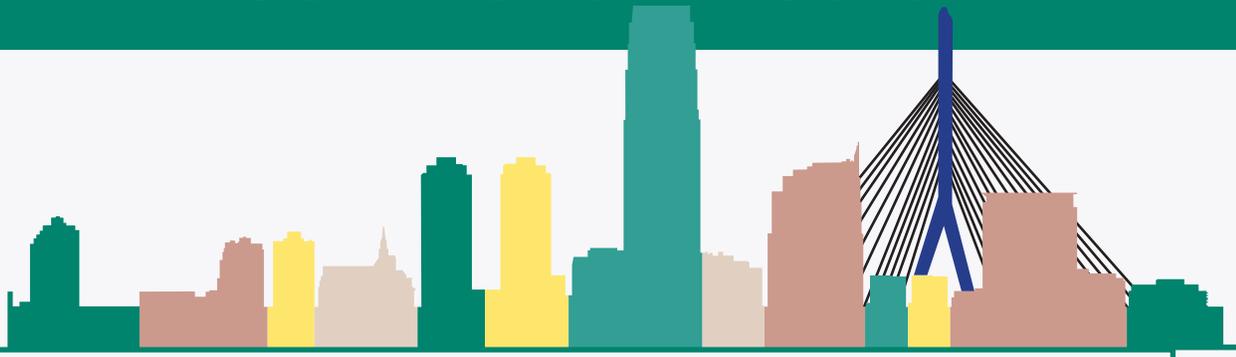


# BREAKING DOWN THE TRANSPORTATION ACCESS PLAN AGREEMENT (TAPA) & TDM REGULATIONS IN BOSTON



If you stay current with city planning initiatives, you're well aware of *transportation demand management (TDM)*, but if you're not fully up to date, we're here to help. In short, **TDM is the effort made by governments, employers, developers, and property managers to reduce the number of single-occupancy vehicle commutes on the road on a daily basis.**

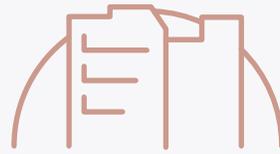
Offering a free shuttle service to employees is a perfect example of a TDM effort made by an employer, for instance, because it doesn't add any additional infrastructure but instead ferries employees to and from an existing transit stop.

The city of Boston requires the Boston Transportation Department and developers to execute a Transportation Access Plan Agreement for all new, individual developments.

Here's a breakdown of what you need to complete a TAPA:



If a structure is 20,000+ square feet, or 15 housing units, developers need to complete a **Small Project Plan**.



If a building's going to be 50,000+ square feet, developers need to complete a **Large Project Plan**.

These measures can be executed in a variety of ways, including becoming members of a local transportation management association (TMA), providing subsidized transit passes, or installing bike facilities.

Although Boston doesn't require employers to meet certain transit-specific standards, the state of Massachusetts does.

**Companies with 250 or more employees and educational institutions with 1,000 or more employees and students combined need to adhere to the Massachusetts Rideshare Regulation.**

To comply with this regulation, a plan must be in place to **reduce the drive-alone rate by 25%**. The following actions must also be taken in order to meet regulations:



**Survey current commuter patterns.**

To figure out the best plan of action, it's important to first understand how commuters are currently getting to work or school.



**Identify available commuting options.**

If you don't promote your commute program, then most employees will resort to driving. Make sure you're providing new and current employees access to your all of your available options so they can confidently leave their cars at home.



**Set goals for reducing drive-alone trips.**

Plotting realistic goals building toward the 25% reduced drive-alone rate is crucial to an achievable plan. You're not going to accomplish it overnight! Start small and keep moving forward.



**Offer options and incentive for reducing drive-alone trips.**

Boston's full of alternative transit options, and it's up to employers to assist employees with the switch from car commutes. Offerings can include a parking cash-out program, transit subsidies, or bike-friendly elements. Working with a local TMA can help identify and implement other strategies unique to your employees and goals.



**Review how commute patterns change as a result.**

Once your plan is in place, it's important to monitor how commuting behaviors change as a result. Continue to stay up-to-date on the latest trends so you can support your employees and stay competitive.

**GETTING STARTED WITH LOCAL TMAs:**

Due to the many individual jurisdictions in the greater Boston area, there are many organizations waiting to help, like:

A Better City TMA | Allston Brighton TMA | Charles River TMA