above. The streetscape design reinforces the urban identity of the Osgood II project and establishes a pedestrian environment. The pedestrian circulation element within the building clusters has been located and designed to be as accessible as possible.



A consistent and well-designed palette of patio furniture will be utilized within the community. The intent is to provide a unified, functional, and visually appealing array of elements including pedestrian and walk-way lights, benches, and trash receptacles.



8.0 SUPPORTING ON-SITE AMENITIES

Transportation Kiosk

A transportation information board or kiosk will be provided in common gathering areas (e.g., lobby, resident entrance, community room) of each building. The kiosks will contain transportation information for commuter programs, including the bus and shuttle schedules, bicycle maps, and ride-matching.

TransitScreen integrated systems track public transportation, shuttles, scooters, and bikes, or Uber and Lyft, to ensure residents know exactly where to be, and when to be there, all in one place, all in real time. TransitScreen can also incorporate any private shuttles or commuter bus if it's set up with GPS. Note that the display doesn't have to be dedicated for Transit Screen. Transit Screen content can be rotated into other information you may want to communicate to residents. The image below shows a sample of transportation information that would be included on the TransitScreen.



TransitScreen

The screenshot displays the TransitScreen desktop interface with the following sections:

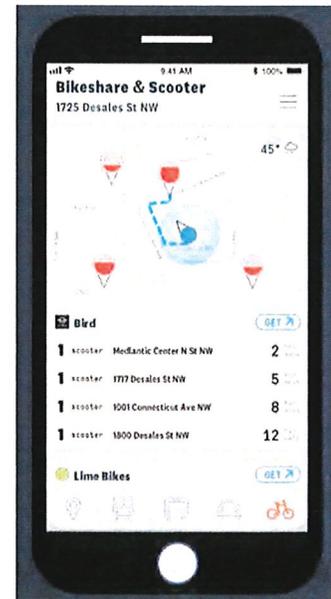
- Mountain View Station 18 min walk:**
 - Bullet San Jose Diridon: 1, 61 min
 - LTD San Jose Diridon: 10, 57 min
- Mountain View Station 18 min walk:**
 - 902 Winchester Outbound: 5, 19 min
 - 902 Mountain View Inbound: 8, 19 min
- Castro & El Camino Real (SB) 1 min walk:**
 - 81 Eb Truman & Bryant: 14, 39 min
- Castro & El Camino Real (NB) 1 min walk:**
 - 81 Wb Moffett Field - Nasa Ames: 25, 49 min
- El Camino Real & Castro (WB) 2 min walk:**
 - 522 Rapid Palo Alto: 4, 26 min
 - 22 Palo Alto: 6, 22 min
 - 52 Foothill College: 15, 48 min
- El Camino Real & Castro (EB) 2 min walk:**
 - 22 Eastridge: 9, 20 min
 - 522 Rapid Eastridge: 11, 18 min
- RideIn:**
 - Mountain View Caltrain 18 min walk
 - 184 MV to SV AM: 5 min
- Uber:**
 - UberXL: 1.9x, 10 min away
 - Black: 1.9x, 13 min away
 - UberX: 1.9x, 6 min away
- Weather (ELAN MOUNTAIN VIEW):**
 - 7:48 am
 - Tue, December 11
 - Now 48° Foggy
 - 9 am 48° Partly Cloudy
 - 10 am 49° Partly Cloudy
- Download TransitScreen GO app. Then enter code: q 7 9 y**

A mobile app version (sample is shown at right) of the TransitScreen may also be incorporated with this program to better assist residents with their commuter planning needs. Another alternative could be a wall-mounted or floor-standing kiosk containing physical bike maps, train schedule, shuttle fliers, and other rideshare materials.

On-site Project Amenities

Significant on-site amenities will provide residents with a full-service living environment. Eliminating or reducing the need for an automobile to make midday trips decreases drive-alone rates. Many times, residents perceive that they are dependent upon the drive-alone mode because of the number of errands and activities that must be carried out in different locations. By reducing this dependence through the provision of services and facilities at the worksite or residence, an increase in alternative mode usage for commute-based trips should be realized. The project offers residents many convenient amenities. A sample list of on-site amenities for the project includes:

- Recreational spaces, BBQ, picnic and patio areas
- Community room
- Class I bicycle facilities



- Transit and shuttle access
- Transportation and commute kiosk
- A resident commute resource website or dashboard
- Transportation Coordinator (TC)
- Work areas in the community room
- Hardwired infrastructure for Broadband and WiFi
- Comprehensive fitness facilities



Nearby Amenities

In addition to on-site resources, there are several nearby retail amenities to serve the residents of the project. These nearby amenities may entertainment, retail outlets, and daycare services, etc.

Services	Phone #	Distance Away
 Seventh Heaven Vintage Rentals 41919 Osgood Road, Fremont, CA	408-239-4707	194 ft.
Entertainment	Phone #	Distance Away
 StarStruck Theatre 42307 Osgood Road #5062, Fremont, CA	510-659-1319	0.20 mi.
Transportation, Gas, Shipping & Storage	Phone #	Distance Away
 KT Auto Repair 42475 Osgood Road #1, Fremont, CA	510-651-4100	0.20 mi.
 B&M Radiator Service 42450 Blacow Road, Fremont, CA	510-440-8919	0.30 mi.
 Vern's Auto Clinic 42450 Osgood Road B, Fremont, CA	510-656-0490	0.30 mi.
Daycare	Phone #	Distance Away
 Best Friends Learning Center 42080 Osgood Road #1, Fremont, CA	510-683-9088	290 ft.

SECTION III – PROGRAMMATIC TDM MEASURES AND RESOURCES: RESIDENTIAL

The following section describes programmatic measures for the Osgood II Residential Commute Program. These measures are TDM components that will be required for the project as part of its occupancy agreements, and that represent promotions and outreach activities.

A traffic calculation (using Institute of Transportation Engineers, Trip Generation sources) estimates 273 peak-hour trips (124 AM and 149 PM) from the residential use. To achieve a reduction in peak-hour trips, the project will implement transit subsidy credits, resident outreach and engagement, commuter promotions, and ridematching resources.

Land Use	ITE Code	Size	Unit	Daily Trip Rates	Daily Trips	AM Peak Hour			PM Peak Hour				
						Rate	In	Out	Total	Rate	In	Out	Total
Multi-family Apartment	221	195.3	ksf	5.44	1,062	0.36	14	56	70	0.44	52	34	86
Condominium/Townhouse	230	122	du	5.91	721	0.44	11	43	54	0.52	41	22	63
Estimated Total Project Trips					1,784		25	99	124		94	56	149

Notes:

1. Land Use Code 221: Apartment (average rates, expressed in trips per dwelling unit) ITE, Trip Generation, 10th Edition
2. Land Use Code 230: Condominium/Townhouse (average rates, expressed in trips per dwelling unit) ITE, Trip Generation, 9th Edition

9.0 TRANSIT RESOURCES

Transit Subsidy Credits

For the first three years of operations, the project will offer new residents a three-month, introductory \$25 monthly transit subsidy. Subsidies will be credited to residents via a reimbursement process with proof of purchase and receipts. The resident dashboard will incorporate a program with property management to manage the program.

Transit Trip Planning

Online transit trip planning services are a useful tool for planning public transit trips.



Google Maps

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

Category: *Multi-Purpose*



Google has also collaborated with select regional transit agencies to provide a public transit planner for riders of SamTrans, AC Transit, and BART. This free service can be found online at www.google.com/transit.



Waze

A community based mapping, traffic, and navigation app. Use Waze to outsmart traffic, save time, gas money, and improve daily commuting. [Visit Website](#)

Category: *Traffic*



10.0 COMMUTE PROGRAM MANAGEMENT AND RESIDENT OUTREACH

An active project Transportation Coordinator (TC) and involved property management will generate positive impacts on the success of the TDM goals and elements that are implemented.

TDM should be viewed as a big-picture process. It is essential that the residents see how both they and the community benefit (e.g., better air quality and less traffic congestion on the highways and in the surrounding neighborhoods, less parking hassle, cost savings for residents, etc.). Synergistic measures that support these efforts include a transportation kiosk, resident fliers, resource websites, promotional programs and incentives, marketing events, and outreach.

Commuter Marketing and Outreach

Before occupancy, the Osgood II project will identify a property management team member to act as the Osgood Transportation Coordinator (TC). The TC will have the primary responsibility for implementing alternative commute programs and the elements outlined in this Plan. The TC will be responsible for; providing commute program assistance to residents, producing on-site transportation fairs and promotional events, collaborating with transit and rideshare organizations, conducting the annual survey and producing the annual summary report. Commute industry data supports the notion that a TC has a very positive impact on increasing

and maintaining alternative mode use. This position will be performed by a Property Manager as named by the applicant.

The TC will provide the following services:

- Promote trip reduction and air quality strategies to residents at the project site.
- Be the primary point of contact for residents who wish to commute using an alternative.
- Host Bicycle Safety Classes in coordination with Commute.org.
- Conduct annual resident surveys and provide reports to the City of Fremont, including commute patterns, mode splits and TDM program success (process includes yearly surveying of residents, tabulation of data and provision of results in report format).
- Evaluate survey results for alternative transportation potential and changes to the current program.
- Catalog all existing incentives that encourage residents to utilize alternative transportation programs.
- Work with local agencies such as AC Transit, BART, SamTrans, 511 Rideshare, and the Bay Area Air Quality Management District (BAAQMD) and the Commute.org. Post informational materials on transportation kiosks in common areas, as well as disperse alternative program information to residents via posters, fliers, banners, community newsletter, new resident packets, etc.
- Participate in the BAAQMD Spare the Air program. Spare the Air day notices will be forwarded to residents to discourage driving alone to work.
- Coordinate and manage various aspects of the plan that require periodic updating or monitoring materials and transit schedule updates in the kiosk.
- As needed, the applicant or property management will provide Osgood II TDM (and commute) program training and commute program start-up assistance for residents. A TDM resource representative or consultant can provide resident training, planning assistance, and annual monitoring and survey reporting.
- Offer transit pass reimbursement credits to rental residents and property management employees who work on-site.



The applicant will provide TC staffing and resident outreach and training for commute programs and management.

New Resident Transportation Survey

At the time of occupancy, all new occupants will be asked to complete a short online survey to gauge their transportation needs and commute preferences. This quick survey will also connect

the occupant with transit resources, bicycle route maps, and 511.org or Scoop ride-matching sources. This survey also acts as an early opportunity to educate residents about resources and benefits.

New Resident Transportation and Commute Flier

At the time of occupancy, all residents will be provided with a Resident Transportation flier and Fact Sheet regarding the Osgood II Commute Program. This flier will include (but not be limited to) information about transit options, transit subsidy reimbursement credits, commuter resources, and bicycle routes. A sample resident transportation flier is shown below.

SAMPLE FLIER

Osgood II Residences

Resident Transportation

Community Amenities

- Resident \$25 transit subsidy credit (via reimbursement)
- Transit trip planner at <http://www.511.org>
- Carpool ride-matching at <http://rideshare.511.org>
- Complimentary on-site campus Bicycle Rentals – check out a bike in the clubhouse
- On-site Bicycle Lounge and Repair Station
- Bike route planner and maps at <http://bicycling.511.org>
- Transportation brochures, transit schedules and resources in each building lobby
- Carshare with Zipcar – register as an Osgood II Residences resident and receive a free one-year membership
- Osgood II Residences Coordinator – OsgoodIIResidences.Commuter@gmail.com

Rideshare Incentives

511 provides incentives and rewards residents who try other means of commuting than driving alone. Participants earn prizes and cash incentives when they use a rideshare alternative, including:

- carpooling
- bicycling
- walking
- vanpooling
- mass transit (public bus, light-rail and/or commuter rail)

Parking Policy

Resident parking at Osgood II Residences requires a permit. Obtain a parking permit in the clubhouse. Vehicles without permits will be subject to citation or towing.

Contact Property Management or visit the clubhouse for more information.

Free Campus Bike Rental

Take a bike ride along the bike paths or into town for lunch. Register in the clubhouse to use the free Osgood II Residences bikes for a car-free ride. Bikes are located at the resident amenities room.



Bicycle Parking Room

Do you need a place to store your bicycle? There are several bicycle rooms for resident use. Obtain access information in the clubhouse.



Bicycle Lounge & Repair Resources

Pump up a tire, tighten a nut, or use the other tools available at the on-site bike repair station. This bike repair stand is located at the amenities room. There is no cost to use these tools.



Bikes on SamTrans Buses

All AC Transit buses have bike racks that can accommodate up to two bikes at a time. There is no extra charge or special permit required to use the bike racks. Bike racks are available on a first-come, first-served basis. Bikes are allowed inside buses between midnight and 5:30 a.m. weekdays and between midnight and 9 a.m. weekends and holidays, if the rack is full and there is room inside. Bicycles are never allowed inside MCIs (the big, green commuter coaches).



11.0 RIDE-MATCHING RESOURCES

Regional Rideshare Program

Carpooling and vanpooling will be strongly encouraged at the project. The 511 Rideshare program provides individuals with a computerized list of other commuters near their employment and residential ZIP code, along with the closest cross street, phone number and hours commuters are available to commute to and from work. Individuals are then able to select and contact others with whom they wish to match for a ride. The prospective carpooler will also be given a list of existing carpools and vanpools from their residential area that they

may be able to join should vacancies exist. The online Commute.org and 511 resources will be promoted to residents.

Carpool Advantages for Residents

- Enjoy a travel companion to and from work
- Share commute costs with other passengers
- Utilize most HOV lanes with two or three passengers
- Take advantage of preferential parking at many employer sites
- Reduce commute time and stress



Scoop

Scoop matches riders and drivers for rides during commute hours. [Download Scoop iOS](#) with the promo code SCOPME05.



Carpool Rider

Waze Carpool Rider

With Waze Carpool, you can select who will drive you and the price you will pay for the ride. [Download Waze Carpool iOS](#) with the promo code 511Waze.

Other Ridematching Resources

511 is working with private ride-matching companies to provide commuters with alternative ridematching resources. A sample of ridematching apps include the following:



Carpool Driver

Waze Carpool Driver

Use the [Waze app iOS](#) to be a carpool driver and earn money for trips you are already making. You can select who you pick up and also adjust what you charge for rides. The most you can earn is the IRS mileage reimbursement rate, but many drivers reduce their fees to find riders and get reduced bridge tolls, use HOV lanes, use express lanes toll free and share parking costs. [Download Waze iOS](#) with the promo code 511Waze.

Ridematching Events

In coordination with the property management, the Osgood II project will host a periodic on-site ridematching event (e.g., carpool party) to connect residents with other commuters at the community for carpooling to work. Resident events will be promoted via newsletters, postcard reminders, and posters in the common areas of the project, as well as on the website and social media page.



511 RideMatch Service

If you want to carpool on a regular basis and have a fairly reliable daily schedule, the 511 RideMatch Service has over 60,000 people in its database available for matching. There are no built-in fees, co-riders and drivers work out the details the old-fashioned way without an app. [Register here](#) or access your [existing account](#).

As a member of the Spare the Air program, the Osgood II project can participate in a hosted carpool party funded by the Air District. The Carpool Now program provides the event invitations, manages the RSVPs, provides a free catered lunch, offers carpool tips to attendees, and helps match riders into carpools.

12.0 COMMUTER PROMOTIONAL PROGRAMS

Throughout the year, as appropriate, the project TC will maintain resident awareness by hosting periodic transportation promotions.

Periodic rideshare articles or emails will be written by the project TC for internal resident newsletters (if desired), with ongoing highlights of alternative commuters and their successes. Internal company notices and incentive promotions should attract the attention of residents, generate excitement about the use of commute alternatives, and reward those who rideshare.

The project TC will register with the BAAQMD for the Spare the Air program to receive regional air quality forecast bulletins about poor and unhealthy air quality days. These direct e-mail updates will be forwarded to all residents to encourage the use of alternative transit modes during peak advisory periods.

Spare the Air Transportation Fair

The project may host a commuter transportation event or fair. In addition to the Osgood II Commute Program, other transportation service providers (AC Transit, BART, and Bicycle Coalition) will be invited to set up exhibit booths/tables. To encourage resident participation in the event, the Osgood II may provide food (e.g., BBQ or popcorn, cookies, ice cream, and prize drawings or give-a-ways (e.g., commuter mugs, water bottles, t-shirts, etc.).

OSGOOD II RESIDENCES

COMMUTER FAIR

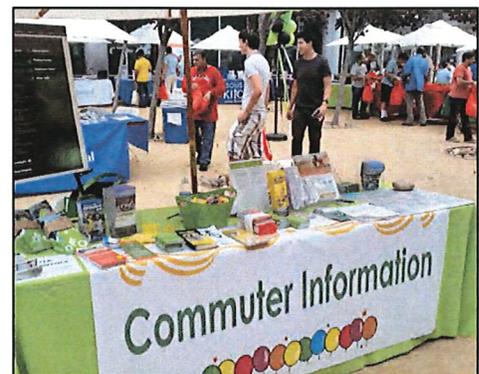
Participating Organizations:

- AC Transit
- BART / ACE / Amtrak
- Bay Area Air Quality Management District
- 511 Regional Rideshare Program
- Commuter Check Direct
- Emergency Ride Home Program (Lyft / Uber)
- EV ChargePoint
- BeeLine Bikes - Mobile Repair Service
- Enterprise Rideshare Vanpools
- Osgood II Residences Commute Program

WHO	ALL Employees
WHAT	Transportation & Rideshare Fair
WHERE	42021 Osgood Road (Clubhouse)
WHEN	Saturday, September 21, 2019 11:30 a.m. to 1:00 p.m.

- FREE Commuter Resources
- FREE Ridematching for Carpools & Vanpools
- FREE Emergency Ride Home Information
- FREE Bicycle Lockers
- RESERVED Carpool Parking Permits

YOU ARE INVITED!



Transportation Promotions

Other community promotions may include Bike-to-Work Day, Earth Day, or October No-Car, Low-Car Challenge. During the year, transit and rideshare organizations may be invited to set up a marketing booth during an evening or weekend time and at a central location on-site to promote the alternative commute options available to residents. Periodic on-site tabling will occur throughout the year in concert with other local or community events (e.g., resident appreciation BBQ or brunch).

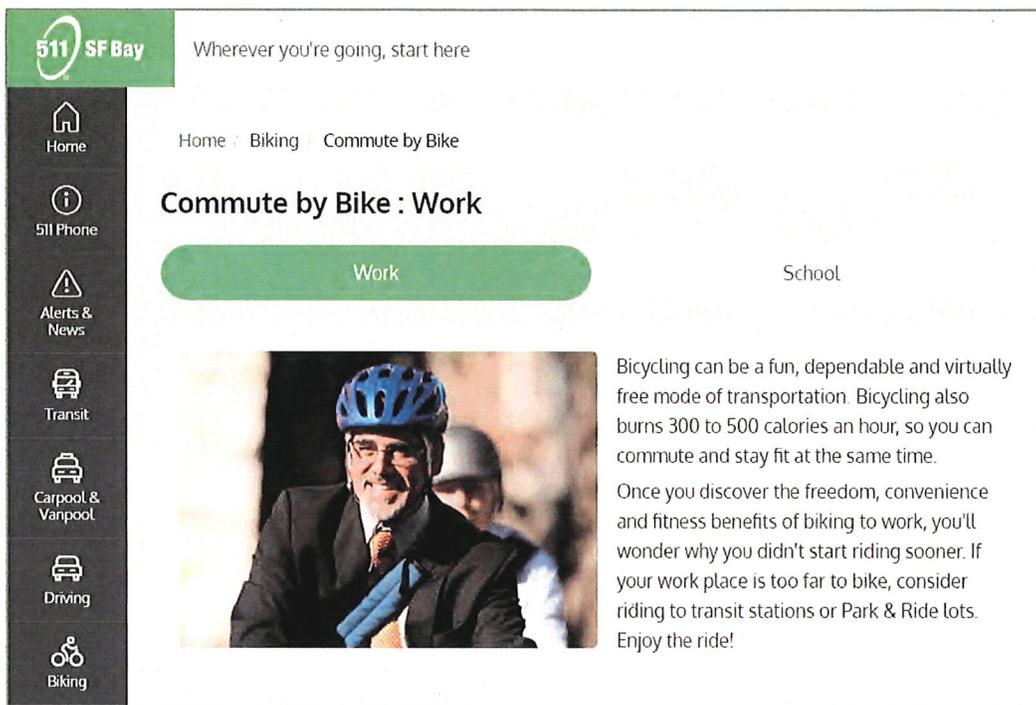


13.0 BICYCLE RESOURCES

Bicycle commuters looking to find a riding partner can log on to bicycling.511.org/ for more information. The 511 system provides significant resources for bicycle commuters, including:

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





14.0 OTHER TDM MANAGEMENT STRATEGIES

Additional marketing efforts will be made to engage nearby employees, prospective residents, and new residents.

Early Access Rental Promotions for Nearby Employees

Before the public grand opening of the Osgood II project, employers within a three-mile radius will be invited to share housing information with their employees and present early tour and promotion of the facilities. Employees working at these nearby offices will be allowed initial rental of units. Within a three-mile radius, there are many large employers and office communities that will be easily accessible by walking, bicycling, or e-biking from the Osgood II project. A sample list of nearby employment sites is shown below.

Sample List of Nearby Employment Sites

Large Employers	Distance	# of Employees
Synnex 44201 Nobel Drive, Fremont, CA 94538	3.8 mi.	> 10,000
Concentrix 44051 Nobel Drive, Fremont, CA 94538	3.9 mi.	> 10,000
Tesla, Inc. 45500 Fremont Boulevard, Fremont, CA 94538	4.0 mi.	10,000
Electronics for Imaging 6750 Dumbarton Circle, Fremont, CA 94555	10.4 mi.	3,600
Fremont Unified School District 4210 Technology Drive, Fremont, CA 94538	2.1 mi.	3,000
Lifescan Inc. 6500 Paseo Padre Parkway, Fremont, CA 94555	10.7 mi.	2,400
Washington Hospital Healthcare System 2000 Mowry Avenue, Fremont, CA 94538	3.5 mi.	1,817
Lam Research 4650 Cushing Parkway, Fremont, CA 94538	3.6 mi.	1,500
Western Digital Corp. 44100 Osgood Road, Fremont, CA 94539	2.1 mi.	1,300
Boston Scientific / Target Therapeutics, Inc. 47215 Lakeview Boulevard, Fremont, CA 94538	4.7 mi.	1,200
Petersen-Dean Inc. 39300 Civic Center Drive, Suite 300, Fremont, CA 94538	3.2 mi.	1,100
Seagate Magnetics 47488 Kato Road, Fremont, CA 94538	4.1 mi.	1,050

Large Employers	Distance	# of Employees
Oplink 46360 Fremont Boulevard, Fremont, CA 94538	3.5 mi.	1,000 - 10,000
Ohlone College 43600 Mission Boulevard, Fremont, CA 94539	3.3 mi.	1,000 - 10,000
Alliance Imaging MRI Center 2500 Mowry Avenue, Suite 170, Fremont, California 94538	3.4 mi.	1,000 - 10,000
Milestone Technologies, Inc. 3101 Skyway Court, Fremont, CA 94539	1.6 mi.	1,000 - 10,000
Cordis 6500 Paseo Padre Parkway, Fremont, CA 94555	10.7 mi.	1,000 - 10,000
AXT Inc. 4281 Technology Drive, Fremont, CA 94538	2.3 mi.	972
Kaiser Permanente 39400 Paseo Padre Parkway, Fremont, CA 94538	2.9 mi.	880
City of Fremont 3300 Capitol Avenue, Fremont, CA 94538	3.3 mi.	832
Corsair 47100 Bayside Parkway, Fremont, CA 94538	4.7 mi.	800
VIA Technologies, Inc. 940 Mission Court, Fremont, CA 94539	2.9 mi.	500 - 1,000
Hope Services 41200 Blacow Road, Fremont CA 94538	2.7 mi.	500 - 1,000

Guaranteed Ride Home Program³

When unexpected circumstances arise, the Alameda County Guaranteed Ride Home (GRH) Program provides a free ride home from work for employees who choose to commute by not driving alone. The GRH program is free for employees who register for the program, work in Alameda County, and use sustainable forms of transportation, including walking, biking, taking transit, or ridesharing. When a registered employee uses a sustainable mode to travel to work and experiences a personal or family emergency while at work, they can take a taxi, Transportation Network Company (TNC) service such as Lyft or Uber, rental car, car share, or public transportation ride home and be reimbursed for the cost of the ride.

This program allows commuters to feel comfortable taking the bus, train or ferry, carpooling, vanpooling, walking, or bicycling to work, knowing that they will have a ride home in case of an emergency. Registration in the GRH program is required before taking a reimbursement-eligible ride. If an individual submits a request for reimbursement before he or she is registered in the program, that reimbursement cannot be honored. Participants may be asked to re-register or update their contact information periodically.

Successfully registering in the program enables individuals to be eligible for reimbursement under the rules of the GRH program. Actual reimbursement for a GRH ride can only occur after a reimbursement request form is completed, submitted to the GRH Program online or by mail, and approved by the GRH Program Administrator or authorized staff.⁴

The following page provides a summary of the Alameda County GRH program. The complete GRH program guide is provided as an attachment.

³ <https://www.alamedactc.org/programs-projects/commute-options-and-benefits/>

⁴ <http://grh.alamedactc.org/>



WHAT IS GRH?

The Guaranteed Ride Home (GRH) Program is geared towards those who bike, walk, carpool, vanpool, or take transit to work. All permanent full-time and part-time employees who are employed within Alameda County are eligible for this free program.

STEPS TO USE

- 1 Register online at grh.alamedactc.org/register-now/. If unable to enroll online, call/email or download and print the registration form and mail it to the Alameda CTC GRH Program (see contact info below right).
- 2 Once registered and you have read the liability waiver, qualifying participants who need an emergency ride home can take advantage of the program via taxi (if less than 20 miles), Transportation Network Company (TNC) service (i.e. Lyft or Uber), rental car, car sharing vehicle or public transportation.

Visit grh.alamedactc.org/using-the-program/ for guidance on options that suit your needs.
- 3 Save your receipt and complete a reimbursement form at grh.alamedactc.org/submit-reimbursement/ to be reimbursed for eligible trip expenses. The GRH Program only pays for the trip. Participants are responsible for the driver's tip (10-15% is customary) or gas (if using a rental car or car sharing vehicle).

INFORMATION

Visit grh.alamedactc.org/program-restrictions/ for definitions of qualifying modes of transportation and emergencies.

For further information, download a copy of the program guidelines at grh.alamedactc.org/wp-content/uploads/2013/12/GRH-Program-Guidelines-July-2017.pdf

FAQ

What can I be reimbursed for?

The GRH Program will reimburse participants for eligible expenses from the use of taxis, rental cars, car share vehicles, TNC services, or public transportation. Fuel and gratuity are not eligible expenses. Insurance and tolls for rental cars are eligible for reimbursement. Proof of payment must be submitted.

How many times can I use GRH?

You may use the GRH Program a maximum of six times per calendar year and no more than two times in any one calendar month.

How much will be reimbursed?

You can be reimbursed for up to \$125 per trip and up to \$600 per year.

When can I get reimbursed?

Reimbursements will be issued within 30 days of request.

What qualifies for a GRH?

Personal or family illness, injury or severe crisis, unscheduled overtime, carpool/vanpool vehicle breaks down or driver has to leave early or late, transit-connection shuttle breaks down and no other shuttle option available, home emergencies (break-in, flood, fire), or commute bicycle breaks down to/from work.

CONTACT

 ridenhome@alamedactc.org

 (510) 433-0320

 Alameda CTC GRH Program
c/o Nelson\Nygaard
Consulting Associates
116 New Montgomery Street
Suite 500
San Francisco, CA 94105

 grh.alamedactc.org/

 facebook.com/AlamedaGRH

SECTION V – MONITORING AND REPORTING

15.0 MONITORING AND REPORTING

A comprehensive program of TDM measures and incentives can reduce parking demand, traffic, and air pollution, creating a more sustainable employment environment while freeing up valuable land for higher and better uses. To evaluate the performance and success of the Commute Program, it is essential to ensure TDM measures are implemented and effective. Therefore, a monitoring program and annual reporting will be performed. The annual survey and reporting will take place in spring or fall.

Annual Osgood II Commute Survey

A resident commute survey will be a critically important part of a monitoring process to determine the success or failure of TDM measures. This electronic survey will be distributed and collected by the property management representative/TC and will provide quantitative data (e.g., mode split) and qualitative data (e.g., the resident perception of the alternative transportation programs). Attempts will be made to survey all adult residents. Osgood II will provide raffle prizes and incentives to promote the survey and generate responses.

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

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

Annual Commute Summary Report

Annually, the summary report based on results from the survey data will be submitted to the City of Fremont. The initial, or baseline, commute survey report will be conducted one (1) year after occupancy. The survey report will provide information about the type of alternative transportation modes used by resident and the rate of use. Below is a scenario of alternative modes used by residents and their corresponding trips reduced.

Example

Employee Commute Modes	Alt. Mode-use Percent	Estimated Total Residents	Estimated trips reduced
Drove alone rate	66.1%	189	0
Carpooler (driver and/or passenger)	6.9%	30	15
Transit and Shuttle Users	6.5%	28	28
Bicycle	3.0%	13	13
Walker/Pedestrian	1.4%	6	6
Telecommuter	1.8%	8	8
Motorcycle/scooter	0.5%	2	1
Electric/hybrid	2.3%	10	0
Vanpooler	0.0%	0	0
Alternative transportation mode-use rate	22.4%	286	71

Trip Reduction Rate	25%
----------------------------	------------

Violations

In the event the City’s TDM Coordinator determines that the rental building or the condominium building did not fulfill with the TDM Ordinance requirements, such as filing the annual report or implementing commuter programs, the projects will be provided with a 30-day notice to comply. The rental building’s violation notice will be given to the property manager, and the condominium building’s violation notice will be given to the Home Owners Association manager.

No Expiration of TDM Document or Programs

All measures in this TDM document will continue to be implemented on an ongoing basis. There is no expiration of this plan. Periodic on-site auditing may be conducted by the City of Fremont to ensure that measures in this plan are implemented. In the event that penalties are assessed for non-compliance, penalties will be deployed using the following process.

(1) **Civil Assessment.** An employer who fails to comply with any of the provisions of Section [10.20.060](#) within 90 days of written notice to comply shall be liable to the jurisdiction for a civil assessment in the amount of \$250.00 per day for each day of noncompliance, commencing with the ninety-first day following notice.

(2) **Injunction.** In addition to any other legal remedies available to the city, the city may seek a civil injunction to enforce provisions of this chapter, or any regulation or order promulgated or issued or any program approved pursuant hereto.

(3) **Operative Date.** Enforcement provisions shall be effective from and after one year following the effective date of this chapter. (Ord. 2016 § 1, 9-15-92; Ord. 12-2016 § 1, 6-7-16. 1990 Code § 3-14203.)

Source: Chapter 10.20.070, Trip Reduction and Transportation Demand Management - Enforcement

The city council may establish a resolution and determine fees to support the administration and enforcement of TDM requirements.

16.0 CONCLUSION

The Osgood II TDM has been developed to meet trip reduction requirements and tenant transportation needs for the project. This TDM Plan identifies specific elements, measures, and actions that guide the project to promote existing resources and programs, enhance future benefits, and create a resident commute program. Significant on-site amenities, resident outreach, ongoing marketing and promotions, periodic data collection and assessment, transit subsidy reimbursement program, and a transportation coordinator will create a successful trip reduction program at the Osgood II project.

This TDM Plan describes TDM measures that will be integrated at the site to support tenant commuting and innovative measures identified for implementation. It outlines the steps

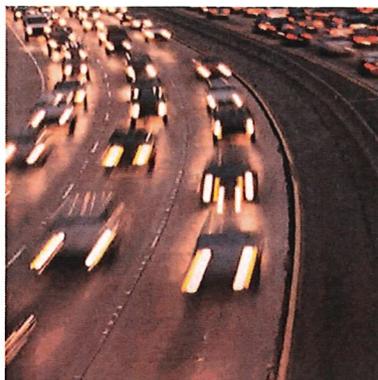
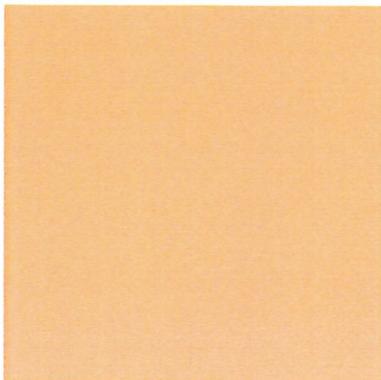
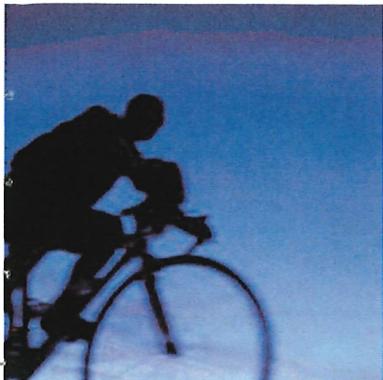
necessary (infrastructure, outreach, and promotions) for the property owner and property management to use when marketing to the tenants and residents programs. Periodic program assessments will provide the information needed to demonstrate effectiveness and goal attainment. Performance assessments will also allow the Osgood II project to identify alternative or supplemental TDM measures and programs to implement if required.

Ridesharing strategies are intended to maximize existing transportation resources, support the goals and objectives of City's General Plan, and ultimately expand the reach of the transit system for commuters.

The City of Fremont has a long history of environmental stewardship in maintaining a safe, healthy, and sustainable city. It recognizes the importance of keeping a stable climate system for current and future residents. By balancing these needs with economic growth, the Osgood II project will help Fremont thrive as a community.

ATTACHMENT

Alameda County Guaranteed Ride Home Guidelines



Alameda County Transportation Commission

GUARANTEED RIDE HOME

PROGRAM GUIDELINES

Updated July 2017

Contents

Introduction	2
Program Basics	3
Program Registration	4
What is Eligible for Reimbursement	5
Program Limits	5
Requesting and Receiving Reimbursements	7

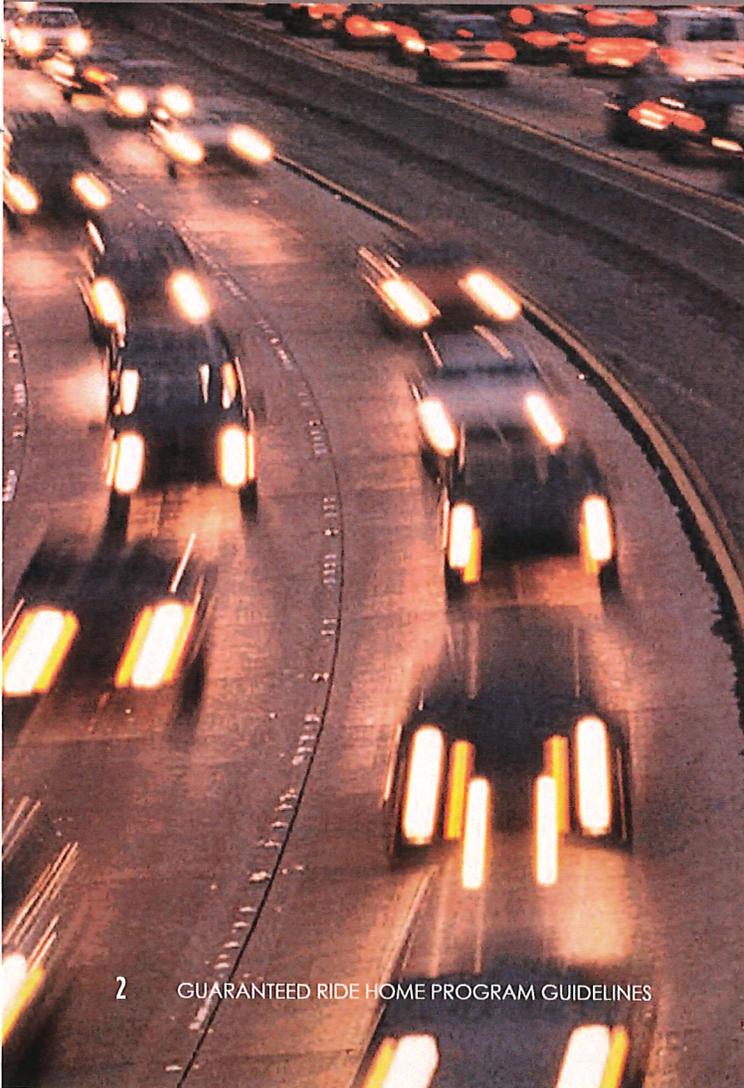
The Alameda County Guaranteed Ride Home Program

When unexpected circumstances arise, the Alameda County Guaranteed Ride Home (GRH) Program provides a free ride home from work for employees who choose to commute by not driving alone. The GRH program is free for employees who register for the program, work in Alameda County, and use sustainable forms of transportation including walking, biking, taking transit, or ridesharing. When a registered employee uses a sustainable mode to travel to work and experiences a personal or family emergency while at work, they can take a taxi, Transportation Network Company (TNC) service such as Lyft or Uber, rental car, car share, or public transportation ride home and be reimbursed for the cost of the ride.

This program allows commuters to feel comfortable taking the bus, train or ferry, carpooling, vanpooling, walking, or bicycling to work, knowing that they will have a ride home in case of an emergency.

The Guaranteed Ride Home Program helps to reduce traffic and improve air quality in the Bay Area by encouraging commuters to leave their car behind for their commute to work.

The Alameda County GRH program is a commuter benefit provided by the Alameda County Transportation Commission (Alameda CTC). The Alameda CTC plans, funds, and delivers transportation projects and programs to improve accessibility and mobility in Alameda County. Funding for the Alameda County GRH program is provided by the Bay Area Air Quality Management District through a Transportation Fund for Clean Air grant in partnership with the Alameda CTC. For more information about the Alameda CTC, visit www.alamedactc.org.



Program Basics

WHO IS ELIGIBLE TO PARTICIPATE?

All permanent part-time or full-time employees 18 years of age or older who work in Alameda County are eligible to participate.

WHEN CAN I TAKE A GUARANTEED RIDE HOME?

People who work in Alameda County and are registered for GRH may request reimbursement for eligible expenses if they take a trip home in a qualified emergency situation and have used an alternative mode that day.

The following circumstances are considered **qualifying emergency situations** in the GRH program and **must occur on the date of the GRH trip**:

- Participant or an immediate family member suffers an illness, injury, or severe crisis.
- Participant is asked by supervisor to work unscheduled overtime, which causes participant to miss planned ride home. Supervisor verification will be required as part of reimbursement request.
- Participant's carpool or vanpool vehicle breaks down or the driver has to leave early or late.
- Participant's transit-connection shuttle breaks down and no other shuttle options are available.*

* These emergency situations are only eligible for rides to transit stops or stations where transit-connection shuttles typically connect.

- Participant has a break-in, flood, or fire at residence.
- Participant's commute bicycle breaks down on the way to or from work and cannot be repaired at participant's work site.

In addition, participants must have **used an alternative mode on the day they take the ride** for which they will seek reimbursement through the GRH program. Eligible alternative commute modes include:

- Public transportation including: BART, AC Transit, ACE, Wheels, Union City Transit, ferry (WETA) and Amtrak
- Employer-provided shuttle or van service
- Carpool or Vanpool
- Bicycle
- Walk

WHAT SERVICES CAN BE REIMBURSED?

- Taxis
- Transportation Network Company (TNC) services such as Lyft or Uber
- One-day car rentals
- Car share (Zipcar or City CarShare)
- Public transportation (including BART, AC Transit, ACE, and others). Commute Choices provides a list of locally available public transportation options. It is available at: commutechoices.alamedactc.org

- Personal errands
- Business-related travel
- Planned overtime
- Non-emergency side trips on the way home
- Ambulance service
- Poor weather, natural events (earthquakes), natural disasters

In occasions when there are questions about eligibility, a program participant may call the GRH Hotline (510-433-0320) or send an email (ridehome@alamedactc.org) and obtain a decision from available staff.

Emergency-related stops on your way home are permissible. Permissible emergency-related stops could include picking up a sick child at school or daycare, filling a prescription at a pharmacy, or stopping at an ATM for cash to pay a taxi driver.



GUARANTEED RIDE HOME IS FOR UNEXPECTED EMERGENCIES ONLY

There are numerous common circumstances where trips **cannot** be reimbursed through the GRH program. These include:

- Transit labor disputes (strikes), transit delays or breakdowns, or government shutdowns †
- Pre-planned medical or dental appointments for participants or commute vehicle driver

† This rule applies to all public transit agencies that operate within Alameda County, including: BART, AC Transit, Capital Corridor (Amtrak), ACE, Wheels (LAVTA), Union City Transit, San Francisco Bay Ferry (WETA), WestCAT, VTA, TriDelta, and County Connection.

Program Registration

Registration in the GRH program is required **before** taking a reimbursement-eligible ride. If an individual submits a request for reimbursement before he or she is registered in the program, that reimbursement cannot be honored. Participants may be asked to re-register or update their contact information periodically.

The registration process includes two steps:

COMPLETE A PARTICIPANT INFORMATION FORM

There are two methods for registering with the GRH Program:

■ Online via the website: grh.alamedactc.org

Individuals can register for the GRH program via the program website. Both the participant information form and waiver are available online and require less than five minutes to complete.



■ United States Postal Service

If a program participant does not have easy access to the internet, hard copy registration forms are available upon request. These materials are available for download on our website, or can be requested via the GRH Hotline, 510-433-0320.



Program registrants can return these materials to:

GRH Program
c/o Nelson\Nygaard
116 New Montgomery Street, Suite 500
San Francisco, CA 94105

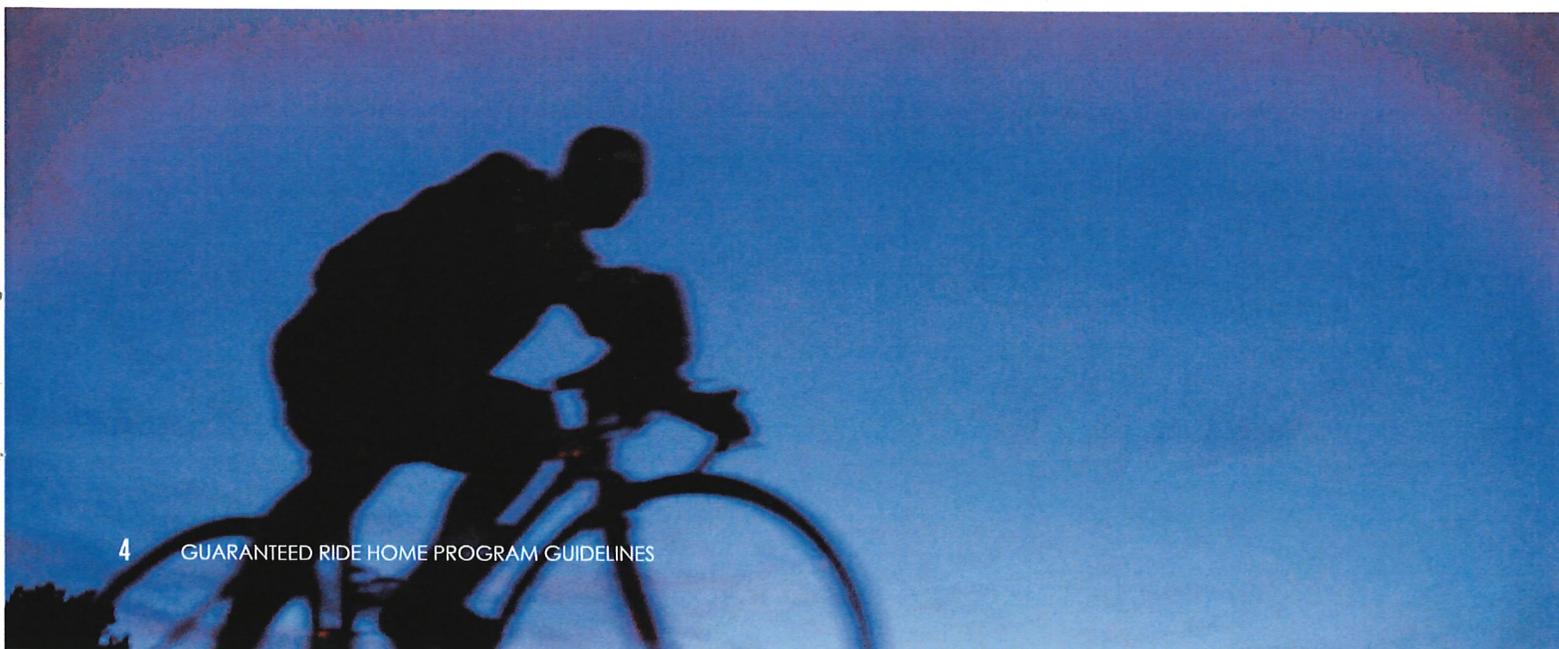
AGREE TO THE TERMS AND CONDITIONS OF THE PROGRAM



In order to participate in the Alameda County Guaranteed Ride Home program, participants must sign a waiver (available in online registration) accepting the risks of the program and acknowledging that the Alameda CTC or the program vendor (Nelson\Nygaard) are not liable for any damage that may occur due to rides taken via the program.

COMPLETED REGISTRATION

Successfully registering in the program enables individuals to be **eligible** for reimbursement under the rules of the GRH program. Actual reimbursement for a GRH ride can only occur after a reimbursement request form is completed, submitted to the GRH Program online or by mail, and approved by the GRH Program Administrator or authorized staff.





What Is Eligible For Reimbursement?

ELIGIBLE TRIPS

- Taxi, rental car, Transportation Network Company (TNC) services such as Lyft or Uber, public transportation or car share trips are eligible for reimbursement.
- All trips must begin in Alameda County and destinations must be within 125 miles of the trip origin.
- It is recommended that trips over 20 miles use a rental car or public transportation.

ELIGIBLE EXPENSES

- **For rental car trips, only the base fare cost plus tax, tolls, and basic rental car insurance¹ are eligible for reimbursement.** Fuel costs are the responsibility of the participant.
 - In the case of rental cars, the cost of a one-day rental and basic car insurance is eligible for reimbursement. Additional days will not be eligible for reimbursement (e.g., costs for weekend car rentals will not be reimbursed if a rental car from a Friday cannot be returned until Monday).
 - Pre-paid fuel offered by rental car services will not be reimbursed.
 - Additional “extras” offered by rental car services, such as a GPS device or full-coverage car insurance, will not be reimbursed.
 - Program participants may not rent “premium vehicles” (SUVs, luxury, specialty). Only the

rental of standard or economy vehicles will be reimbursed.

- Transportation costs to/from a rental car rental location will not be reimbursed. However, some rental car companies (such as Enterprise) will provide this transportation service as part of the rental cost.
- The hourly or day rate cost of a car share vehicle rental may be reimbursed.
- For trips taken by taxi or Transportation Network Company (TNC) services like Lyft or Uber, gratuity should be paid for by the GRH participant.
- The GRH program will not reimburse any expenses not explicitly identified as eligible for reimbursement.

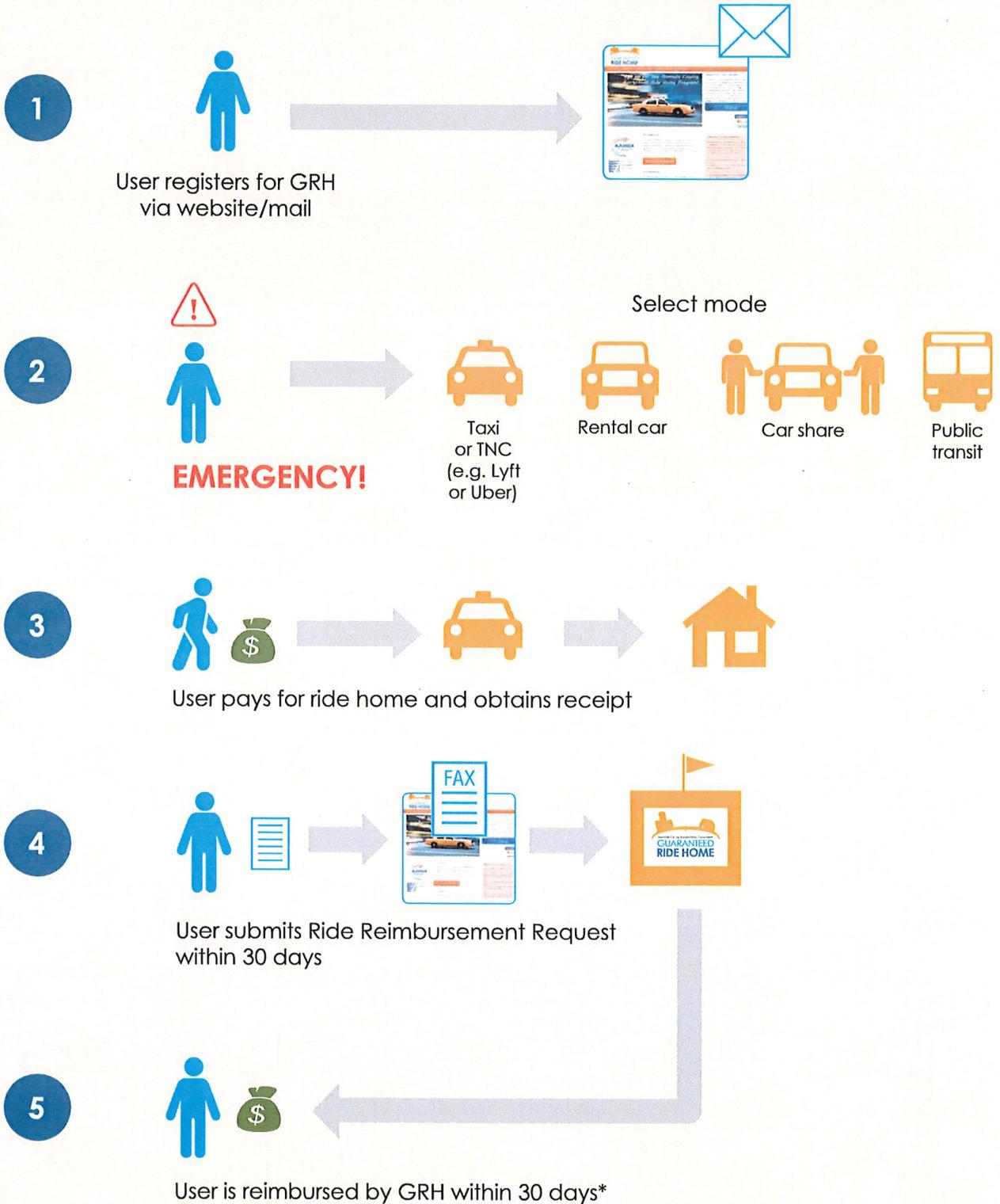
PROGRAM LIMITS

- The maximum reimbursement per trip, regardless of mode, is \$125.
- Program participants are limited to a maximum reimbursement of \$600 per calendar year² or six reimbursed trips per calendar year, whichever occurs first.
- The GRH program will notify participants when they are nearing reimbursement limits.

¹ Supplemental Liability Protection; Personal Accident Insurance; and Damage Waiver Protection

² \$600 is the maximum limit to ensure that reimbursements do not exceed the threshold that would require the filing of an IRS 1099-MISC (taxable income).

How to Make GRH Work for You



*Assumes user adheres to program requirements

Requesting and Receiving Reimbursement

To be reimbursed for a GRH trip, program participants must complete the following steps:

USER PAYS FOR RIDE HOME AND OBTAINS A RECEIPT



Participants must obtain a receipt from the rental car, car share, taxi company, Transportation Network Company (TNC) service, or public transportation service used. The receipt or rental agreement should include date of service, service provider, and an itemized breakdown of costs (base fare, fuel, other extras).

If a public transit service was used, the participant must provide either a receipt, transfer ticket, or another form of proof-of-payment, along with an account of the public transit agency's name and the origin and destination of the trip.



USER SUBMITS RIDE REIMBURSEMENT REQUEST

Requests can be completed online or submitted via fax, 415-284-1554. Request must include submission of the receipt as well as workplace management approval if the GRH trip is used due to unexpected overtime. **Reimbursement requests must be received within 30 calendar days of the ride. Any requests received after 30 days will not be eligible for reimbursement.**

USER IS REIMBURSED BY GRH



Reimbursement payments will be made to program participants within 30 days of receipt of request. Participants may elect to be reimbursed via check mailed to an address provided to the GRH program or electronically (via PayPal) for faster processing. The participant will receive notice once their request has been approved.

Other reimbursement notes:

- If a participant is found to have falsified information related to the reason for using the Guaranteed Ride Home Program or the commute mode taken on the day the program is used, or otherwise abuses the program, the participant will not be reimbursed for the ride and will be issued a written warning (email) from the GRH Program.
- If there is any information missing from the Ride Reimbursement Request, GRH program staff will contact the participant for clarification or to obtain additional information.

DISPUTES

If a participant feels that he or she has not been properly reimbursed based on a ride request, the participant may file a request for review with the GRH Program Administrator using the email address on the GRH website or via the GRH hotline. The GRH Program Administrator will review the materials submitted by the participant, and make a final and binding determination as to reimbursement eligibility and amount, consistent with the rules outlined in this document. Final reimbursement eligibility decisions are not subject to further appeal.

Liability Waiver and General Release of All Claims

The Guaranteed Ride Home program ("GRH Program") is a voluntary program offered by the Alameda County Transportation Commission ("Alameda CTC") which serves as a supplemental commuter benefit for employees working in Alameda County. The GRH Program reimburses commuters for certain transportation expenses in qualifying emergency situations. I hereby acknowledge that Alameda CTC offers no endorsement or certification of any taxi, Transportation Network Company (TNC), car share, rental car company, or public transportation service as fit to perform reimbursable transportation services under the GRH Program, and I hereby acknowledge that I am solely responsible for choosing a provider of transportation services in emergency situations for potential reimbursement through the GRH Program. I further hereby acknowledge that participation in the GRH Program is strictly voluntary, and hereby assume full responsibility for all liability and all risk of injury or loss, including death, which may result from my participation in the GRH Program. I hereby agree to hold harmless, release, waive, forever discharge and covenant not to bring legal action or claim against the Alameda CTC from any and all claims or demands I may have by reason of any accident, illness, injury or death, or damage to or loss or destruction of any property, arising or resulting directly or indirectly from my participation in the GRH Program and occurring during such participation or any time subsequent thereto. This Liability Waiver and General Release of All Claims is binding on my heirs, executors, administrators and all of my family members. I hereby acknowledge that my participation in the GRH Program does not in any manner imply that I am acting in the course and scope of official business for my employer, nor does it in any manner establish an employer-employee or agency-employee or agency relationship with the Alameda CTC.

I affirm that the information I have provided is true and I have reviewed the rules and regulations of the GRH Program and the foregoing paragraph. I recognize that I will be charged by the Alameda CTC GRH Program for any proven fraudulent use of the GRH Program.



Alameda County Transportation Commission
**GUARANTEED
RIDE HOME**

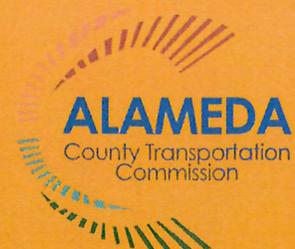
grh.alamedactc.org

EMAIL: ridehome@alamedactc.org

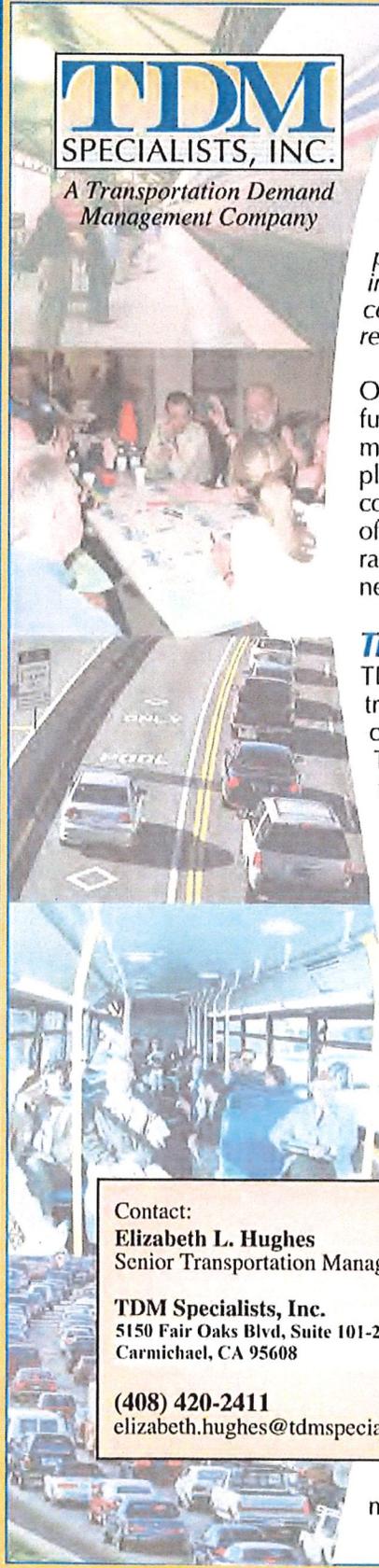
HOTLINE: 510-433-0320

(9AM-5PM Monday-Friday)

FAX: 415-284-1554



TDM SPECIALISTS, INC. QUALIFICATIONS



TDM

SPECIALISTS, INC.

A Transportation Demand Management Company

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

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

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

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

Transportation Demand Management

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

Commute Program Implementation

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

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

Sustainable Air Quality and Greenhouse Gas (GHG) Solutions

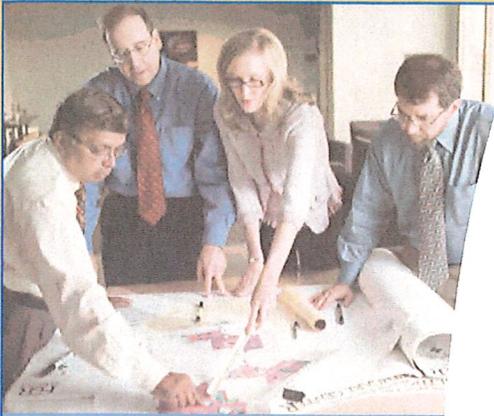
TDM Specialists successfully implements trip reduction programs tailored to fit the project, and can typically reduce employee trips to the site by 30 percent. This results in reduced drive-alone trips and complies with requirements to reduce project GHG impacts. We coordinate the mechanisms to calculate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

Contact:

Elizabeth L. Hughes
Senior Transportation Manager

TDM Specialists, Inc.
5150 Fair Oaks Blvd, Suite 101-264
Carmichael, CA 95608

(408) 420-2411
elizabeth.hughes@tdmspecialists.com



A Transportation Demand Management Company

Areas of Expertise

Traffic Mitigation

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

Parking Mitigation

Parking Demand Reduction
 Parking Management Strategies
 Parking Constraints Solutions

Entitlement

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

Sustainability

Greenhouse Gas Emission Reductions
 Supporting LEED Components
 Air Quality Mitigation Plans

TDM Applications

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

Development, Property Management and Employer Projects

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

Municipal & Agency Locations

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

Biotech, Pharmaceutical and Hospital Projects

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