Quality transit access

LT4.2 | Possible point

Glossary

Intent

To encourage development within and near existing communities and public transit infrastructure. To encourage improvement and redevelopment of existing cities, suburbs, and towns while limiting the expansion of the development footprint in the region to appropriate circumstances. To reduce vehicle trips and vehicle miles traveled (VMT). To reduce the incidence of obesity, heart disease, and hypertension by encouraging daily physical activity associated with walking and bicycling.

To encourage development in locations shown to have multimodal transportation choices or otherwise reduced motor vehicle use, thereby reducing greenhouse gas emissions, air pollution, and other adverse environmental and public health effects associated with motor vehicle use.

To reduce pollution and land development impacts from automobile use.

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Reduce pollution and land development impacts from automobile use.

Reduce pollution and land development impacts from automobile use.

Reduce pollution and/or land development impacts from individual automobile use.

Reduce pollution and land development impacts from automobile use.

Reduce pollution and land development impacts from automobile use.

Reduce pollution and land development impacts from automobile use.

To encourage development in locations shown to have multimodal transportation choices or otherwise reduced motor vehicle use, thereby reducing greenhouse gas emissions, air pollution, and other environmental and public health harms associated with motor vehicle use.

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Requirements

For all projects

Either (a) locate the project on a site served by existing water and wastewater infrastructure or (b) locate the project within a legally adopted, publicly owned, planned water and wastewater service area, and provide new water and wastewater infrastructure for the project.

AND

Option 1. Infill sites

Locate the project on an infill site.

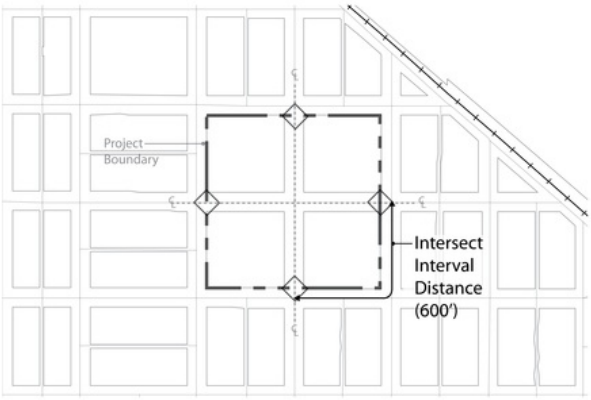
OR

Option 2. Adjacent sites with connectivity

Locate the project on an adjacent site (i.e., a site that is adjacent to previously developed land; see Definitions) where the connectivity of the site and adjacent land is at least 90 intersections/square mile as measured within a 1/2-mile distance of a continuous segment of the project boundary, equal to or greater than 25% of the project boundary, that is adjacent to previous development. Existing external and internal intersections may be counted if they were not constructed or funded by the project developer within the past ten years. Locate and/or design the project such that a through-street and/or nonmotorized right-of-way intersects the project boundary at least every 600 feet on average, and at least every 800 feet, connecting it with an existing street and/or right of way outside the project; nonmotorized rights-of-way may count for no more than 20% of the total. The exemptions listed in NPD Prerequisite 3, Connected and Open Community, do not apply to this option.

Figure 1. Adjacent and connected project site based on minimum 25% of perimeter adjacent to previously developed parcels and at least 90 eligible intersections per square mile within 1/2 mile of boundary segment adjacent to previous development

Figure 2. Project site with through-street right-of-way intersecting project boundary at least every 600 feet on average



Option 3. Transit corridor or route with adequate transit service

Locate the project on a site with existing and/or planned transit service such that at least 50% of dwelling units and nonresidential building entrances (inclusive of existing buildings) are within a 1/4 mile walk distance of bus and/or streetcar stops, or within a 1/2 mile walk distance of bus rapid transit stops, light or heavy rail stations, and/or ferry terminals, and the transit service at those stops in aggregate meets the minimums listed in Table 1 (both weekday and weekend trip minimums must be met).

Weekend trips must include service on both Saturday and Sunday. Commuter rail must serve more than one metropolitan statistical area (MSA) and/or the area surrounding the core of an MSA.

Table 1. Minimum daily transit service

	Weekday trips	Weekend trips
Projects with multiple transit types (bus, streetcar, rail, or ferry)	60	40
Projects with commuter rail or ferry service only	24	6

If transit service is planned but not yet operational, the project must demonstrate one of the following:

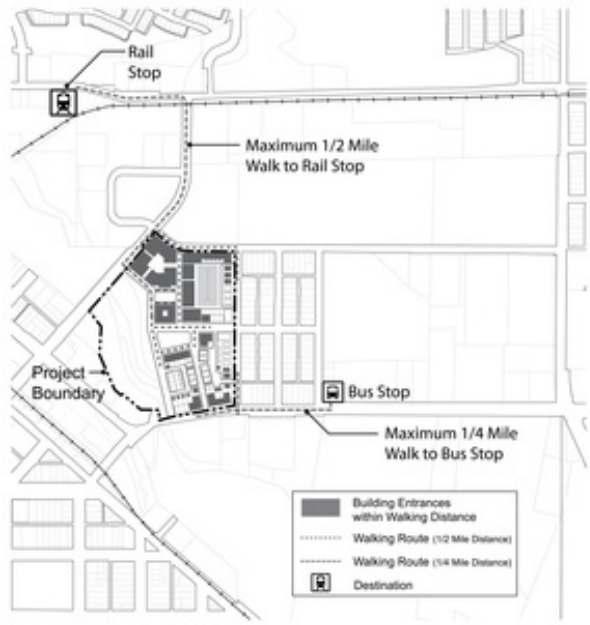
1. The relevant transit agency has a signed full funding grant agreement with the Federal Transit Administration that includes a revenue operations date for the start of transit service. The revenue operations date must be no later than the occupancy date of 50% of the project's total building square footage.
2. For bus, streetcar, bus rapid transit, or ferry service, the transit agency must certify that it has an approved budget that includes specifically allocated funds sufficient to provide the planned service at the levels listed above and that service at these levels will commence no later than occupancy of 50% of the project's total building square footage.
3. For rail service other than streetcars, the transit agency must certify that preliminary engineering for a rail line has commenced. In addition, the service must meet either of these two requirements:

   - A state legislature or local subdivision of the state has authorized the transit agency to expend funds to establish rail transit service that will commence no later than occupancy of 50% of the project's total building square footage.

   OR

   - A municipality has dedicated funding or reimbursement commitments from future tax revenue for the development of stations, platforms, or other rail transit infrastructure that will service the project no later than occupancy of 50% of the project's total building square footage.

Figure 3. Walking routes on pedestrian network showing distances from dwellings and Nonresidential uses to transit stops



Option 4. Sites with nearby neighborhood assets

Include a residential component equaling at least 30% of the project's total building square footage (exclusive of portions of parking structures devoted exclusively to parking), and locate the project near existing neighborhood shops, services, and facilities ("diverse uses"; see Appendix) such that the project boundary is within 1/4-mile walk distance of at least five diverse uses, or such that the project's geographic center is within 1/2-mile walk distance of at least seven diverse uses. In either case the qualifying uses must include at least one food retail establishment and at least one use from each of two other categories, with the following limitations:

a. A single establishment may not be counted in two categories (e.g., a place of worship may be counted only once even if it also contains a daycare facility, and a retail store may be counted only once even if it sells products in several categories).
b. Establishments in a mixed-use building may each count if they are distinctly operated enterprises with separate exterior entrances, but no more than half of the minimum number of diverse uses can be situated in a single building or under a common roof.
c. Only two establishments in a single category may be counted (e.g., if five restaurants are within the required distance, only two may be counted).

Figure 4. Walking routes on pedestrian network showing distances from dwellings and Nonresidential uses to transit stops

Option 1. Transit-served location

Locate the project on a site with existing transit service such that at least 50% of dwelling units and nonresidential building entrances (inclusive of existing buildings) are within a 1/4-mile walk distance of bus or streetcar stops, or within a 1/2-mile walk distance of bus rapid transit stops, light or heavy rail stations, or ferry terminals, and the transit service at those stops in aggregate meets the minimums listed in Tables 1 and 2. Both weekday and weekend trip minimums must be met to earn points at a particular threshold.

Projects larger than 125 acres can meet the requirements by locating on a site with existing transit service such that at least 40% of dwelling units and nonresidential building entrances (inclusive of existing buildings) are within a 1/4-mile walk distance of bus or streetcar stops, or within a 1/2-mile walk distance of bus rapid transit stops, light or heavy rail stations, or ferry terminals, and the transit service at those stops in aggregate meets the minimums listed in Tables 1 and 2 (both weekday and weekend trip minimums must be met to earn points at a particular threshold), as long as the 40% complies with NPD Prerequisite 2 and any portion of the project beyond the 1/4-mile and/or 1/2-mile walk distances meets SLL Prerequisite 1, Option 3-compliant planned transit service.

Projects greater than 500 acres can meet the requirements by locating on a site with existing transit service such that at least 30% of dwelling units and nonresidential building entrances (inclusive of existing buildings) are within a 1/4-mile walk distance of bus or streetcar stops, or within a 1/2-mile walk distance of bus rapid transit stops, light or heavy rail stations, or ferry terminals, and the transit service at those stops in aggregate meets the minimums listed in Tables 1 and 2 (both weekday and weekend trip minimums must be met to earn points at a particular threshold), as long as the 30% complies with NPD Prerequisite 2 and any portion of the project beyond the 1/4-mile and/or 1/2-mile walk distances meets SLL Prerequisite 1, Option 3-compliant planned transit service.

For all projects, weekend daily trips must include service on both Saturday and Sunday. Commuter rail must serve more than one metropolitan statistical area (MSA) and/or the area surrounding the core of an MSA.

Weekday trips	Weekend trips	Points
60	40	1
76	50	2
100	65	3
132	85	4
180	130	5
246	150	6
320	200	7

Weekday trips	Weekend trips	Points
24	6	1
40	8	2
60	12	3

Projects served by two or more transit routes such that no one route provides more than 60% of the prescribed levels may earn 1 bonus point, up to the maximum 7 points.

Projects where existing transit service is temporarily rerouted outside the required distances for less than 2 years may meet the requirements if the local transit agency has committed to restoring the compliant routes with service at or above the prior level.

OR

Option 2. Metropolitan planning organization location with low VMT

Locate the project within a region served by a metropolitan planning organization (MPO) and within a transportation analysis zone (TAZ) where either a) the current annual home-based vehicle miles traveled (VMT) per capita (if TAZ is 100% residential) or b) the annual nonhome-based VMT per employee (if TAZ is 100% non-residential) does not exceed 90% of the average of the equivalent metropolitan region value. The research must be derived from household or employment transportation surveys conducted by the MPO within ten years of the date of submission for LEED for Neighborhood Development certification. Additional credit may be awarded for increasing levels of performance, as indicated in Table 3. Mixed-use TAZs must use whichever TAZ VMT is greater, either residential per capita or nonresidential per employee.

Percentage of average regional VMT per capita	Points
81–90%	1
71–80%	2
61–70%	3
51–60%	4
41–50%	5
31–40%	6
30 or less	7
VMT = vehicle miles traveled.	

Points earned under Options 1 and 2 may not be combined.

Option 1: Rail station, bus rapid transit station & ferry terminal proximity

Locate the project within 1/2-mile (800 meter) walking distance (measured from a main building entrance) of an existing or planned and funded commuter rail, light rail, subway station bus rapid transit[1] station or commuter ferry terminal.

OR

Option 2: Bus stop proximity

Locate the project within 1/4-mile (400 meter) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more public, campus, or private bus lines usable by building occupants.

Option 3. Rideshare proximity

Projects outside the U.S. may locate the project within 1/4-mile (400 meter) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more existing rideshare options[2] that that meet the definition of public transportation[3] and are authorized by the local transit authority if one exists.

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[1] Bus rapid transit is an enhanced bus system that operates on exclusive bus lanes or other transit rights-of-way; it is designed to combine the flexibility of uses with the efficiency of rail.

[2] Rideshare is a transit service that involves sharing a single vehicle with multiple people, excluding large-scale vehicles such as buses and trains. The rideshare transit facility must include a signed stop and a clearly defined waiting area. Additionally, the rideshare must include an enclosed passenger seating area, fixed route service, fixed fare structure, continuous daily operation, and the ability to pick up and drop off multiple riders. Rideshare options must hold 4 or more passengers, except for human-powered conveyances which must hold 2 or more passengers.

[3]Public transportation consists of bus, rail, or other transit services for the general public that operate on a regular, continual basis.

Option 1: Rail station, bus rapid transit station & ferry terminal proximity

Locate the project within 1/2-mile (800 meter) walking distance (measured from a main building entrance) of an existing or planned and funded commuter rail, light rail, subway station bus rapid transit[1] station or commuter ferry terminal.

OR

Option 2: Bus stop proximity

Locate the project within 1/4-mile (400 meter) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more public, campus, or private bus lines usable by building occupants.

A bus system may count as 1 of these lines.

Option 3: Pedestrian access

Show that the project school has an attendance boundary such that at least 80% of students live within no more than 3/4-mile walking distance for grades 8 and below, and 1 1/2-mile walking distance for grades 9 and above. In addition, locate the project on a site that allows pedestrian access to the site from all residential neighborhoods that house the planned student population.

Option 4. Rideshare proximity

Projects outside the U.S. may locate the project within 1/4-mile (400-meter) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more existing rideshare options that that meet the definition of public transportation and are authorized by the local transit authority if one exists.

All options

For all options, provide dedicated walking or biking lanes to the transit lines that extend from the school building at least to the end of the school property in 2 or more directions without any barriers (e.g., fences) on school property.

Option 1: Rail station, bus rapid transit station & ferry terminal proximity

Locate the project in a building within 1/2-mile (800 meter) walking distance (measured

from a main building entrance) of an existing (or planned and funded) commuter rail, light rail, subway station, bus rapid transit[1] station or commuter ferry terminal.

OR

Option 2: Bus stop proximity

Locate the project within 1/4-mile (400 meter) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more public, campus, or private bus lines usable by tenant occupants.

Option 3. Rideshare proximity

Projects outside the U.S. may locate the project within 1/4-mile (400 meter) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more existing rideshare options[2] that that meet the definition of public transportation[3] and are authorized by the local transit authority if one exists.

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[3]Public transportation consists of bus, rail, or other transit services for the general public that operate on a regular, continual basis.

Option 1: Rail station, bus rapid transit station & ferry terminal proximity

Locate the project within 1/2-mile (800 meter) walking distance (measured from a main building entrance) of an existing or planned and funded commuter rail, light rail, subway station bus rapid transit[1] station or commuter ferry terminal.

For stations located greater than 1/8 mile (200 meters) from building entrance, provide an on-demand shuttle service with a documented service plan.

OR

Option 2: Bus stop proximity

Locate the project within 1/8-mile (200 meters) walking distance (measured from a main building entrance) of one or more stops for two or more public, campus, or private bus lines usable by building occupants.

Option 3. Rideshare proximity

Projects outside the U.S. may locate the project within 1/4-mile (400 meter) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more existing rideshare options[2] that that meet the definition of public transportation[3] and are authorized by the local transit authority if one exists.

Option 1. Public transportation access (6 points)

Path 1. Rail station, bus rapid transit station & ferry terminal proximity

Locate the project within 1/2-mile (800 meters) walking distance (measured from a main building entrance) of an existing or planned and funded commuter rail, light rail, subway station bus rapid transit[1] station or commuter ferry terminal.

OR

Path 2. Bus stop proximity

Locate the project within 1/4-mile (400 meters) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more public, campus, or private bus lines usable by tenant space occupants.

Path 3. Rideshare proximity

Projects outside the U.S. may locate the project within 1/4-mile (400 meter) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more existing rideshare options[2] that that meet the definition of public transportation[3] and are authorized by the local transit authority if one exists.

Option 2. Bicycle commuting (1 point)

Provide secure bicycle racks and/or storage within 200 yards of a building entrance according to the following guidelines based on project square footage:

- Up to 5,000 sf (465 square meters), 2 or more bicycle racks
- 5,001–20,000 sf (466-1,860 square meters), 3 or more bicycle racks
- 20,001–50,000 sf (1,861-4,600 square meters), 6 or more bicycle racks
- More than 50,000 sf (4,600 square meters), 10 or more bicycle racks

AND

Institute 1 of the following: lockable changing areas, showers, bicycle maintenance program, or bicycle route assistance.

For projects that are part of a multitenant complex

A multitenant complex is a master-planned development of stores, restaurants, and other businesses; retailers may share one or more services and/or common areas.

If bicycle racks have been provided by the development in which the project is located, the number that may be attributed to the project is determined by taking the square footage of the retail project and dividing by the total square footage of the development (buildings only). Multiply the resulting percentage by the total number of bicycle racks. If this number does not meet the credit requirement, the project should add additional spaces.

Option 3. Low-emitting and fuel-efficient vehicles

Path 1. Provide vehicles

Provide low-emitting and fuel-efficient vehicles[4] for 3% of the full-time equivalent (FTE) occupants.

Provide preferred parking[5] for these vehicles.

Path 2. Preferred or discounted parking

Provide preferred parking for low-emitting and fuel-efficient vehicles for 5% of the total employee parking and 5% of customer parking provided for the project.

Path 3. Alternative fuel

Install alternative-fuel refueling stations for 3% of the total vehicle parking capacity of the site. Liquid or gaseous fueling facilities must be separately ventilated or located outdoors.

Path 4. Vehicle sharing program

Provide building occupants access to a low-emitting or fuel-efficient vehicle-sharing program. The following requirements must be met:

- One low-emitting or fuel-efficient vehicle must be provided for a minimum 3% of employee FTE occupants. Assuming that 1 shared vehicle can carry 8 persons, 1 vehicle per 267 employee FTE occupants is required. For buildings with fewer than 267 employee FTE occupants, at least 1 low-emitting or fuel-efficient vehicle must be provided.
- A vehicle-sharing contract must be provided that has an agreement of at least 2 years.
- The estimated number of riders served per vehicle must be supported by documentation.
- A narrative explaining the vehicle-sharing program and its administration must be submitted.

Option 4 - Parking Capacity

Path 1 - Minimum zoning requirement

Size parking capacity to meet but not exceed minimum local zoning requirements.

Provide preferred parking for carpools or vanpools for 5% of the total parking spaces.

Path 2 - Parking for less than 5% FTE

For projects that provide parking for less than 5% of full-time equivalent (FTE) building occupants:

Provide preferred parking for carpools or vanpools, marked as such, equal to for 5% of the total employee parking and 5% of customer parking provided for the project.

Path 3 - No new parking

Provide no new parking.

Option 5: Delivery service (1 point)

Provide a delivery service for purchases made from the retail establishment.

It is not required that the delivery service be free of charge, but the cost should not be prohibitive.

Option 6: Incentives (1 point)

Provide a comprehensive incentives program for employees who carpool or use alternative transportation to get to work. Three incentives must be provided for all staff upon hire.

Potential incentives may include but are not limited to the following:

- Transit pass subsidies.
- Purchase of public transportation passes on a pretax basis.
- Preferred scheduling for carpoolers. While shifts cannot be guaranteed, a reasonable effort will be made to accommodate carpooling employees' schedules.
- An "emergency ride home" program for carpoolers and vanpoolers who must leave work unexpectedly.
- Preferred parking for carpools or vanpools.
- Discounts on bicycle accessories and maintenance at local shops.

Option 7: Alternative transportation education (1 point)

Provide a board or computer display in the retail project, accessible to both employees and customers, that provides the following information:

- Information on carpooling programs.
- Transit trip planning assistance.
- Transit maps.
- Maps of bicycle routes and the locations of secure bicycle parking, lockers, and showers, if provided.
- Summary of the company transportation management plan.
- Contacts for more information.

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[1] Bus rapid transit is an enhanced bus system that operates on exclusive bus lanes or other transit rights-of-way; it is designed to combine the flexibility of uses with the efficiency of rail.

[2] Rideshare is a transit service that involves sharing a single vehicle with multiple people, excluding large-scale vehicles such as buses and trains. The rideshare transit facility must include a signed stop and a clearly defined waiting area. Additionally, the rideshare must include an enclosed passenger seating area, fixed route service, fixed fare structure, continuous daily operation, and the ability to pick up and drop off multiple riders. Rideshare options must hold 4 or more passengers, except for human-powered conveyances which must hold 2 or more passengers.

[3] Public transportation consists of bus, rail, or other transit services for the general public that operate on a regular, continual basis.

[1] For the purposes of this credit "preferred parking" refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped persons) or parking passes provided at a discounted price. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all eligible customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

[2] For the purposes of this credit, low-emitting vehicles are defined as vehicles that are

classified as Zero Emission Vehicles (ZEV) by the California Air Resources Board. Fuel-efficient vehicles are defined as vehicles that have achieved a minimum green score of 40 on the American Council for an Energy Efficient Economy (ACEEE) annual vehicle rating guide.

Option 1. Public transportation access (6 points)

Path 1. Rail station, bus rapid transit station & ferry terminal proximity

Locate the project within 1/2-mile (800 meters) walking distance (measured from a main building entrance) of an existing or planned and funded commuter rail, light rail, subway station bus rapid transit[1] station or commuter ferry terminal.

OR

Path 2. Bus stop proximity

Locate the project within 1/4-mile (400 meters) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more public, campus, or private bus lines usable by tenant space occupants.

Path 3. Rideshare proximity

Projects outside the U.S. may locate the project within 1/4-mile (400 meter) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more existing rideshare options[2] that that meet the definition of public transportation[3] and are authorized by the local transit authority if one exists.

Option 2. Bicycle commuting (1 point)

Provide secure bicycle racks and/or storage within 200 yards of a building entrance according to the following guidelines based on project square footage:

- Up to 5,000 sf (465 square meters), 2 or more bicycle racks
- 5,001–20,000 sf (466-1,860 square meters), 3 or more bicycle racks
- 20,001–50,000 sf (1,861-4,600 square meters), 6 or more bicycle racks
- More than 50,000 sf (4,600 square meters), 10 or more bicycle racks

AND

Institute 1 of the following: lockable changing areas, showers, bicycle maintenance program, or bicycle route assistance.

For projects that are part of a multitenant complex

A multitenant complex is a master-planned development of stores, restaurants, and other businesses; retailers may share one or more services and/or common areas.

If bicycle racks have been provided by the development in which the project is located, the number that may be attributed to the project is determined by taking the square footage of the retail project and dividing by the total square footage of the development (buildings only). Multiply the resulting percentage by the total number of bicycle racks. If this number does not meet the credit requirement, the project should add additional spaces.

Option 3. Low-emitting and fuel-efficient vehicles

Path 1. Provide vehicles

Provide low-emitting and fuel-efficient vehicles[4] for 3% of the full-time equivalent (FTE) occupants.

Provide preferred parking[5] for these vehicles.

Path 2. Preferred or discounted parking

Provide preferred parking for low-emitting and fuel-efficient vehicles for 5% of the total employee parking and 5% of customer parking provided for the project.

Path 3. Alternative fuel

Install alternative-fuel refueling stations for 3% of the total vehicle parking capacity of the site. Liquid or gaseous fueling facilities must be separately ventilated or located outdoors.

Path 4. Vehicle sharing program

Provide building occupants access to a low-emitting or fuel-efficient vehicle-sharing program. The following requirements must be met:

- One low-emitting or fuel-efficient vehicle must be provided for a minimum 3% of employee FTE occupants. Assuming that 1 shared vehicle can carry 8 persons, 1 vehicle per 267 employee FTE occupants is required. For buildings with fewer than 267 employee FTE occupants, at least 1 low-emitting or fuel-efficient vehicle must be provided.
- A vehicle-sharing contract must be provided that has an agreement of at least 2 years.
- The estimated number of riders served per vehicle must be supported by documentation.
- A narrative explaining the vehicle-sharing program and its administration must be submitted.
- Parking for low-emitting and fuel-efficient vehicles must be located in the nearest SS Credit 3 available spaces in the nearest available parking area. Provide a site plan or area map clearly highlighting the walking path from the parking area to the project site and noting the distance.

Option 4. Parking availability

Case 1. Projects with an area less than 75% of the total building area

Path 1 - Zoning requirements will not be exceeded

Parking spaces provided to tenant must meet but not exceed minimum number required by local zoning regulations.

Preferred parking must be provided for carpools or vanpools capable of serving 5% or more of tenant employees.

Path 2: No new parking

No parking will be provided or subsidized for tenant employees.

Case 2. Projects with an area 75% or more of the total building area

Preferred parking must be provided for carpools or vanpools, capable of serving 5% of the building employees.

AND

Path 1 - Zoning requirements will not be exceeded

Parking capacity must meet but not exceed minimum local zoning requirements.

Preferred parking must be provided for carpools or vanpools, capable of serving 5% of the building employees.

Path 2: No new parking

No new parking will be added for rehabilitation projects.

Option 5: Delivery service (1 point)

Provide a delivery service for purchases made from the retail establishment.

It is not required that the delivery service be free of charge, but the cost should not be prohibitive.

Option 6: Incentives (1 point)

Provide a comprehensive incentives program for employees who carpool or use alternative transportation to get to work. Three incentives must be provided for all staff upon hire.

Potential incentives may include but are not limited to the following:

- Transit pass subsidies.
- Purchase of public transportation passes on a pretax basis.
- Preferred scheduling for carpoolers. While shifts cannot be guaranteed, a reasonable effort will be made to accommodate carpooling employees' schedules.
- An "emergency ride home" program for carpoolers and vanpoolers who must leave work unexpectedly.
- Preferred parking for carpools or vanpools.
- Discounts on bicycle accessories and maintenance at local shops.

Option 7: Alternative transportation education (1 point)

Provide a board or computer display in the retail project, accessible to both employees and customers, that provides the following information:

- Information on carpooling programs.
- Transit trip planning assistance.
- Transit maps.
- Maps of bicycle routes and the locations of secure bicycle parking, lockers, and showers, if provided.
- Summary of the company transportation management plan.
- Contacts for more information.

[1]For the purposes of this credit "preferred parking" refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped persons) or parking passes provided at a discounted price. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all eligible customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

[2]For the purposes of this credit, low-emitting vehicles are defined as vehicles that are classified as Zero Emission Vehicles (ZEV) by the California Air Resources Board. Fuel-efficient vehicles are defined as vehicles that have achieved a minimum green score of 40 on the American Council for an Energy Efficient Economy (ACEEE) annual vehicle rating guide.

Locate project within 1/2 mile of an existing, or planned and funded, commuter rail, light rail or subway station.
OR
Locate project within 1/4 mile of one or more stops for two or more public or campus bus lines usable by building occupants.

- Tenant to select building within ½ mile of a commuter rail, light rail or subway station or ¼ mile of two or more public or campus bus lines usable by tenant occupants.

Meet the criteria of at least one of the following three options:

Option A

- The building is located within 1/2 mile of a commuter rail, light rail or subway station.

Option B

- The building is located within 1/4 mile of two or more public or campus bus lines usable by building occupants.

Option C

- Building occupants are provided with a conveyance (shuttle link) that supplies transportation between the building and public transportation meeting the criteria in Option A or Option B above.

Locate project within 1/2 mile of an existing, or planned and funded, commuter rail, light rail, or subway station.

OR

Locate project within 1/4 mile of one or more stops for two or more public or campus bus lines usable by building occupants. A school bus system may count as one of these lines.

OR

Show that the school where the project is located has an attendance boundary that at least 80% of students live within no more than 3/4 mile for Grades 8 and below, and 1.5 mile for Grades 9 and above. In addition, locate the project on a site that allows pedestrian access to the site from all residential neighborhoods that house the planned student population.

AND

in all cases, provide dedicated walking or bike routes to the transit that extend from the school building at least to the end of the school property in 2 or more different directions, ensuring that walking routes and bike lanes have no barriers on school property (i.e. fences).

Locate project within 1/2 mile of an existing, or planned and funded, commuter rail, light rail or subway station.
OR
Locate project within 1/4 mile of one or more stops for two or more public or campus bus lines usable by building occupants.

Locate project within 1/2 mile of a commuter rail, light rail or subway station or 1/4 mile of two or more public or campus bus lines usable by building occupants.

Locate building within ½ mile of a commuter rail, light rail or subway station or ¼ mile of 2 or more bus lines.

Option 3. Transit corridor

Locate the project on a site with existing or planned transit service such that at least 50% of dwelling units and nonresidential use entrances (inclusive of existing buildings) are within a ¼-mile (400-meter) walking distance of bus or streetcar stops, or within a ½-mile (800-meter) walking distance of bus rapid transit stops, light or heavy rail stations, or ferry terminals, and the transit service at those stops in aggregate meets the minimums listed in Table 1.

Projects must meet the requirements for both weekday and weekend trips and provide service every day.

Table 1. Minimum daily transit service...minimum weekday and weekend trips per transit type

	Weekday trips	Weekend trips
Projects with multiple transit types (bus, streetcar, rail, or ferry)	60	40
Projects with commuter rail or ferry service only	24	6

If transit service is planned but not yet operational, the project must demonstrate one of the following:

- The relevant transit agency has a signed full-funding grant agreement with the Federal Transit Administration (or equivalent national agency for projects outside of the U.S.) that includes a revenue operations date for the start of transit service. The revenue operations date must be no later than the date by which 50% of the project's total building gross floor area will be occupied.
- For bus, streetcar, bus rapid transit, or ferry service, the transit agency must certify that it has an approved budget that includes specifically allocated funds sufficient to provide the planned service at the levels listed above and that service at these levels will begin no later than the date by which 50% of the project's total building gross floor area will be occupied.
- For rail service other than streetcars, the transit agency must certify that preliminary engineering for a rail line has begun. In addition, the service must meet either of these two requirements:

- A state legislature or local subdivision of the state (or a local government for projects outside the U.S.) has authorized the transit agency to expend funds to establish rail transit service that will begin no later than the date by which 50% of the project's total building gross floor area will be occupied.

Or

- A local government has dedicated funding or reimbursement commitments from future tax revenue for the development of stations, platforms, or other rail transit infrastructure that will serve the project no later than the date by which 50% of the project's total building gross floor area will be occupied.

Locate any functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, or within a ½-mile (800-meter) walking distance of existing or planned bus rapid transit stops, light or heavy rail stations, commuter rail stations or ferry terminals. The transit service at those stops and stations in aggregate must meet the minimums listed in Tables 1 and 2. Planned stops and stations may count if they are sited, funded, and under construction by the date of the certificate of occupancy and are complete within 24 months of that date.

Both weekday and weekend trip minimums must be met.

- Qualifying transit routes must have paired route service (service in opposite directions).
- For each qualifying transit route, only trips in one direction are counted towards the threshold.
- If a qualifying transit route has multiple stops within the required walking distance, only trips from one stop are counted towards the threshold.

Table 1. Minimum daily transit service for projects with multiple transit types (bus, streetcar, rail, or ferry)

Weekday trips	Weekend trips	Points BD&C (except Core and Shell)	Points BD&C (Core and shell)	Points ID&C
72	40	1	1	2
144	108	3	3	5
360	216	5	6	7

Table 2. Minimum daily transit service for projects with commuter rail or ferry service only

Weekday trips	Weekend trips	Points (all projects)

24	6	1
40	8	2
60	12	3

Projects served by two or more transit routes such that no one route provides more than 60% of the prescribed levels may earn one additional point, up to the maximum number of points.

If existing transit service is temporarily rerouted outside the required distances for less than two years, the project may meet the requirements, provided the local transit agency has committed to restoring the routes with service at or above the prior level.

Locate any functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, or within a ½-mile (800-meter) walking distance of existing or planned bus rapid transit stops, light or heavy rail stations, commuter rail stations or ferry terminals. The transit service at those stops and stations in aggregate must meet the minimums listed in Tables 1 and 2. Planned stops and stations may count if they are sited, funded, and under construction by the date of the certificate of occupancy and are complete within 24 months of that date.

Both weekday and weekend trip minimums must be met.

- Qualifying transit routes must have paired route service (service in opposite directions).
- For each qualifying transit route, only trips in one direction are counted towards the threshold.
- If a qualifying transit route has multiple stops within the required walking distance, only trips from one stop are counted towards the threshold.

Table 1. Minimum daily transit service for projects with multiple transit types (bus, streetcar, rail, or ferry)

Weekday trips	Weekend trips	Points BD&C (except Core and Shell)	Points BD&C (Core and shell)	Points ID&C
72	40	1	1	2
144	108	3	3	5
360	216	5	6	7

Table 2. Minimum daily transit service for projects with commuter rail or ferry service only

Weekday trips	Weekend trips	Points (all projects)
24	6	1
40	8	2
60	12	3

Projects served by two or more transit routes such that no one route provides more than 60% of the prescribed levels may earn one additional point, up to the maximum number of points.

If existing transit service is temporarily rerouted outside the required distances for less than two years, the project may meet the requirements, provided the local transit agency has committed to restoring the routes with service at or above the prior level.

Option 1. Transit-served location (1–3 points)

Locate any functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, or within a ½-mile (800-meter) walking distance of existing or planned bus rapid transit stops, light or heavy rail stations, commuter rail stations or ferry terminals. The transit service at those stops and stations must meet the minimums listed in Tables 1 and 2. Planned stops and stations may count if they are sited, funded, and under construction by the date of the certificate of occupancy and are complete within 24 months of that date.

- Qualifying transit routes must have paired route service (service in opposite directions).
- For each qualifying transit route, only trips in one direction are counted towards the threshold.
- If a qualifying transit route has multiple stops within the required walking distance, only trips from one stop are counted towards the threshold.

Table 1. Minimum daily transit service for projects with multiple transit types (bus, streetcar, rail, or ferry)

Weekday trips	Points
72	1
144	2
360	3

Table 2. Minimum daily transit service for projects with commuter rail or ferry service only

Weekday trips	Points
24	1
40	2
60	3

Projects served by two or more transit routes such that no one route provides more than 60% of the prescribed levels may earn one additional point, up to the maximum 3 points.

If existing transit service is temporarily rerouted outside the required distances for less than two years, the project may meet the requirements, provided the local

transit agency has committed to restoring the routes with service at or above the prior level.

OR

Option 2. Pedestrian access (1–3 points)

Show that the project has an attendance boundary such that the specified percentages of students live within no more than a 3/4-mile (1200-meter) walking distance (for grades 8 and below, or ages 14 and below), and 1 1/2-mile (2400-meter) walking distance (for grades 9 and above or ages 15 and above) of a functional entry of a school building. Points are awarded according to Table 3.

Table 3. Points for student population within walking distance

Percentage of students	Points
50%	1
60%	2
70% or more	3

In addition, locate the project on a site that allows pedestrian access to the site from all residential neighborhoods that house the planned student population.

Locate any functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, or within a ½-mile (800-meter) walking distance of existing or planned bus rapid transit stops, light or heavy rail stations, commuter rail stations or ferry terminals. The transit service at those stops and stations in aggregate must meet the minimums listed in Tables 1 and 2. Planned stops and stations may count if they are sited, funded, and under construction by the date of the certificate of occupancy and are complete within 24 months of that date.

Both weekday and weekend trip minimums must be met.

- Qualifying transit routes must have paired route service (service in opposite directions).
- For each qualifying transit route, only trips in one direction are counted towards the threshold.
- If a qualifying transit route has multiple stops within the required walking distance, only trips from one stop are counted towards the threshold.

Table 1. Minimum daily transit service for projects with multiple transit types (bus, streetcar, rail, or ferry)

Weekday trips	Weekend trips	Points
72	40	1
144	108	2

Table 2. Minimum daily transit service for projects with commuter rail or ferry service only

Weekday trips	Weekend trips	Points
24	6	1
40	8	2

Projects served by two or more transit routes such that no one route provides more than 60% of the prescribed levels may earn one additional point, up to the maximum 3 points.

If existing transit service is temporarily rerouted outside the required distances for less than two years, the project may meet the requirements, provided the local transit agency has committed to restoring the routes with service at or above the prior level.

Locate the project on a site with existing transit service such that at least 50% of dwelling units and nonresidential use entrances (inclusive of existing buildings) are within a ¼-mile (400-meter) walking distance of bus, streetcar, or rideshare stops or within a ½-mile (800-meter) walking distance of bus rapid transit stops, light or heavy rail stations, commuter rail stations or ferry terminals, and the transit service at those stops in aggregate meets the minimums listed in Tables 1 and 2.

Projects must meet the requirements for both weekday and weekend trips and provide service every day.

Table 1. Minimum daily transit service for projects with multiple transit types (bus, streetcar, rail, or ferry).

Weekday trips	Weekend trips	Points
60	40	1
76	50	2
100	65	3
132	85	4
180	130	5
246	150	6
320	200	7

Table 2. Minimum daily transit service for projects with commuter rail or ferry service only

Weekday trips	Weekend trips	Points
24	6	1
40	8	2
60	12	3

Projects served by two or more transit routes such that no one route provides more than 60% of the prescribed levels may earn an additional point, up to the maximum 7 points.

If existing transit service is temporarily rerouted outside the required distances for less than two years, the project may meet the requirements, provided the local transit agency has committed to restoring the routes with service at or above the prior level.

Locate any functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, or within a ½-mile (800-meter) walking distance of existing or planned bus rapid transit stops, light or heavy rail stations, commuter rail stations or ferry terminals. The transit service at those stops and stations in aggregate must meet the minimums listed in Tables 1 and 2. Planned stops and stations may count if they are sited, funded, and under construction by the date of the certificate of occupancy and are complete within 24 months of that date.

Both weekday and weekend trip minimums must be met.

- Qualifying transit routes must have paired route service (service in opposite directions).
- For each qualifying transit route, only trips in one direction are counted towards the threshold.
- If a qualifying transit route has multiple stops within the required walking distance, only trips from one stop are counted towards the threshold.

Table 1. Minimum daily transit service for projects with multiple transit types (bus, streetcar, rail, or ferry)

Weekday trips	Weekend trips	Points BD&C (except Core and Shell)	Points BD&C (Core and shell)	Points ID&C
72	40	1	1	2
144	108	3	3	5
360	216	5	6	7

Table 2. Minimum daily transit service for projects with commuter rail or ferry service only

Weekday trips	Weekend trips	Points (all projects)
24	6	1
40	8	2
60	12	3

Projects served by two or more transit routes such that no one route provides more than 60% of the prescribed levels may earn one additional point, up to the maximum number of points.

If existing transit service is temporarily rerouted outside the required distances for less than two years, the project may meet the requirements, provided the local transit agency has committed to restoring the routes with service at or above the prior level.