

2023 Annual Report

SAN MATEO RAIL CORRIDOR
TRANSPORTATION MANAGEMENT ASSOCIATION

FINAL
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Executive Summary

This report details the results of vehicle trip monitoring conducted under the San Mateo Rail Corridor Transit-Oriented Development Plan (Corridor Plan). It also presents a qualitative overview of Transportation Demand Management (TDM) plans for completed projects in the Rail Corridor area and a summary of the results of a survey of San Mateo Rail Corridor Transportation Management Association (TMA) members.

Data collection for the 2023 annual monitoring of the TMA was completed on October 17, 2023. The trip generation counts indicated that all projects except one were at or below their short-term thresholds. One project, Delaware Pacific and 2000 Delaware, generated 57 PM peak-hour vehicle trips, which exceeded the short-term threshold of 52 peak-hour vehicle trips by five trips. The count for Azara, 25 PM peak-hour trips, was equal to its short-term threshold.

Compared to the 2022 counts, the 2023 trip counts indicated higher trip generation at the commercial office projects, with values above those reported in 2019, before the COVID-19 Pandemic, and slight decreases at all residential projects except Azara.

Bay Meadows Phase II trip generation was estimated according to the full monitoring requirement using cordon counts and license plate studies like that employed for the 2022 Annual Report. The resulting trip generation was 2,178 PM peak hour vehicle trips, approximately 76% of the maximum trip threshold (2,878 PM peak hour vehicle trips) allowed under the Conditions of Approval (COA) for the mid-term stage. This value is slightly higher than the estimate for 2019 (pre-pandemic) (2,113 PM peak-hour vehicle trips).

During entitlement, all TMA member projects were required to develop TDM or trip reduction plans that reflected the City's guiding documents and practices. Relevant documents were reviewed to document trip reduction thresholds and TDM or trip reduction strategies. Bicycle parking, transit provisions, and commute coordination were cited most often in these documents.

Similar to past years, TMA members completed a survey developed to solicit feedback about current practices. Responses were received from member representatives of all 12 completed projects, and essential facts about TDM and trip reduction practices, including management, specific programs offered, distribution of TDM information, and surveying travel behavior, were included in the responses.

Background

In 2005, the City of San Mateo (City) adopted the Corridor Plan. The plan's stated goal is to allow, encourage, and provide guidance for the creation of world-class transit-oriented development (TOD) within a half-mile radius of the Hillsdale and Hayward Park Caltrain station areas while maintaining and improving the quality of life for those who already live and work in the area.

The Corridor Plan included a framework for the creation of TOD, implementation of a TDM program that generates an overall reduction in new vehicle trips of at least 25% corridor-wide, the establishment of trip generation thresholds, establishment of parking standards, and monitoring of trip generation. The Corridor Plan also called for the creation of the TMA. It stipulated that participation in the TMA was *required* for all new development within the TOD zone, *strongly encouraged* for all new development within the broader Corridor Plan area, and *available* to any existing uses outside the Corridor Plan area (Policy 7.18).

The City adopted the Hillsdale Station Area Plan (Station Plan) in 2011. The area addressed in the Station Plan was based on the site within walking distance of the now-relocated Hillsdale Caltrain Station. The Station Plan expanded the TMA formed under the Corridor Plan to include all properties within the Station Plan area and required all new developments to join the TMA. It stated that Hillsdale Shopping Center's participation in the TMA will consist of optional measures and will not be subject to the TMA's trip reduction goals (Policy TRA-4.2).

Figure 1 illustrates the Corridor Plan and Station Plan areas.

Purpose of the TMA

As defined in its bylaws, the TMA aims to implement the Objectives of the Corridor Plan. Within the Corridor Plan area, the TMA provides the following functions.

- Oversee TDM program implementation;
- Arrange shared parking, as appropriate;
- Market TDM services and programs;
- Coordinate TDM services and programs;
- Coordinate with the City on annual trip generation monitoring for completed projects;
- Participate in annual reporting to the San Mateo City Council about development trip generation information;
- Consult with non-compliant members about changes to their TDM programs.

Outside the corridor area, the TMA may coordinate with other agencies.

No TDM services or programs are currently funded by the TMA. Member projects with active TDM programs do so at their own expense, independently or in partnership with other members or Commute.org.

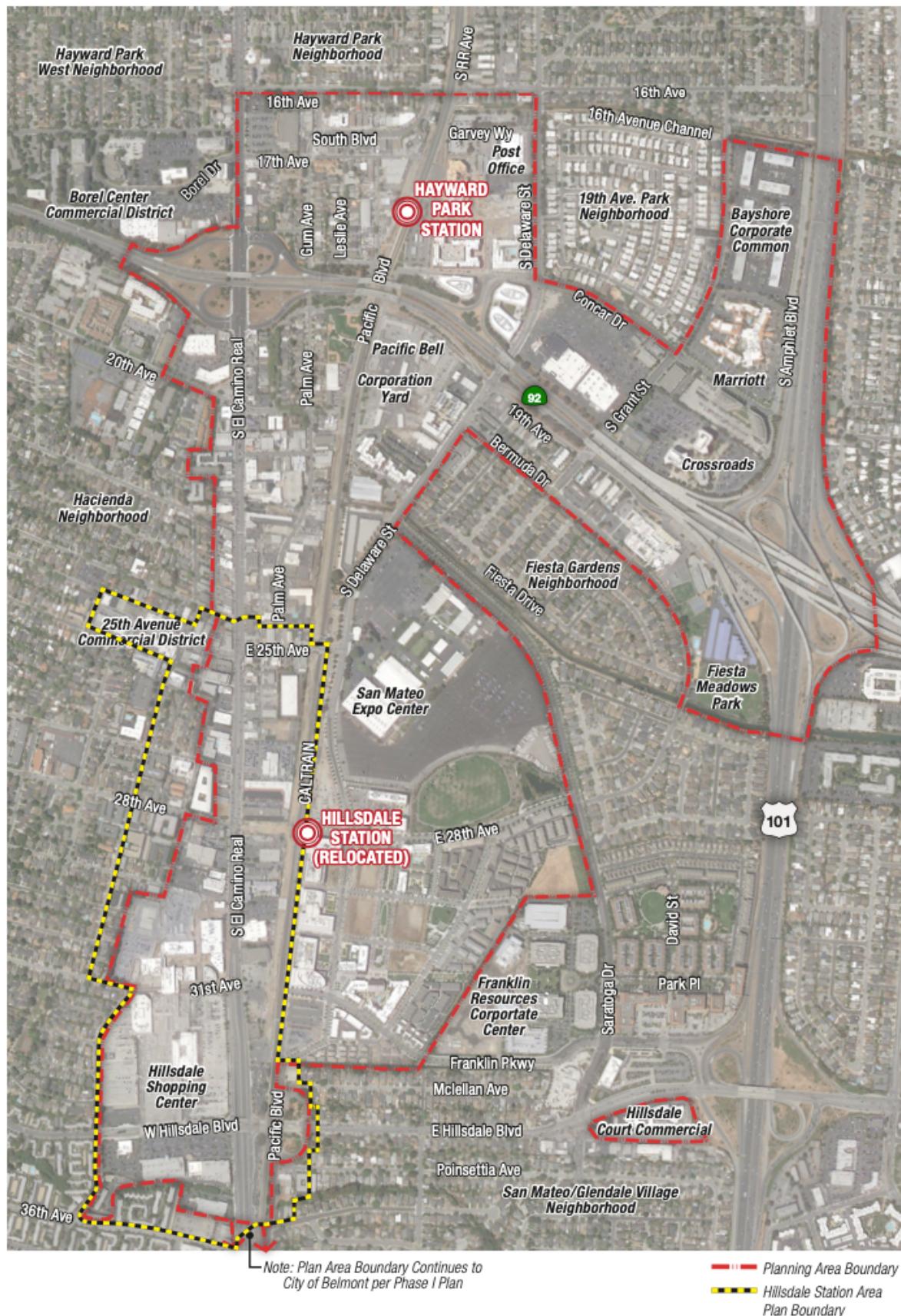


Figure 1: Corridor Plan Boundary and Hillsdale Station Area Plan Boundary

2023 TMA Activities

Official TMA meetings were held virtually, using the Zoom platform, in January (General Membership and Board), May, and September 2023. The TMA directors, officers, and contacts, as well as meeting minutes, are included in Appendix A.

Corridor Plan Area Project Status

Construction continued in the Corridor Plan area during the 2023 calendar year, including completing the Bay Meadows Station 5 office project. **Figure 2** summarizes completed projects in the Corridor Plan area. **Figure 3** summarizes future projects under construction or approved.

Trip Generation Thresholds and TDM Measures

During each development project's entitlement phase, vehicle trip generation is calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Trip reductions are calculated based on a development's density, location, proximity to transit, the mix of land uses, and TDM programs. The Conditions of Approval (COA) establish short-term and long-term trip generation thresholds that need to be met for the life of a project. Short-term goals are based on the varying status of completed projects within the corridor area. Long-term trip reduction goals are based on the full build-out of the space into the transit-oriented neighborhood envisioned in the Corridor Plan. Many long-term goals are also based on the 25th Avenue Grade Separation Project, which created new roadway connections on 28th and 31st Avenues between El Camino Real and Delaware Street.

TMA projects must submit individual TDM plans with a list of trip-reduction strategies to be implemented once the project is occupied. TDM plans are tailored to reflect the project's location, proximity and access to transit, walkability, proposed land uses, and other relevant factors.

Trip Generation Monitoring

Scope of Study

The TMA is required to collect data annually regarding the number of vehicle trips generated by each development. Trip generation is determined by collecting driveway counts at all occupied projects. These data are compared to the allowable trip generation threshold identified in each development's COA. All projects are currently required to meet their short-term trip reduction goals.

TMA Trip Generation

Driveway count data were collected during the PM peak period (4:00 PM to 6:00 PM) on Tuesday, October 17, 2023, to determine PM peak hour trips generated by each project. For reference, driveway counts were conducted for all projects *outside* Bay Meadows Phase II because a different monitoring procedure was used for this area. Therefore, driveway counts were not performed for Montara and Nueva School within Bay Meadows Phase II.

Completed Rail Corridor TMA Projects (as of 12/31/23)			
Project	Land Use	Quantity	Units
Bay Meadows Phase II (RES 1)	Townhomes	108	Dwelling Units
Bay Meadows Phase II (RES 2)	Townhomes	80	Dwelling Units
Bay Meadows Phase II (RES 3)	Townhomes	156	Dwelling Units
Bay Meadows Phase II (RES 4)	Apartments	82	Dwelling Units
Bay Meadows Phase II (RES 5)	Townhomes	76	Dwelling Units
Bay Meadows Phase II (RES 7)	Apartments	158	Dwelling Units
	Restaurant	3,472	Square Feet
Bay Meadows Phase II (RES 8)	Townhomes	74	Dwelling Units
Bay Meadows Phase II (RES 9)	Townhomes Detached Single Family	31 24	Dwelling Units
Bay Meadows Phase II (STA 1)	Office	219,831	Square Feet
Bay Meadows Phase II (STA 2)	Office	189,000	Square Feet
Bay Meadows Phase II (STA 3)	Office Retail	167,270 6,730	Square Feet Square Feet
Bay Meadows Phase II (STA 4)	Office Retail Drinking Place	204,340 3,530 2,129	Square Feet Square Feet Square Feet
Bay Meadows Phase II (STA 5)	Office	218,554	Square Feet
Bay Meadows Phase II (MU 1)	High School	450	Students
Bay Measows Phase II (MU 4)	Restaurant Apartments	5,000 70	Square Feet Dwelling Units
Bay Meadows Retail	Retail	30,210	Square Feet
Peninsula Station (2905 S. El Camino Real)	BMR Apartments Commercial	68 2,000	Dwelling Units Square Feet
Delaware Pacific (1990 S. Delaware St.)	BMR Apartments	60	Dwelling Units
2000 Delaware (2000 S. Delaware St.)	BMR Apartments	60	Dwelling Units
Mode (2089 Pacific Blvd.)	Apartments	119	Dwelling Units
Montara	BMR Apartments	68	Dwelling Units
400/450 Concar	Office	305,000	Square Feet
Station Park Green (MU-1 & RE-2)	Apartments Office Retail	599 8,300 19,600	Dwelling Units Square Feet Square Feet
Azara (1650 S. Delaware St.)	Apartments	74	Dwelling Units
Franklin Templeton Campus Phase 1 Expansion	Office	245,260	Square Feet

Figure 2: Completed TMA Projects

Future Rail Corridor TMA Projects				
Project	Land Use	Quantity	Units	Status
Bay Meadows Retail	Retail	14,224	Square Feet	Approved
Bay Meadows Phase II (MU 2 modification)	Office	191,354	Square Feet	Approved
Bay Meadows Phase II (MU 3 modification)	Office Apartments	125,760 67	Square Feet Dwelling Units	Approved
Bay Meadows Phase II (RES 6)	Apartments	54	Dwelling Units	Under Construction
Hillsdale Shopping Center Modification (60 31st Ave.)	Retail to Office	37,611	Square Feet	Approved
Hillsdale Terraces	Condominiums Commercial	64 13,978	Dwelling Units Square Feet	Approved
Concar Passage	Multi-Family Commercial	961 40,000	Dwelling Units Square Feet	Approved
Hayward Park Caltrain Station Parking Lot (401 Concar Dr.)	Apartments	191	Dwelling Units	Approved

Figure 3: Future TMA Projects

Figure 4 summarizes the trip generation data, including the 2023 counts. Orange borders denote the critical comparison of the short-term trip reduction goal and 2023 counts. One project, Delaware Pacific and 2000 Delaware, generated 57 PM peak-hour vehicle trips, which exceeded the short-term threshold of 52 peak-hour vehicle trips by five trips. The count for Azara, 25 PM peak-hour trips, was equal to its short-term threshold.

Figure 5 summarizes the history of project trip generation. Compared to the 2022 counts, the 2023 trip counts indicated higher trip generation at the commercial office projects, with values above those reported in 2019, before the COVID-19 Pandemic, and slight decreases at all residential projects except Azara.

Project	Land Use	Quantity	Units	ITE Trip Generation (PM Peak)	Short-Term Trip Reduction Goal		Long-Term Trip Reduction Goal		2023 Counted Trip Generation (PM Peak)
					%	Trip Threshold	%	Trip Threshold	
Peninsula Station	BMR Apartments Commercial	68 2,698	DU SF	61	35%	40	54%	28	35
Delaware Pacific 2000 Delaware	BMR Apartments BMR Apartments	60 60	DU DU	74	30%	52	47%	39	57
Mode	Apartments	111	DU	69	25%	52	40%	41	31
400/450 Concar	Office	305,715	SF	484	25%	363	25%	363	202
Station Park Green	Apartments Office Retail	599 11,000 26,000	DU SF SF	450	25%	338	32%	306	244
Franklin Templeton	Office	813,683	SF	833 (Note 1)	31%	575	31%	575	484
Azara	Apartments	74	DU	33	25%	25	40%	20	25
Note 1		Trip generation number was estimated by Hexagon Transportation Consultants, Inc. for the Mitigated Negative Declaration (MND) for the Franklin Templeton Phase I Expansion project based on Hexagon driveway counts and ITE Trip Generation factors. (City of San Mateo, Mitigated Negative Declaration, Franklin Templeton SPAR, PA16-084, June 19, 2017, page 49).							

Figure 4: 2022 TMA Trip Generation

Project	Short-Term Trip Threshold (PM Peak)	Counted Trip Generation (PM Peak Hour)									
		2013	2014	2015	2016	2017	2018	2019	2021	2022	2023
Peninsula Station	40	31	28	19	34	29	32	25	36	36	35
Delaware Pacific 2000 Delaware	52	N/A	22	20	67	58	71	51	58	67	57
Mode	52	N/A	N/A	30	35	25	32	37	41	33	31
400/450 Concar	363	N/A	N/A	N/A	N/A	101	105	186	26	108	202
Station Park Green	338	N/A	N/A	N/A	N/A	N/A	71	144	148	249	244
Franklin Templeton	575	N/A	N/A	N/A	N/A	N/A	N/A	388	143	326	484
Azara	25	N/A	N/A	N/A	N/A	N/A	N/A	N/A	8	25	25

Figure 5: TMA Trip Generation History

Bay Meadows Phase II Trip Generation

Trip generation for Bay Meadows Phase II was evaluated according to the full monitoring requirement using cordon counts and license plate studies like that employed for the 2022 Annual Report. The counts and surveys were done on Tuesday, October 17, 2023. The procedures and results of this monitoring effort are presented below.

Previous Driveway Counts and Maximum Trip Threshold

Before 2019, the City conducted annual driveway counts at each block within Bay Meadows Phase II as an interim method to gain insight into the neighborhood's trip generation. The driveway count program has proven to be a cost-effective way to capture most of the trips generated by Bay Meadows Phase II. It was noted in the 2018 Annual Report that Bay Meadows Phase II trip generation would likely increase when the full monitoring program is implemented and all trips, including vehicles that park on the street, are counted.

Bay Meadows Phase II project development is divided into four stages: one stage reflecting pre-grade separation conditions and three stages of post-grade separation reflecting short-term (Phase I), mid-term (Phase II), and long-term (Phase III) conditions. For the post-grade separation stages, trip generation goals were set as follows: 10% short-term, 16% mid-term, and 25% long-term reduction. The trip reduction goal was determined based on the grade separation project and the overall development completed.

Bay Meadows Phase II is currently in the mid-term (Phase II) post-grade separation stage of development after the completion of the 25th Avenue Grade Separation Project, based on the COA. Also, per the COA, the mid-term trip reduction goal for this stage is 16% of the total PM peak hour ITE trip generation for completed projects. The maximum trip threshold for the mid-term stage is 2,878 PM peak-hour vehicle trips.

Estimated Trip Generation in 2023

Cordon and Gateways

All area access points, or gateways, used by vehicles entering and leaving the Bay Meadows Phase II area (Study Area) were defined and comprised of a cordon. **Figure 6** illustrates the Study Area and traffic gateways listed below.

- O1 – South Delaware Street north of East 28th Avenue
- O2 – South Delaware Street south of Lopez Drive
- O3 – 28th Avenue west of Delaware Street
- O4 – East 28th Avenue west of Saratoga Drive
- O5 – 31st Avenue west of Delaware Street
- O6 – Franklin Parkway east of Baze Road

Two driveways on South Delaware Street just inside the study area generate traffic unrelated to Study Area development. One serves the Event Center; the other serves the City's Clean Water project construction site. Counts were conducted at these locations so this traffic could be excluded from the Study Area traffic.



Figure 6: Bay Meadows Phase II Study Area and Gateways

Cordon Counts

Machine two-hour cordon counts of weekday vehicle traffic entering and leaving the Study Area were conducted at the six gateways on Tuesday, October 17, 2023, between 4:00 PM and 6:00 PM. **Figure 7** summarizes the PM peak hour cordon counts. Also, automated license plate surveys were conducted for the peak hour - 5:00 PM to 6:00 PM - on the same date at the six gateways to estimate the number of vehicles that pass through the Study Area. These surveys recorded license plate numbers and entry/exit times for every vehicle entering and leaving each gateway. These were tabulated to identify every car registered at two gateways during the count period (a “paired vehicle trip”).

	PM PEAK HOUR CORDON COUNTS BY GATEWAY												
	Gateway												
	O1 Northbound	O1 Southbound	O2 Northbound	O2 Southbound	O3 Eastbound	O3 Westbound	O4 Eastbound	O4 Westbound	O5 Eastbound	O5 Westbound	O6 Eastbound	O6 Westbound	TOTAL
Entering Study Area		286	284		289			184	228			685	1,956
Leaving Study Area	460			277		254	193			609	326		2,119
TOTAL	460	286	284	277	289	254	193	184	228	609	326	685	4,075

Figure 7: PM Peak Hour Cordon Counts by Gateway

Travel Times of Paired Vehicle Trips

The maximum travel times for all paired vehicle trips to traverse typical travel paths between entry and exit gateways (illustrated in **Figure 8**) were calculated using the license plate survey records. **Figure 9** presents the results. For comparison, average travel times for these travel paths were compiled using the *Directions* feature in *Google Maps*. **Figure 10** presents the results, which usually indicate average times are similar to or less than the most extended travel times.

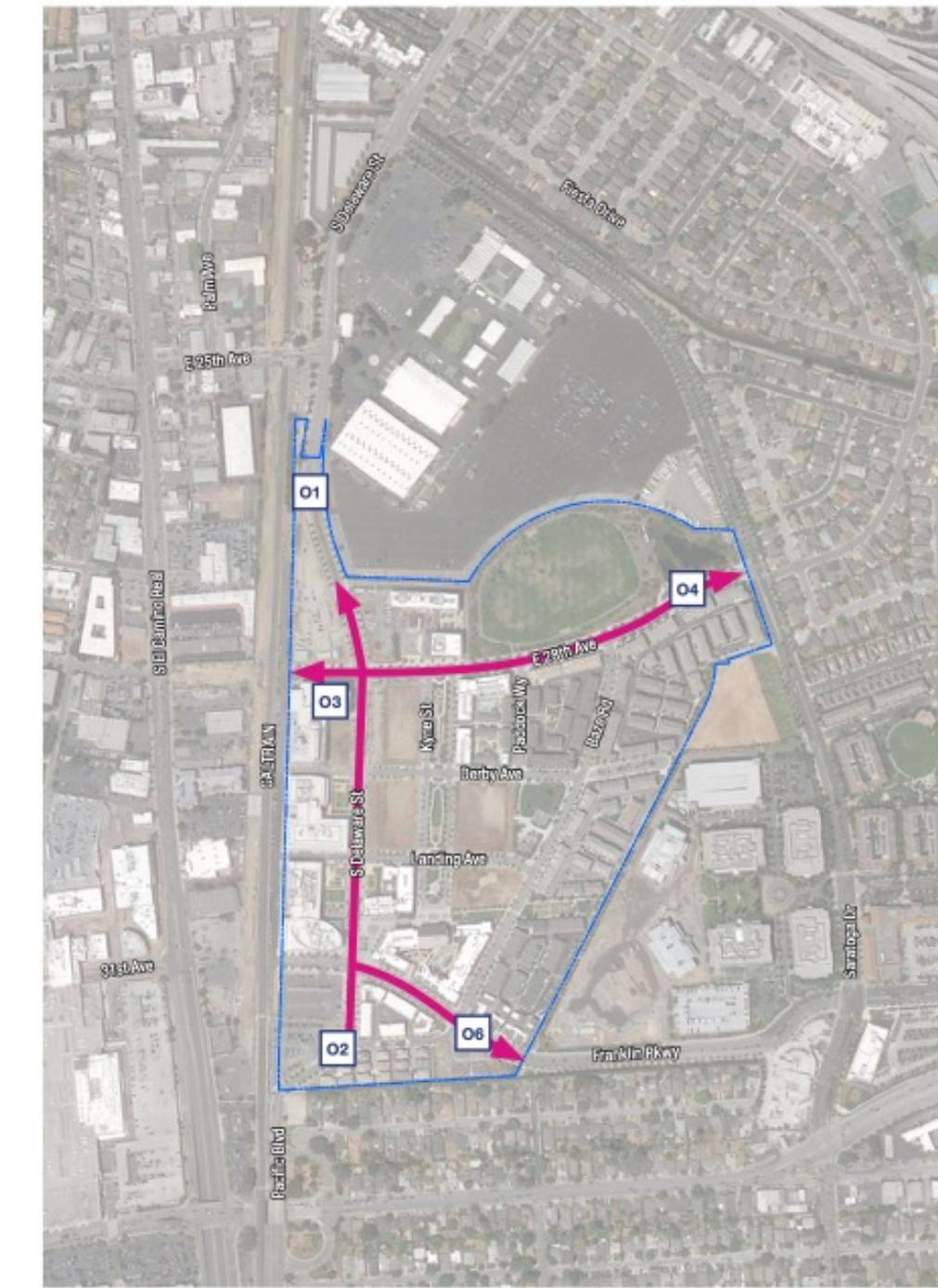
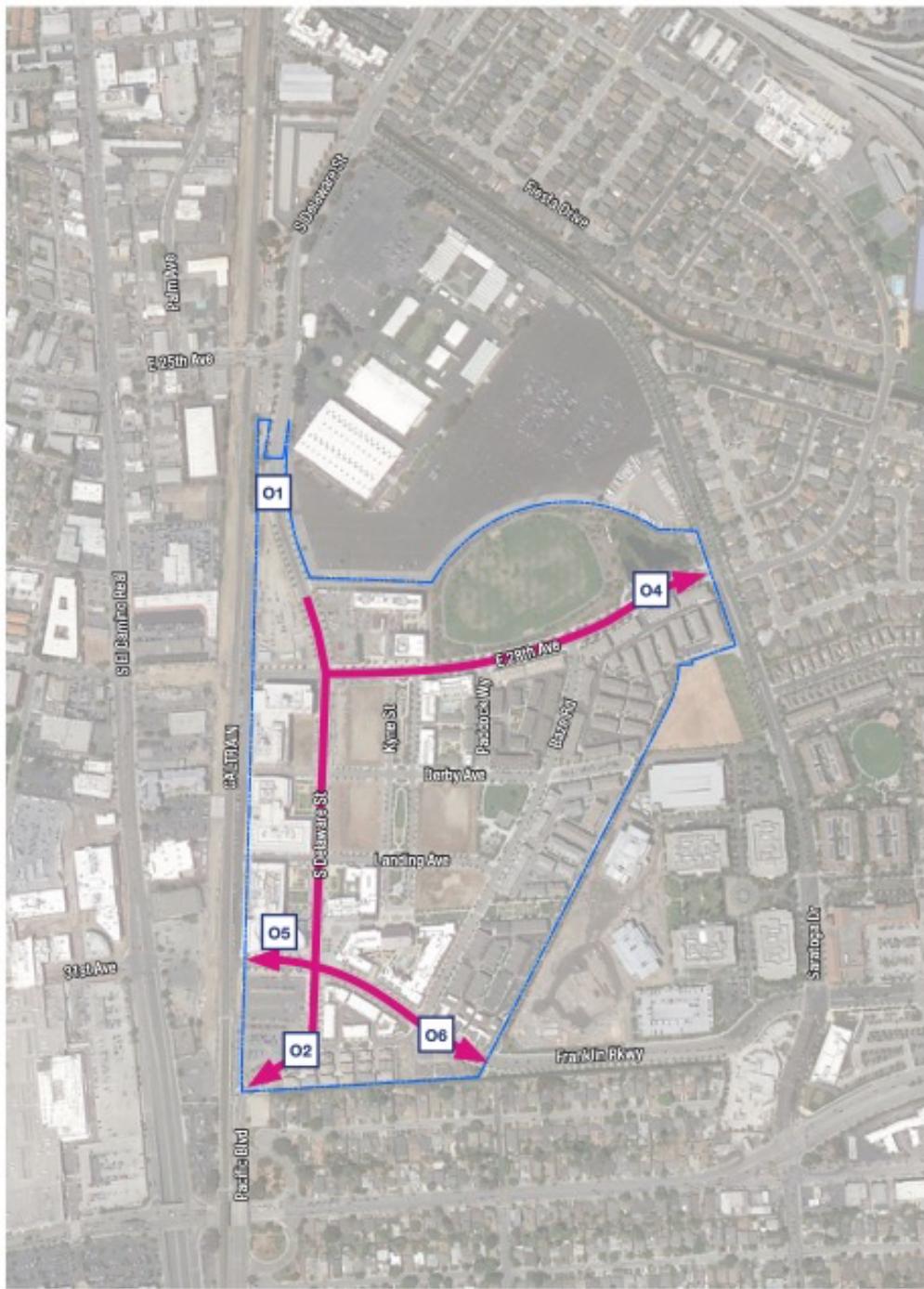
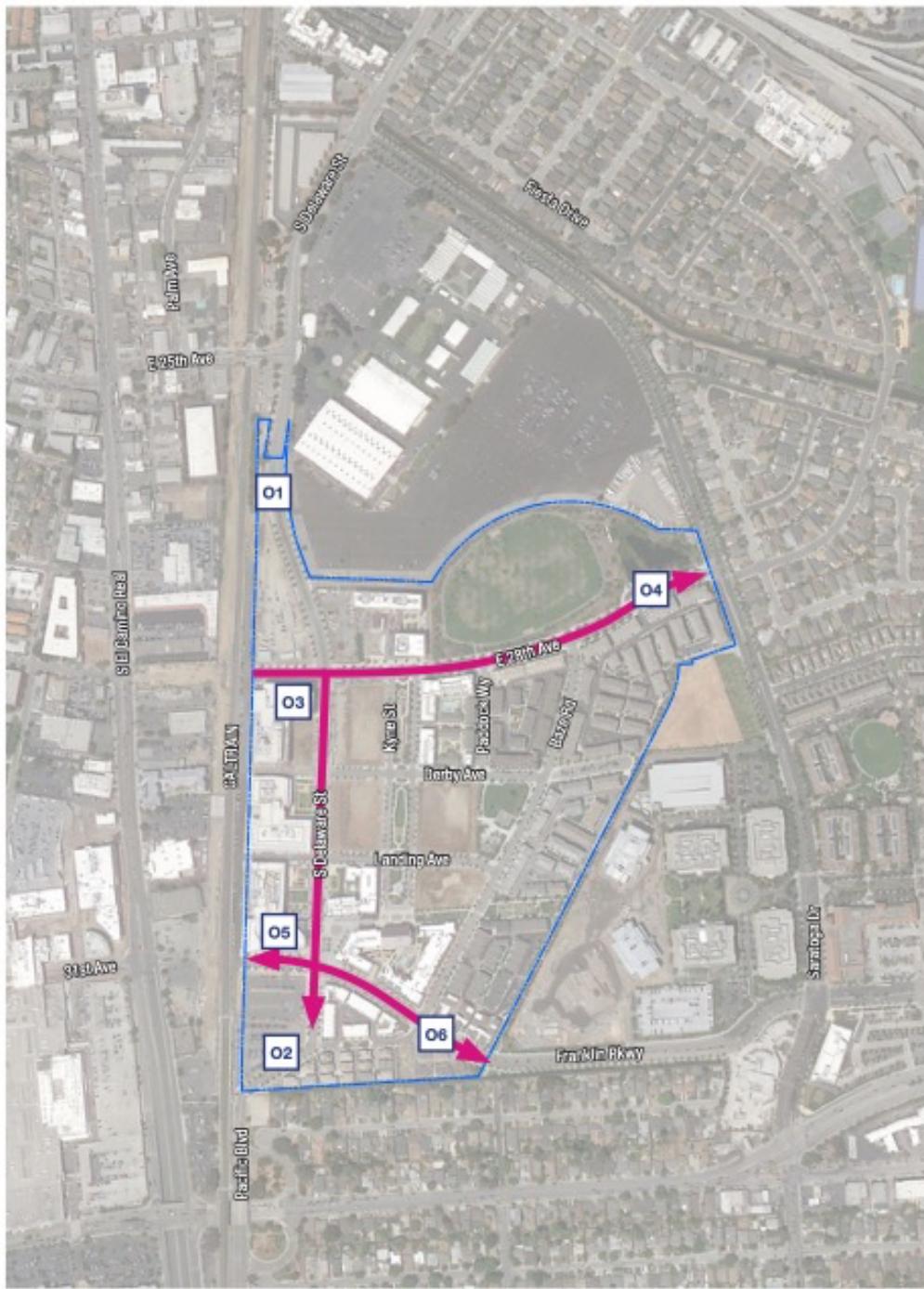
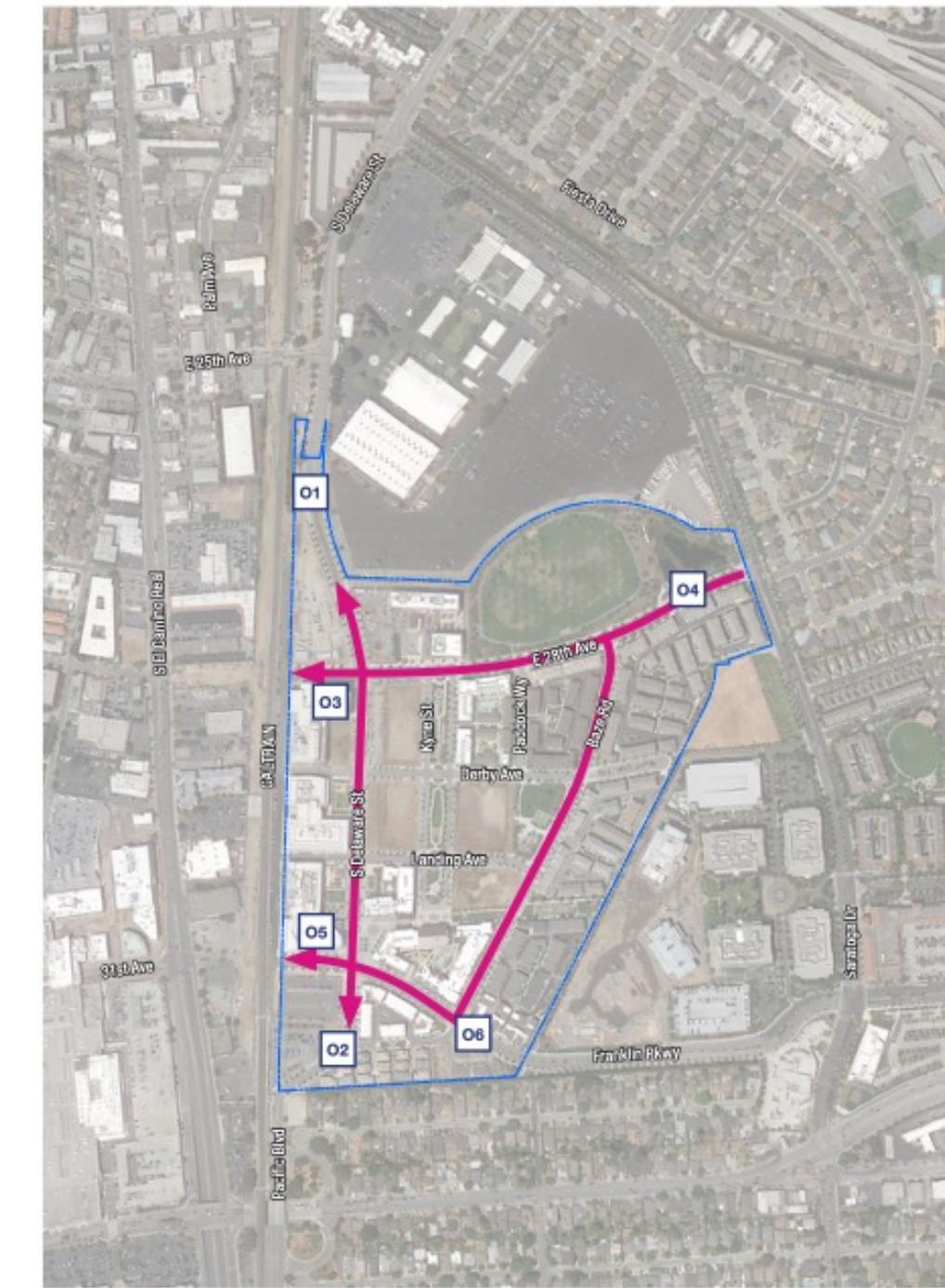


Figure 8: Typical Travel Paths by Gateway

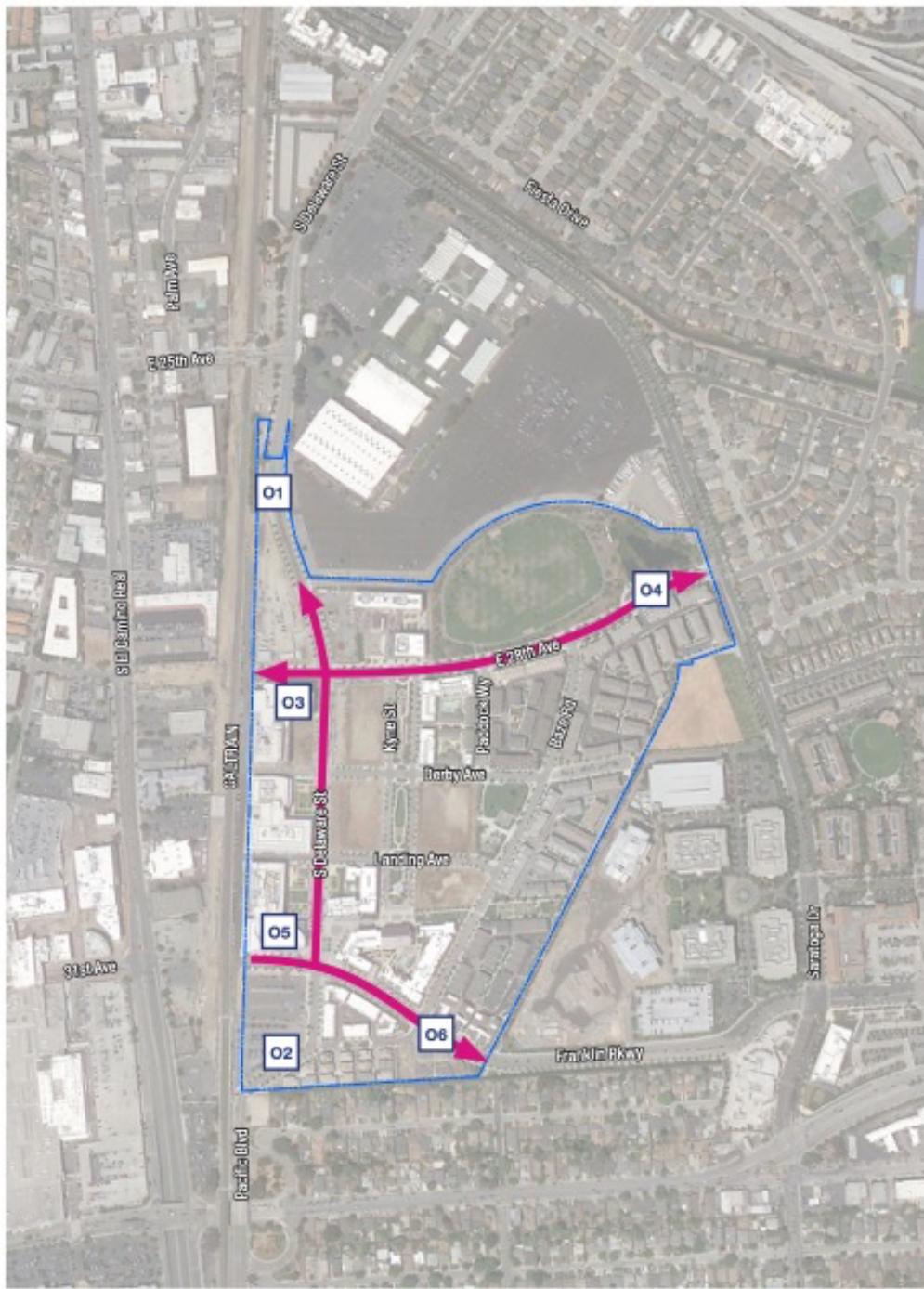


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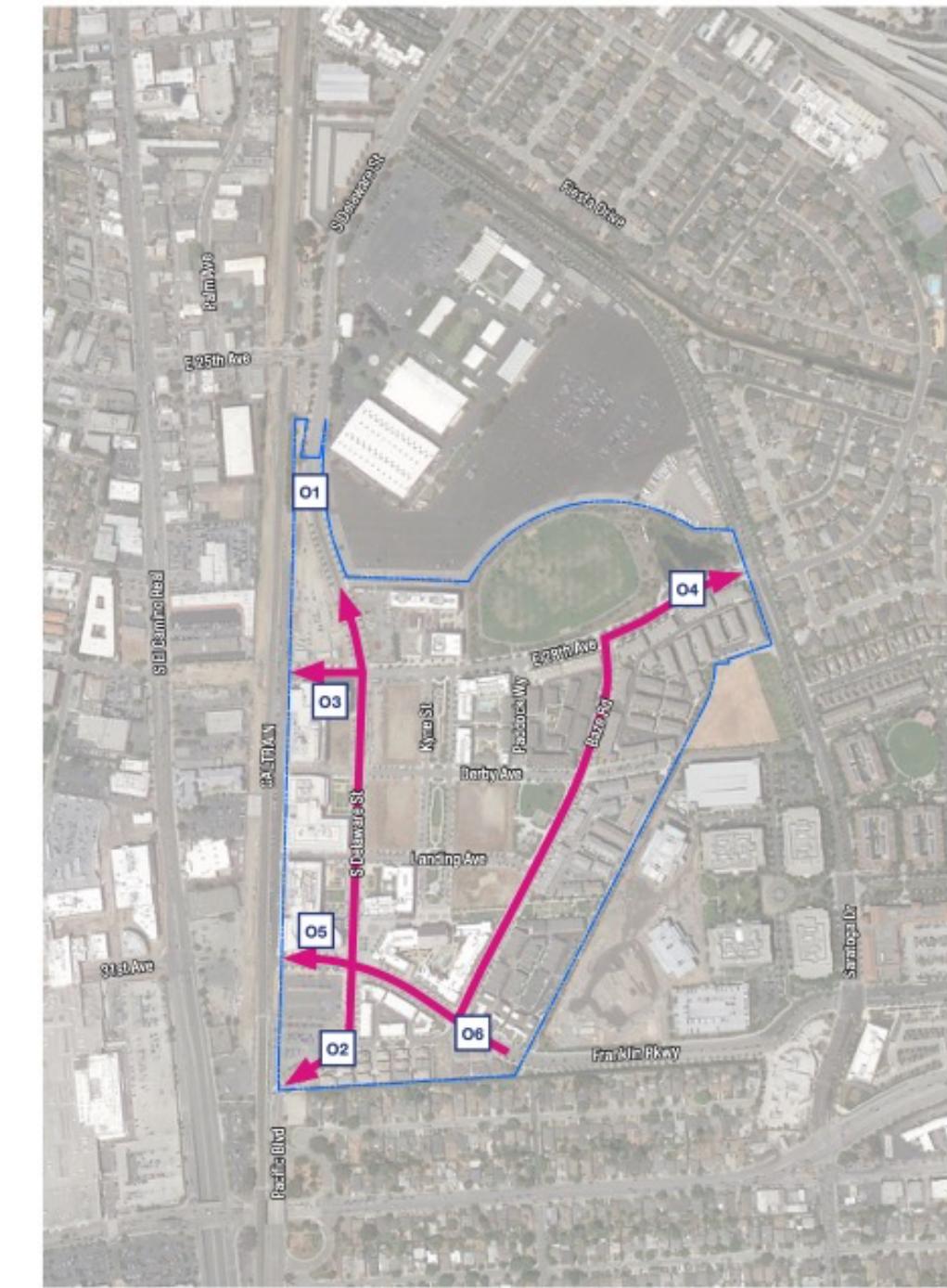


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Figure 8: Typical Travel Paths by Gateway (Cont'd)



05



06

Figure 8: Typical Travel Paths by Gateway (Cont'd)

LONGEST TRAVEL TIME BY GATEWAY AND PATH FROM LICENSE PLATE SURVEY						
To Gateway	From Gateway					
	O1 Southbound	O2 Northbound	O3 Eastbound	O4 Westbound	O5 Eastbound	O6 Westbound
O1 Northbound		5 mins 36 sec	1 min 30 sec	3 min 32 sec	5 min 21 sec	5 min 36 sec
O2 Southbound	6 mins		4 mins 39 sec	6 mins	1 min 30 sec	2 mins 31 sec
O3 Westbound	1 min 45 sec	5 mins 13 sec		2 mins 45 sec	4 mins 32 sec	4 mins 23 sec
O4 Eastbound	2 mins 49 sec	5 mins 39 sec	2 mins 22 sec		4 mins 45 sec	5 mins 42 sec
O5 Westbound	5 mins 18 sec	1 min	3 mins 21 sec	5 mins 12 sec		1 min 45 sec
O6 Eastbound	5 mins 12 sec	1 min 13 sec	4 mins 27 sec	5 mins 54 sec	2 min 15 sec	

Figure 9: Longest Travel Times by Travel Path From License Plate Survey

AVERAGE TRAVEL TIME BY GATEWAY AND PATH FROM GOOGLE MAPS						
To Gateway	From Gateway					
	O1 Southbound	O2 Northbound	O3 Eastbound	O4 Westbound	O5 Eastbound	O6 Westbound
O1 Northbound		4 mins	1 min	3 mins	3 mins	4 mins
O2 Southbound	4 mins		3 mins	3 to 6 mins	1 min	2 mins
O3 Westbound	1 min	3 mins		2 mins	3 mins	3 mins
O4 Eastbound	3 mins	4 mins	2 mins		4 mins	3 to 6 mins
O5 Westbound	3 mins	1 min	3 mins	4 mins		1 min
O6 Eastbound	4 mins	2 mins	3 mins	3 to 6 mins	1 min	

Figure 10: Average Travel Times by Travel Path From Google Maps

Estimated PM Peak Hour Trip Generation

A total of 4,075 PM peak-hour vehicle trips were counted entering and leaving the Study Area (from Figure 7 above). This value includes all vehicle trips—those that originated in or were destined for points within the Study Area, those that passed through the Study Area, and those generated by the Event Center (0 trips) and the Clean Water project construction site (29 trips).

The assessment of travel times for paired vehicle trips indicated that the maximum travel time between any two given gateways was approximately two minutes or less than the estimated Google Maps average travel time. Given that a driver is unlikely to stop during a trip within this time range, it was concluded that *all paired trips were through vehicle trips*. Figure 11 presents the PM peak hour through vehicle trips by travel path, and Figure 12 summarizes them by gateway.

To Gateway		PM PEAK HOUR THROUGH VEHICLE TRIPS BY TRAVEL PATH						Total	
		From Gateway							
O1 Southbound	O2 Northbound	O3 Eastbound	O4 Westbound	O5 Eastbound	O6 Westbound				
O1 Northbound		17	63	2	4		8		94
O2 Southbound	33		2	0	28		90		153
O3 Westbound	86	16		26	1		10		139
O4 Eastbound	19	23	34		1		0		77
O5 Westbound	29	16	1	0			320		366
O6 Eastbound	6	14	3	0	82				105
Total	173	86	103	28	116	428	934		

Figure 11: PM Peak Hour Through Vehicle Trips by Travel Path

	PM PEAK HOUR THROUGH VEHICLE TRIPS BY GATEWAY													
	Gateway													
	O1 Northbound	O1 Southbound	O2 Northbound	O2 Southbound	O3 Eastbound	O3 Westbound	O4 Eastbound	O4 Westbound	O5 Eastbound	O5 Westbound	O6 Eastbound	O6 Westbound	TOTAL	
Entering Study Area		173	86		103			28	116				428	934
Leaving Study Area	94			153		139	77			366	105			934
TOTAL	94	173	86	153	103	139	77	28	116	366	105	428	1,868	

Figure 12: PM Peak Hour Through Vehicle Trips by Gateway

As presented below, the estimated PM peak hour trip generation was derived from the difference between the cordon counts and the sum of through-vehicle trips and other vehicle trips not associated with Study Area development.

- Trips Entering and Leaving: 4,075
- Trips Not Associated: - 29
- Subtotal Trips: 4,046
- Less Through Trips: - 1,868
- **TRIP GENERATION:** 2,178

The 2023 peak-hour trip generation is approximately 76% of the maximum trip threshold (2,878 PM peak-hour vehicle trips) allowed under the COA for the mid-term stage. This value is slightly higher than the estimate for 2019 (pre-pandemic) (2,113 PM peak-hour vehicle trips).

Project TDM Plans

This section presents a qualitative overview of member project TDM or trip reduction plans.

TDM Plans

All projects were required, during entitlement, to develop TDM or trip reduction plans to reflect City guiding documents and practice. The following documents were reviewed for this report.

- 1650 S. Delaware Street Final Transportation Demand Management Plan (Hexagon Transportation Consultants, Inc., July 18, 2018) [Azara]
- 2000 Delaware Trip Reduction Program and Trip Generation Threshold (Nelson\Nygaard Consulting Associates, Memorandum, February 9, 2011) [also covers Delaware Pacific]
- 92 and Delaware Trip Reduction Plan (Nelson\Nygaard Consulting Associates, Memorandum, February 9, 2011) [400/450 Concar]
- Bay Meadows Phase II Traffic Management Plan (Kimley Horn, Latest Revision: August 24, 2018)
- Franklin Templeton Campus Expansion Transportation Impact Analysis (Hexagon Transportation Consultants, Inc., June 8, 2017)
- 2090 South Delaware Trip Reduction Program (Nelson\Nygaard Consulting Associates, Memorandum, April 30, 2012) [Mode]
- 2901 - 2905 El Camino Real TDM and Trip Reduction Program (Nelson\Nygaard Consulting Associates, Memorandum, April 10, 2008) [Peninsula Station]
- Station Park Green TDM Program – Final Plan (Nelson\Nygaard Consulting Associates, Memorandum, May 30, 2010)
- Conditions of Approval, PA 12-051, The Nueva High School SPAR (the City of San Mateo, Approved by the Planning Commission on December 11, 2012)

While respective TDM or trip reduction requirements for projects within Bay Meadows Phase II were defined in its Traffic Management Plan, one such project, The Nueva School, prepared a transportation management plan to provide additional details for the school operation.

Figure 13 provides an overview of trip reduction thresholds defined in TDM or trip reduction plans for completed projects.

Project	Land Use	Trip Reduction Threshold by Term		
		Short	Medium	Long
Peninsula Station	BMR Apartments	35%		54%
Station Park Green	Apartments - Office - Retail	25%		32%
The Nueva School (Bay Meadows Phase II)	High School	10%	16%	25%
Delaware Pacific	BMR Apartments	30%		47%
Montara (Bay Meadows Phase II)	BMR Apartments	10%	16%	25%
Mode	Apartments	25%		40%
Franklin Templeton	Office	31%		31%
2000 Delaware	BMR Apartments	30%		47%
Bay Meadows Phase II	Townhomes - Apartments - Office - Retail - Restaurant	10%	16%	25%
400/450 Concar	Office	25%		25%
Azara	Apartments	25%		40%

Figure 13: Trip Reduction Thresholds of Completed TMA Projects

All TDM or trip reduction plans included programs in the following categories, which were arranged from high to low based on the relative number of projects that cited respective programs.

- Bicycle Parking
 - Secure bicycle parking
 - Supportive features like repair, programming to encourage use, and on-site showers
- Transit Provisions
 - Paid or subsidized transit passes
 - Private shuttle bus services
- Commute Coordination
 - TDM or transportation coordinator
 - On-site information and assistance
- Alternate Modes
 - Funded car-sharing program or partnership
 - Subsidized Transportation Network Companies (TNC) usage (e.g., Uber and Lyft)
 - Guaranteed ride home
- Parking Management
 - Reserved carpool and vanpool parking
 - Reserved car share parking
 - Parking cash-out
- Alternate Work Schedules
 - Flexible work hours
 - Telework
- Other
 - On-site amenities to support employees and residents

Survey of Members

The above information provided a good overview of what TDM or trip reduction programs were established for member projects during entitlement. Similar to past years, a brief survey of TMA members was developed to provide feedback about current practices.

The survey covered the following points.

- Nueva School faculty, staff, and student counts
- Resident count and occupancy (percent)
- Commercial building occupancy (percent), employee count, and vendor/contractor count
- Management of TDM programs and activities
- TDM program management
- TDM programs and amenities currently offered
- TDM programs that are most effective in reducing drive-alone vehicle trips
- TDM program information distribution methods
- Use of surveys regarding travel behaviors
- Metrics used to track the performance of TDM programs
- Construction or roadway work that may have impacted project access
- Comments or experiences related to TDM

Responses were received from member representatives of all 12 completed projects. They revealed essential facts about TDM and trip reduction practices, summarized below. Appendix B includes a summary of survey responses.

TDM Program Management

Six members reported in-house management, one indicated a third-party manager, and one noted tenants were responsible for managing TDM. Four members said they do not provide direct TDM programming.

TDM Programs and Amenities

The following points summarize member-reported programs in place. **Figure 14** presents an overview of current programs and their relative usage by project.

- Eleven members offered secure bicycle storage and bicycle racks. Some members provided related features like bike share, bicycle repair, safety education, and shower facilities.
- Six members offered transit provisions, including subsidized transit passes and shuttle programs.
- Four members reported commute coordination efforts related to on-site transportation information, commute planning assistance, and emergency ride home.
- One member offered no TDM programs.

The array of reported strategies aligns well with TDM strategies stated in TDM or trip reduction plans and generally reflects industry practices.

Members cited three programs as most effective in reducing drive-alone trips: secure bicycle storage, bicycle racks, and subsidized transit passes.

Project	Other	Amenities			Commute Coordination	
		Delivery	Family Supportive	Pedestrian-Oriented Uses on Ground Floor	Commute Planning Assistance	Information
Peninsula Station	Emergency Ride Home (ERH)				X	X
Station Park Green						
Nueva School				X		
Delaware Pacific						X
Montara		X				
Mode Apartments						
Franklin Templeton	X	X	X			
2000 Delaware						X
Bay Meadows Commercial						
Bay Meadows Residential						
400/450 Concar						
Azara		X				

Figure 14: Programs and Amenities Reported by Members

Project	Bike					
	Secure Bike Storage	Bike Racks	Bike Repair Stations	Bike Safety Education Classes	Bikeshare (on-site)	Shower Facilities
Peninsula Station	X	X				
Station Park Green	X	X				
Nueva School	X	X				X
Delaware Pacific	X	X				
Montara	X	X	X			
Mode Apartments	X	X	X	X		
Franklin Templeton	X	X				X
2000 Delaware	X	X				
Bay Meadows Commercial	X	X			X	X
Bay Meadows Residential	X	X	X			
400/450 Concar						
Azara	X	X	X			

Figure 14: Programs and Amenities Reported by Members (Cont'd)

Project	Transit			Parking		
	Employee-Sponsored Shuttle	Commute.org Shuttle	Fully-Subsidized Transit Pass	Charged Parking	Electric Vehicle Charging Stations	Designated Carpool/Vanpool Parking
Peninsula Station			X			
Station Park Green					X	
Nueva School	X		X		X	X
Delaware Pacific			X			
Montara						
Mode Apartments					X	
Franklin Templeton	X	X			X	
2000 Delaware			X			
Bay Meadows Commercial					X	X
Bay Meadows Residential					X	
400/450 Concar						
Azara				X	X	

Figure 14: Programs and Amenities Reported by Members (Cont'd)

Distribution of TDM Program Information

Nine members indicated they distributed information to their populations using email, social media, electronic and paper documents, bulletin boards or kiosks, and face-to-face gatherings.

Comments About Impacts of Construction/Roadway Work

Five members noted that access to their property was impacted by construction work on South Delaware Street and Saratoga Drive.

Appendix A – TMA Information

Current TMA Stakeholder Contact List

2023 Meeting Minutes

MINUTES

SAN MATEO RAIL CORRIDOR TMA General Membership & Board of Directors Meeting

January 23, 2023, 11:00 AM
Online (Zoom)

Present:	Pattie Philibosian – Westlake Urban (2000 Delaware) Jeff Bak – Westlake Urban (2000 Delaware) Mike Wiley – PAP (2000 Delaware) Sarah Etheredge – MidPen Housing (Delaware Pacific) Chim Chune Ko – Sares Regis (Mode) Adam Hamilton – Wilson Meany (Bay Meadows) Erin Morella – Essex (Station Park Green) Nael Younes – Franklin Templeton Rebecca Barnes – MidPen Housing (Peninsula Station) Azalea Mitch – City of San Mateo
Staff:	John Ford – Commute.org
Guests:	Sue-Ellen Atkinson – City of San Mateo Carmen Chen – Commute.org
Absent:	400/450 Concar Bridge Housing (Montara) Four Corners Properties (Azara) Nueva School

1. Call to Order
 - The meeting was called to order by TMA Chair Sarah Etheredge at 11:03 AM.
2. Approvals
 - On a motion/second by Adam/Chim Chune, the meeting minutes of September 12, 2022, were approved as presented.
3. Project Updates
 - Most projects reported status quo conditions since the last meeting in September 2022.
 - 2000 Delaware reported flooding at the property during the first storm on New Year's Eve when the entire street was flooded. Those issues have since been addressed, and no such issues were reported in subsequent storms.
 - 400|450 Concar (John) reported that Andrew Diamond is no longer involved with the TMA. John has included Mr. Robert Buckner as the new representative based on the email that was returned from Andrew's email address.
 - Bay Meadows (Adam) reported that RES 6 is still under construction. Station 5 is expected to complete construction either this quarter or early next quarter. MU2 and MU3 are the last remaining parcels to undergo construction and are still going through the approval process with the city.
 - Delaware Pacific (Sarah) reported flooding issues from the New Year's Eve storm that are currently being repaired.

- Franklin Templeton (Nael) reported that construction on one of the floors in the new building is complete, which may result in greater occupancy from the tenant.
- Mode (Chim Chune) reported water issues backing into the garage also from the New Year's Eve storm. All issues are currently being repaired.
- Peninsula Station (Sarah) reported similar water intrusion issues.
- Station Park Green (Erin) reported water intrusion into some retail spaces, the gym, and parking lot. The property is looking to install EV charges by Q2.

4. Report from City of San Mateo

- Sue-Ellen reported that the City will connect with the TMA for upcoming community engagement on the Hillsdale Station Bicycle Access Gap Closure Project. The project will result in better bike and pedestrian connections to the relocated Hillsdale Caltrain Station. The citywide Complete Streets Plan will also begin extensive community engagement in March.
- Azalea provided an update on the City's response to widespread flooding issues. Flooding on Delaware was the result of sanitary overflow and drainage issues. Ongoing mitigation projects include installing a water tank at the San Mateo County Event Center and the Clean Water Program.
- No new development projects have received approval in the Rail Corridor area.

5. Report from Acting Executive Director (John Ford)

- John reviewed the financial statements for the period ending December 31, 2022. On a motion/second by Chim Chune/Adam, the statements were accepted as presented.
- John told the group that the TMA taxes for 2022 would be filed soon now that the financial year is complete.

6. 2022 Counts and Annual Report

- John gave the group an update on the driveway and cordon counts that were conducted in October. The count consultant, IDAX, had equipment issues that resulted in several locations being counted on a second day. Since they were stand-alone locations, counting on a separate day does not impact the integrity of the counts.
- Automatic license plate readers (ALPRs) were used to capture license plates of vehicles entering and leaving the cordon area. IDAX has told us that they will no longer be able to use ALPRs for that portion of the count due to their technical deficiencies and scarcity.
- Paul Krupka did a preliminary review of the count data as soon as it was available. He met with IDAX to review the changes to the data collection/reporting from the prior year.
- John shared the proposal from Paul for creating the 2022 Annual Report and provide assistance with the 2023 counts. On a motion/second by Chim Chune/Pattie, the Proposal for Consultant Services from Paul Krupka was accepted as presented.
- John reported that the annual TMA survey was sent via email to all members on January 17. TMA members are asked to complete the survey by Friday, February 3. Paul will analyze the survey responses with 2022 vehicle counts collected by IDAX to develop the 2022 Annual Report.

7. New Business

- Election of New Directors
 - The slate of directors was unanimously approved with no changes.

- Officers for 2023
 - The terms for Chair, Vice Chair, and Secretary/Treasurer are 2 years; therefore, the current office holders have one year remaining on their terms. All three officers have agreed to continue in their positions:
 - Sarah Etheredge, Chair
 - Adam Hamilton, Vice Chair
 - Chim Chune Ko, Secretary/Treasurer
- Budget/Dues Discussion and Approval
 - John presented a draft budget for 2023 which included expenditures for the consultant's production of the 2022 annual report plus estimated expenses for the consultant to oversee the 2023 counts (Krupka proposal), estimated costs for 2023 study counts (IDAX estimate), up to 54 hours of admin/management time, insurance, and miscellaneous expenses. At the direction of the membership, nothing was budgeted for TDM programming in 2023.
 - The membership discussed the substantial increase in estimated costs for IDAX's work in 2023. IDAX has proposed the use of humans to replace the ALPR's that have been used in prior years for the cordon counts. The executive committee has recommended that the IDAX estimate be included in the budget, but that another vendor should be contacted for a proposal. If IDAX is engaged for the 2023 counts, then they should be asked to provide a best and final offer prior to acceptance. John will ask the City for recommendations of alternates. Mike offered to share names of firms that he has worked with in other locations.
 - Revenue for the budget was forecast using the same dues structure as 2022. Revenue will increase modestly in 2023 due to more projects being part of the TMA as well as more of the residential and commercial projects becoming eligible for inclusion in the dues structure.
 - The proposed budget would result in a \$15,082 deficit and leave reserves of approximately \$45,000 at year end.
 - Dues invoices will be generated by John and sent to all members in February. Adjusting invoices (if necessary) will be generated and sent later in the year for projects that receive their Certificate of Occupancy mid-year. Those dues will be pro-rated based on the COO date.
 - On a motion/second by Chim Chune/Adam, the 2023 budget was approved, and member dues for 2023 were set as follows:

Dues Category	2023 Rate
Residential rate per unit	\$ 6.00
Commercial rate per rentable square foot	\$ 0.0225
Educational rate per square foot of buildings	\$ 0.0075

- No other new business was reported.

8. Adjournment

- The meeting adjourned at 11:51 AM.

MINUTES

SAN MATEO RAIL CORRIDOR TMA Board of Directors Meeting

May 8, 2023, 11:00 AM
Online (Zoom)

Present:	Adam Hamilton – Wilson Meany (Bay Meadows) Cathy Escobar – Bridge Housing (Montara) Christian Digg – Diamond Properties (400/450 Concar) David Wilbur – Four Corners Properties (Azara) Erin Morella – Essex (Station Park Green) Mike Wiley – PAP (2000 Delaware) Nael Younes – Franklin Templeton Rebecca Barnes – MidPen Housing (Peninsula Station) Sarah Etheredge – MidPen Housing (Delaware Pacific) Steve Osborne – Nueva School Vanessa Smith – Sares Regis (Mode)
Staff:	John Ford – Commute.org
Guests:	Sue-Ellen Atkinson – City of San Mateo Paul Krupka – Krupka Consulting Carmen Chen – Commute.org

1. Call to Order
 - The meeting was called to order by TMA Chair Sarah Etheredge at 11:03 AM.
2. Approvals
 - On a motion/second by Nael/Adam, the meeting minutes of January 23, 2023, were approved as presented.
3. Project Updates
 - Most projects reported status quo conditions since the last meeting in January 2023.
 - 400/450 Concar (Christian) reported that a major tenant (Snowflake) recently increased in-office days to four days per week. More on-campus activity is expected as a result.
 - Franklin Templeton (Nael) reported higher occupancy due to completed construction of some floors and new tenants.
 - Mode (Vanessa) recently hosted bike repair training classes as part of their TDM program.
 - Station Park Green (Erin) reported that the installation of EV chargers is delayed from Q2 to Q3 due to product supply issues.
 - Nueva School (Steve) reported that the Tenant Improvements under permit now and will be under construction from June 19 to late September. No expansions are planned.
 - Azara (David) reported no project updates, but inquired about available funds that could be retroactively applied to EV chargers that were already installed.

4. Report from City of San Mateo

- Sue-Ellen reported that the City will connect with the TMA for upcoming stakeholder engagement for the new citywide TDM ordinance. The current ordinance only applies to the Rail Corridor area.
- No new development projects have received approval in the Rail Corridor area.

5. Report from Acting Executive Director (John Ford)

- John reviewed the financial statements for the period ending April 30, 2023. On a motion/second by Nael/Rebecca, the statements were accepted as presented.
- John provided administrative updates which included the takeover of First Republic Bank by JP Morgan Chase, insurance renewals, and tax filings. Because the TMA's taxable income is less than \$50,000, a full tax return was not required for 2022. That will change once revenue exceeds \$50,000.

6. 2022 Annual Report

- Paul provided a preliminary review of count data.
- More detailed counts were conducted at Delaware Pacific and 2000 Delaware due to increased vehicle activity from 2021 to 2022. The counts captured cut-thru traffic as well as short-term parking trips. Neither category of trips made a significant difference to the trip counts for the project.
- Increased vehicle counts and pedestrian foot traffic were observed at Bay Meadows, which is line with the increased development activity.
- The count consultant, IDAX, used automatic license plate readers (ALPRs) to capture license plates of vehicles entering and leaving the cordon area. They had to supplement ALPR counts with manual counts due to technical deficiencies and scarcity.
- All TMA members completed the Annual TDM Survey, which will be included in the Annual Report.
- Adam asked if the construction along Delaware Avenue contributed to the increased travel time in the cordon count area. Paul explained that the construction was taking place outside of the study area and, therefore, was not a factor in the count or his analysis.
- The Draft 2022 Annual Report will be completed by late May and shared with John for final review before submitting to the City and the Sustainability and Infrastructure Committee for acceptance.

7. New Business

• Counts/Annual Report 2023

- IDAX previously informed the TMA that they will have to transition from ALPRs to manual counts for cordon counts. ALPRs work best in smaller areas to capture driveway activity. The types of locations and amount of traffic lanes where the counts are currently conducted exceed the technical capabilities of ALPRs. The transition to manual counts will increase costs to conduct the traffic analysis.
- John reached out to another count consultant who also came to the same conclusion. He will also reach out to Hexagon Transportation Consultants to explore additional options.

- Paul concurred that proceeding with manual cordon counts is the best option and reaffirmed the importance of conducting cordon counts at the same as driveway counts.
- Sarah recommended seeking a formal proposal from IDAX.
- No other new business was reported.

8. Adjournment

- The meeting adjourned at 11:58 AM.

MINUTES

SAN MATEO RAIL CORRIDOR TMA Board of Directors Meeting

September 11, 2023, 11:00 AM
Online (Zoom)

Present:	Adam Hamilton – Wilson Meany (Bay Meadows) Cathy Escobar – Bridge Housing (Montara) David Wilbur – Four Corners Properties (Azara) Erin Morella – Essex (Station Park Green) Mike Wiley – PAP (2000 Delaware) Nael Younes – Franklin Templeton Rebecca Barnes – MidPen Housing (Peninsula Station) Sarah Etheredge – MidPen Housing (Delaware Pacific) Kyle Deshon – Sares Regis (Mode) Brad Underwood – City of San Mateo
Absent:	400/450 Concar Nueva School
Staff:	John Ford – Commute.org
Guests:	Tiffany Eng – Bridge Housing (Montara) Sue-Ellen Atkinson – City of San Mateo Carmen Chen – Commute.org Karina Lopez – Commute.org

1. Call to Order
 - The meeting was called to order by TMA Chair Sarah Etheredge at 11:03 AM.
2. Approvals
 - On a motion/second by Adam/Rebecca, the meeting minutes of May 8, 2023, were approved as presented.
3. Project Updates
 - Most projects reported status quo conditions since the last meeting in May 2023.
 - Azara (David) reported interior construction which will begin in the next two weeks and continue into October. He noted that this may need to be accounted for when traffic counts are conducted.
 - Montara (Cathy) reported that Tiffany Eng would be replacing Cathy Escobar as the board member representing the project.
 - Franklin Templeton (Nael) reported that there will be a new tenant in October, which may result in an increase in traffic and construction activity.
4. Report from City of San Mateo
 - Sue-Ellen reported that Brad Underwood has returned to the City as Interim Public Works Director. Brad will be serving as the city's board representative going forward.

- Sue-Ellen also provided an update on several projects:
 - Citywide Complete Streets Plan: The second round of community engagement will occur in the Fall. The City may ask TMA members for feedback.
 - 25th Avenue Gap Closure Project: The City expanded the project scope to include further bike facility improvements. A community workshop will be held in October/November and TMA members are invited to attend.
 - Delaware Street Safe Routes to School Corridor - Bike Infrastructure Project: A RFP was recently released for the design and construction of bike facilities on Delaware Street from 19th Avenue to Pacific Boulevard.
 - General Plan Update: A draft was released for community review. TMA members are encouraged to attend the District 3 Town Hall meeting on Thursday, September 28 at 5:30pm at the Nueva School. Feedback can also be shared at <https://strivesanmateo.org/>.

5. Report from Acting Executive Director (John Ford)

- John reviewed the financial statements for the period ending August 31, 2023. On a motion/second by Nael/Erin, the statements were accepted as presented.
- John provided administrative updates which included the stakeholder contact list (TMA members should indicate any updates) and the list of current officers (the Secretary/Treasurer position is open, and the January meeting will include an election for new officers).

6. Old Business (2022 Annual Report)

- John shared that the final draft of the 2022 Annual Report was sent to the City for review and approval. John mentioned that the report had gone through multiple reviews and that due to an oversight on his part, the report's delivery to the city was delayed by three weeks.
- Sue-Ellen shared that the report needs to be presented to the Sustainability & Infrastructure Commission before going to City Council for final acceptance. The report is tentatively scheduled for the October 11th meeting but may need to be bumped to the November 8th meeting. The meeting will be held at City Hall and notification will be sent to John for distribution to the TMA membership.

7. New Business

- Election of Secretary/Treasurer
 - Sarah and John asked for volunteers for the open Secretary/Treasurer position. The position was previously held by Chim Chune Ko of Sares Regis, but became vacant when he left his position. The current term will expire in January. Nael volunteered.
 - Nael was unanimously approved as the new Secretary/Treasurer with no objections.
- Counts/Annual Report 2023
 - John reviewed the requirements and protocols for conducting annual traffic counts at all member locations. He also provided an overview of the changes to the scope of work for the 2023 traffic counts. The TMA has historically contracted with IDAX to complete the counts. However, IDAX previously informed the TMA

that they will have to transition from automatic license plate readers (ALPRs) to manual in-person counters for the origin-destination portion of the counts. In IDAX's opinion, the types of locations and amount of traffic lanes where the counts are conducted made the use of ALPRs no longer a viable option. IDAX proposed a change to manual counters for the upcoming counts. John along with Paul Krupka reviewed the prior scope of work and updated it to include additional options for the selected traffic count consultant to consider in their proposals.

- John shared that the TMA received two proposals, one from IDAX, and another from Hexagon. The IDAX proposal of \$30,000 presents two manual count options: (1) cars will be counted in 5-minute intervals with no timestamp, (2) only white cars will be counted with a timestamp and used as a sample. Both scenarios would incur the same cost and require 40 people to manually conduct the origin-destination portion of the cordon counts. The Hexagon proposal of \$32,000 would provide the same base services but would use ALPRs for the origin-destination survey. Hexagon confirmed that they will use a third-party vendor (All Traffic Data Services) to do the actual counts.
- Sarah asked whether the \$10k fee on IDAX's proposal was a one-time fee or an ongoing cost. John clarified that it was likely a cost that would be incurred with each count to hire and train temp workers to conduct manual counts.
- Brad asked if there was a cost difference between the two IDAX count options. John replied that there is not a cost difference given that 40 temp workers are needed for both scenarios. Brad expressed concern for being able to find 40 people by October.
- Adam asked in the IDAX sample approach could count cars of a color other than white due to the concern that many construction vehicles are white. Sue-Ellen clarified that the count will only consider peak-hour traffic within the 4-6pm period and that would likely be outside of normal construction hours. John also mentioned that the Traffic Management Plan only references white vehicles under the sample approach.
- Brad and Adam inquired about the \$9k fee for the big data origin-destination analysis in Hexagon's proposal and whether it was a viable option. John clarified that the \$9k fee represents potential cost-savings if Hexagon used StreetLight data in lieu of cordon counts. Sue-Ellen also mentioned that it would not be an option for the 2023 counts given the short timeframe and the fact that it was not included in Bay Meadows' traffic management plan as an approved survey method.
- Sarah asked if Paul Krupka had any preferences between the two proposals. John responded that Paul helped update the scope of work and stressed the importance of having timestamps for the origin-destination portion of the cordon counts. Rebecca asked if a pre-count meeting with the selected vendor would be part of the scope and John stated that it likely was but would clarify with the selected vendor.
- Adam mentioned that the Hexagon proposal adds extra counters at the Event Center. He proposed having additional counters at the Caltrain parking lots to capture inbound/outbound traffic. Adam also suggested ensuring that counts be conducted on dates when there are not special events or team sports events at the ballfields. Sue-Ellen clarified that most games are on the weekend whereas the traffic counts are on weekdays.

- Nael clarified that one of the two Franklin Templeton driveways is ingress only. John replied that this is consistent with how counts are currently conducted.
- David commented that manual counts bring a different risk, Hexagon seems to be better option without required training and human factor. Brad concurred because need to hire 40 people in a short amount of time.
- Tiffany asked for further clarification on the type of challenges IDAX faced with ALPRs and whether Hexagon would have similar issues. John stated that there were equipment limitations with IDAX given the increased volume of traffic across additional travel lanes. At this point, it is uncertain whether Hexagon would have similar issues.
- Sarah stated that given the increased scope and cost for the annual counts that the TMA Board will need to ensure there are adequate funds to cover future traffic counts. She commented that current reserves will not be sufficient in the long run.
- On a motion/second by David/Adam, the proposal from Hexagon was unanimously accepted as presented. The board instructed John to notify the two vendors and proceed with contracting Hexagon for the project.
- Meeting Schedule for 2024
 - John shared the calendar for meetings in 2024. The next meeting will be on Monday, January 22, 2024. John will distribute the meeting calendars via Outlook invitation.
- No other new business was discussed.

8. Adjournment

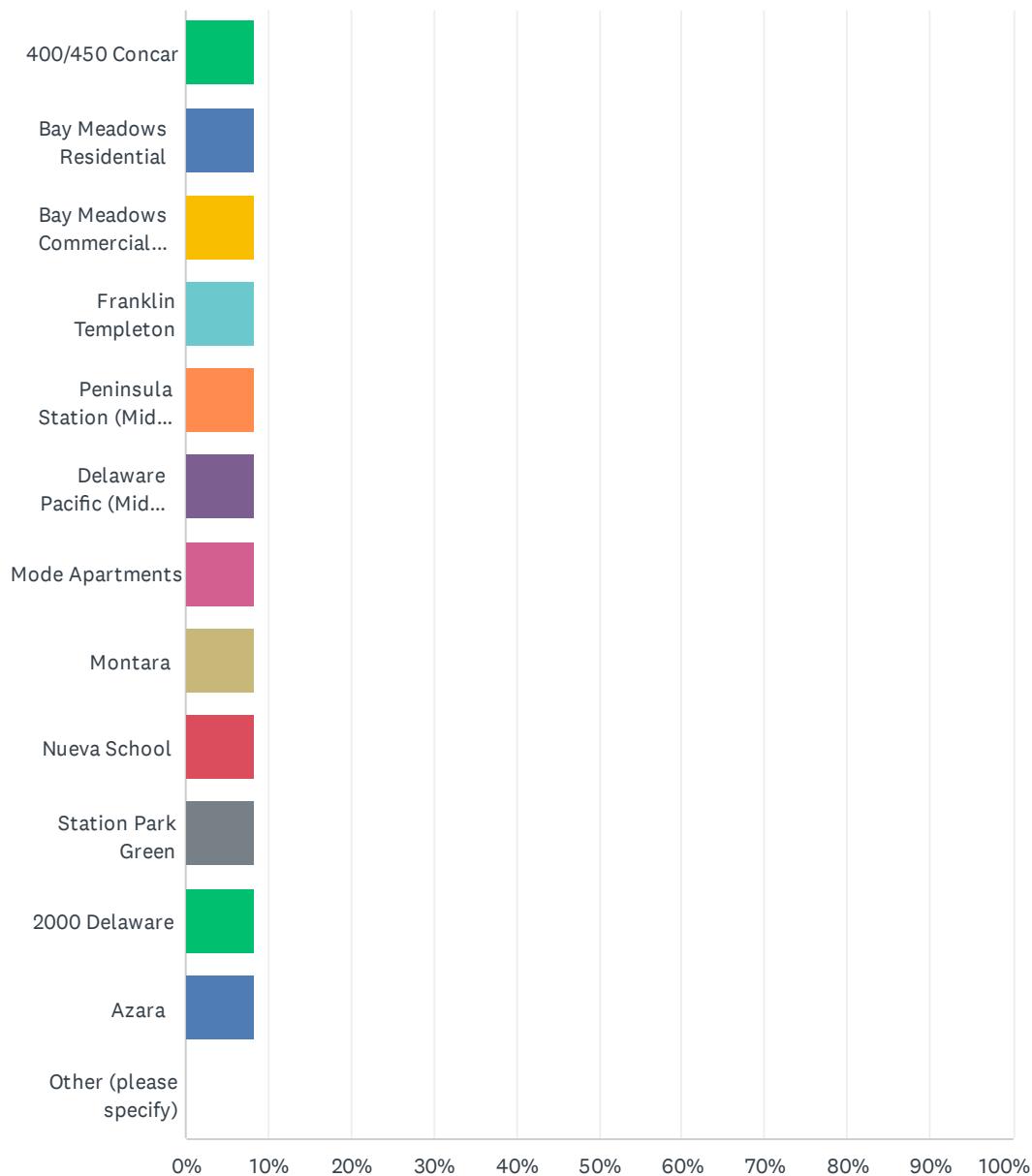
- The meeting adjourned at 11:59 AM.

Appendix B – 2023 Member Survey

Summary of Survey Responses

Q1 Please select the project site you are completing this survey for. If you manage multiple sites listed below, you will need to complete a separate survey for each site.

Answered: 12 Skipped: 0



2023 San Mateo Rail Corridor TMA Survey

ANSWER CHOICES	RESPONSES	
400/450 Concar	8.33%	1
Bay Meadows Residential	8.33%	1
Bay Meadows Commercial (Office and Retail)	8.33%	1
Franklin Templeton	8.33%	1
Peninsula Station (MidPen Housing)	8.33%	1
Delaware Pacific (MidPen Housing)	8.33%	1
Mode Apartments	8.33%	1
Montara	8.33%	1
Nueva School	8.33%	1
Station Park Green	8.33%	1
2000 Delaware	8.33%	1
Azara	8.33%	1
Other (please specify)	0.00%	0
TOTAL		12

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q2 Please enter the contact information of the person filling out this survey.

Answered: 12 Skipped: 0

ANSWER CHOICES	RESPONSES	
Name	100.00%	12
Email Address	100.00%	12
Phone Number	100.00%	12

#	NAME	DATE
1	Nael Younes	1/17/2024 9:21 AM
2	Sarah Etheredge	1/11/2024 3:57 PM
3	Christian Diggs	1/3/2024 5:05 PM
4	Cathy Escobar	12/27/2023 9:17 AM
5	Terry Lee	12/19/2023 11:10 AM
6	Sarah Etheredge	12/7/2023 3:20 PM
7	DAVID WILBUR	12/7/2023 1:14 PM
8	mike wiley	12/5/2023 12:50 PM
9	Jose Tinoco	11/20/2023 11:05 AM
10	Diana Singh	11/13/2023 10:41 AM
11	Kyle Deshon	11/9/2023 2:36 PM
12	Amy J Knox	11/9/2023 1:34 PM

#	EMAIL ADDRESS	DATE
1	Nael.Younes@franklintonleton.com	1/17/2024 9:21 AM
2	setheredge@midpen-housing.org	1/11/2024 3:57 PM
3	christian@diamondprops.com	1/3/2024 5:05 PM
4	cescobar@bridgehousing.com	12/27/2023 9:17 AM
5	tlee@nuevaschool.org	12/19/2023 11:10 AM
6	setheredge@midpen-housing.org	12/7/2023 3:20 PM
7	dwilbur@fourcornersproperties.com	12/7/2023 1:14 PM
8	mikew@paloaltopartners.net	12/5/2023 12:50 PM
9	Jtinoco@essex.com	11/20/2023 11:05 AM
10	dsingh@wilsonmeany.com	11/13/2023 10:41 AM
11	kdeshon@srgnc.com	11/9/2023 2:36 PM
12	aknox@wilsonmeany.com	11/9/2023 1:34 PM

#	PHONE NUMBER	DATE
1	6503125852	1/17/2024 9:21 AM

2023 San Mateo Rail Corridor TMA Survey

2	6502426524	1/11/2024 3:57 PM
3	4157100932	1/3/2024 5:05 PM
4	4153213519	12/27/2023 9:17 AM
5	650 350 4529	12/19/2023 11:10 AM
6	6502426524	12/7/2023 3:20 PM
7	6507935000	12/7/2023 1:14 PM
8	510-501-2807	12/5/2023 12:50 PM
9	650-293-0303	11/20/2023 11:05 AM
10	415 905 5353	11/13/2023 10:41 AM
11	2082900114	11/9/2023 2:36 PM
12	16507714288	11/9/2023 1:34 PM

Q3 Estimate the average number of faculty and staff that are on-site on a normal school day.

Answered: 1 Skipped: 11

#	RESPONSES	DATE
1	550	12/19/2023 11:11 AM

Q4 Estimate the number of students that are on-site on a normal school day.

Answered: 1 Skipped: 11

#	RESPONSES	DATE
1	450	12/19/2023 11:11 AM

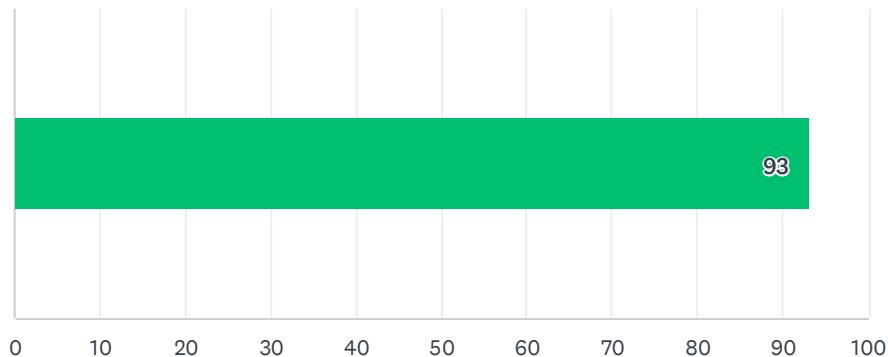
Q5 Approximately how many adults currently reside at the property?

Answered: 8 Skipped: 4

#	RESPONSES	DATE
1	138	1/11/2024 3:57 PM
2	160	12/27/2023 9:24 AM
3	204	12/7/2023 3:20 PM
4	120	12/7/2023 1:15 PM
5	105	12/5/2023 12:56 PM
6	837	11/20/2023 11:06 AM
7	191	11/9/2023 2:38 PM
8	750	11/9/2023 1:34 PM

Q6 Average Residential Occupancy (Oct. 2023)

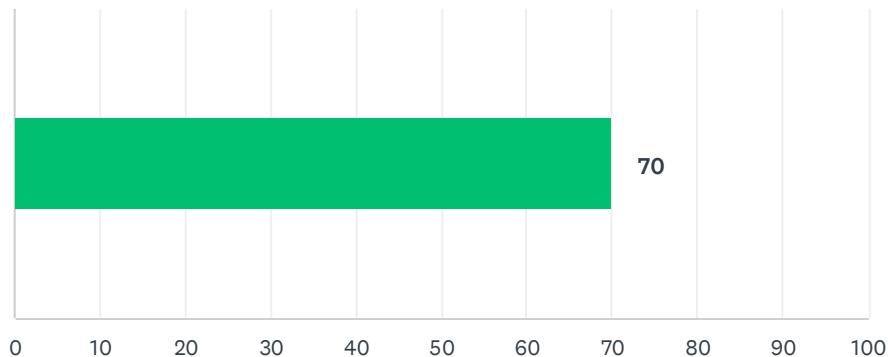
Answered: 8 Skipped: 4



#		DATE
1	97	1/11/2024 3:57 PM
2	94	12/27/2023 9:24 AM
3	97	12/7/2023 3:20 PM
4	85	12/7/2023 1:15 PM
5	88	12/5/2023 12:56 PM
6	96	11/20/2023 11:06 AM
7	93	11/9/2023 2:38 PM
8	95	11/9/2023 1:34 PM

Q7 Average Commercial Occupancy (Oct. 2023)

Answered: 3 Skipped: 9



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	70	210	3
Total Respondents: 3			
#			DATE
1	90		1/17/2024 9:49 AM
2	75		1/3/2024 5:08 PM
3	45		11/13/2023 10:56 AM

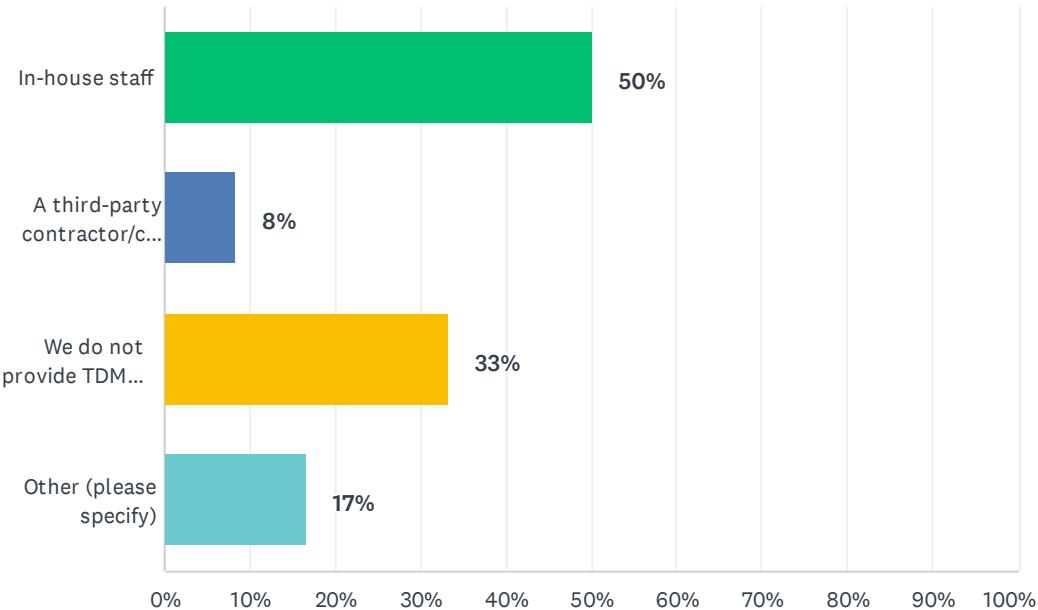
Q8 Estimate the average number of on-site employees/contractors on a weekday.

Answered: 3 Skipped: 9

#	RESPONSES	DATE
1	1200	1/17/2024 9:49 AM
2	500	1/3/2024 5:08 PM
3	832	11/13/2023 10:56 AM

Q10 Who manages your TDM programs and activities? (Select all that apply)

Answered: 12 Skipped: 0



#	OTHER (PLEASE SPECIFY)	DATE
1	Tenants have their own programs	11/13/2023 10:56 AM
2	Our community manager position is currently vacant and expected to fill in December.	11/9/2023 2:39 PM

Q12 TDM Programs

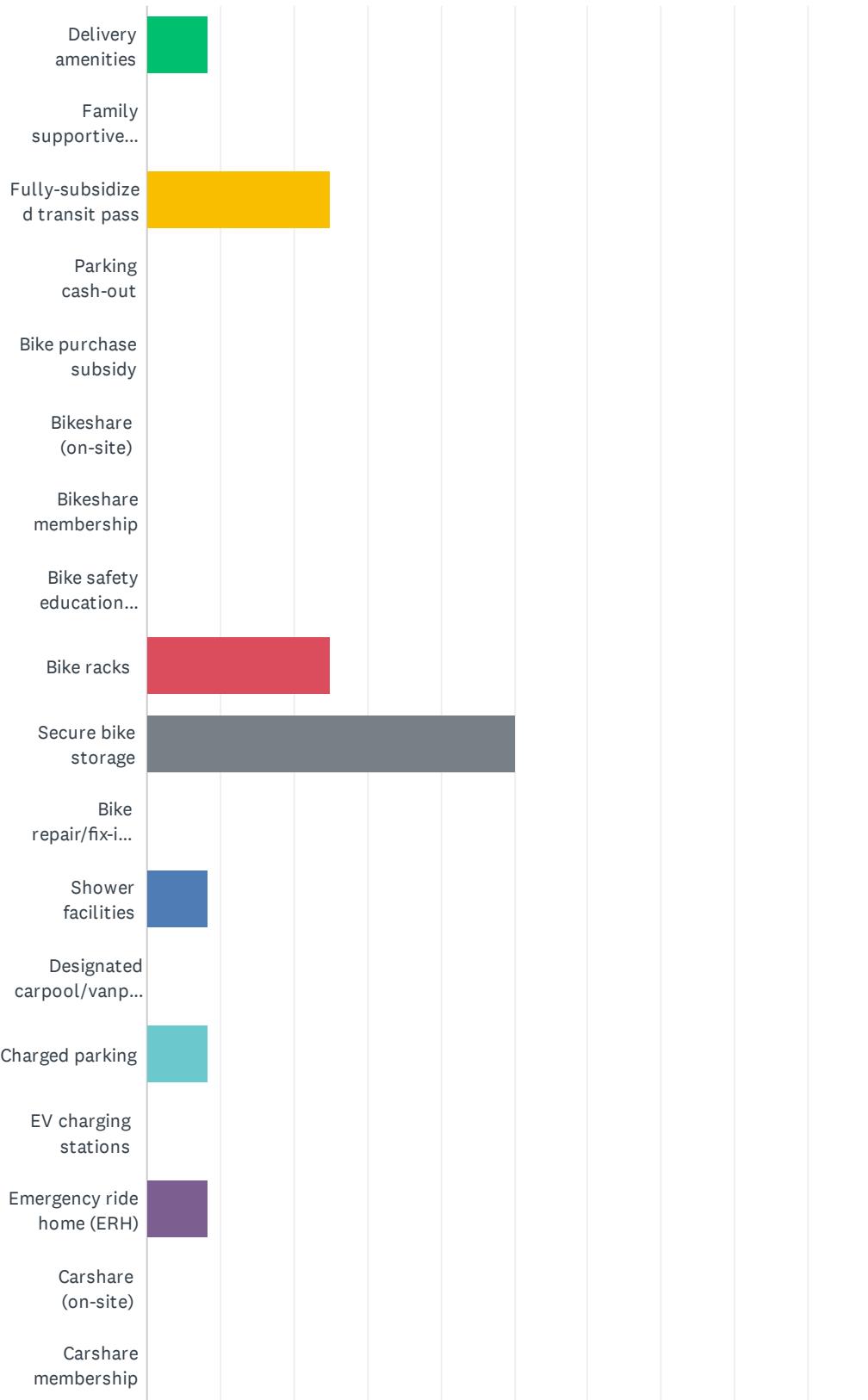
Answered: 12 Skipped: 0

ANSWER CHOICES	RESPONSES
Bike racks	92% 11
Secure bike storage	92% 11
EV charging stations	58% 7
Bike repair/fix-it station(s)	33% 4
Delivery amenities	25% 3
Fully-subsidized transit pass	25% 3
Shower facilities	25% 3
Other (please specify)	25% 3
Designated carpool/vanpool parking	17% 2
Employer-sponsored shuttle	17% 2
Family supportive amenities	8% 1
Bikeshare (on-site)	8% 1
Bike safety education classes	8% 1
Charged parking	8% 1
Emergency ride home (ERH)	8% 1
Pedestrian-oriented uses on ground floor	8% 1
Commute.org shuttle program	8% 1
We do not offer any TDM program/amenities	8% 1
Total Respondents: 12	

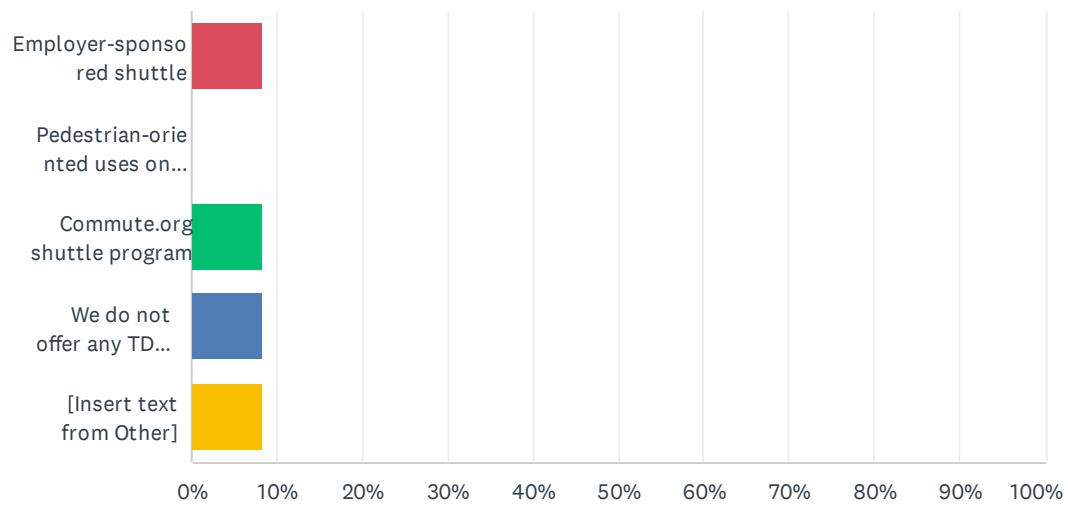
#	OTHER (PLEASE SPECIFY)	DATE
1	Transit screen in the lobby with live information along with hard copy transit schedules and routes, alternative transportation discussed in resident meetings.	1/11/2024 3:57 PM
2	Transit schedules and routes located in the lobby, alternative transportation discussed in resident meetings, and residents with individual or specific needs are supported by our Resident Services team.	12/7/2023 3:20 PM
3	virtual info kiosk and clipper cards upon occupancy	12/5/2023 1:02 PM

Q13 Of the programs offered, which do you feel are the most effective in reducing drive-alone trips? (Please select up to three programs)

Answered: 12 Skipped: 0



2023 San Mateo Rail Corridor TMA Survey

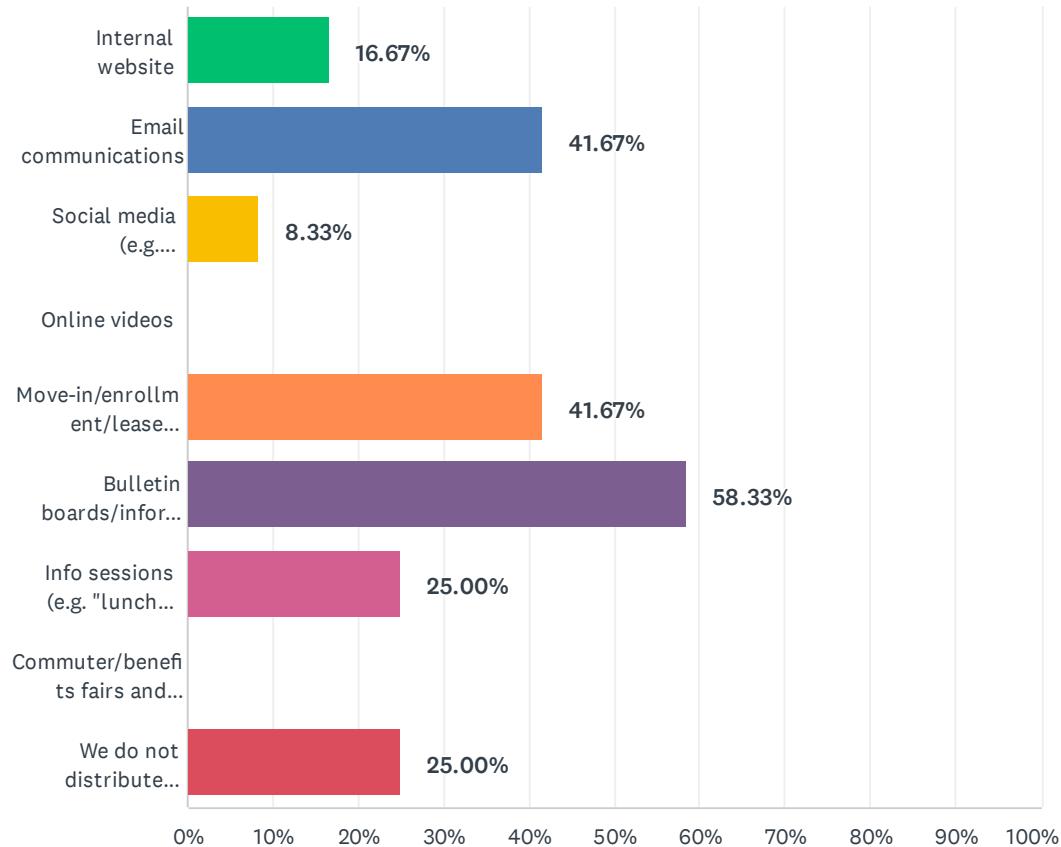


2023 San Mateo Rail Corridor TMA Survey

ANSWER CHOICES	RESPONSES
Delivery amenities	8.33% 1
Family supportive amenities	0.00% 0
Fully-subsidized transit pass	25.00% 3
Parking cash-out	0.00% 0
Bike purchase subsidy	0.00% 0
Bikeshare (on-site)	0.00% 0
Bikeshare membership	0.00% 0
Bike safety education classes	0.00% 0
Bike racks	25.00% 3
Secure bike storage	50.00% 6
Bike repair/fix-it station(s)	0.00% 0
Shower facilities	8.33% 1
Designated carpool/vanpool parking	0.00% 0
Charged parking	8.33% 1
EV charging stations	0.00% 0
Emergency ride home (ERH)	8.33% 1
Carshare (on-site)	0.00% 0
Carshare membership	0.00% 0
Employer-sponsored shuttle	8.33% 1
Pedestrian-oriented uses on ground floor	0.00% 0
Commute.org shuttle program	8.33% 1
We do not offer any TDM program/amenities	8.33% 1
[Insert text from Other]	8.33% 1
Total Respondents: 12	

Q15 How do you distribute information on TDM programs to your tenants, residents, and/or employees? (Select all that apply)

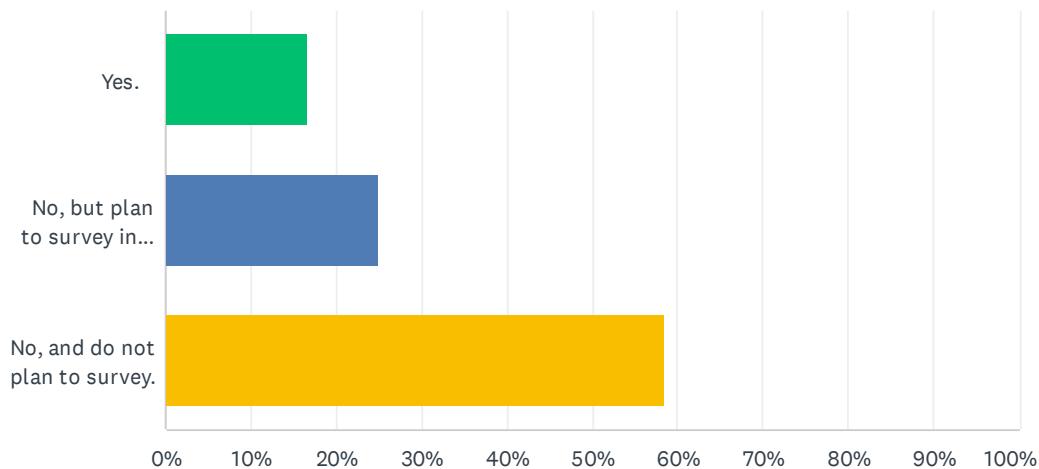
Answered: 12 Skipped: 0



#	OTHER (PLEASE SPECIFY)	DATE
1	Bi-annual resident meetings specifically focused on transit and alternative modes of transportation.	1/11/2024 3:57 PM
2	Tenants distribute to their employees.	11/13/2023 11:00 AM

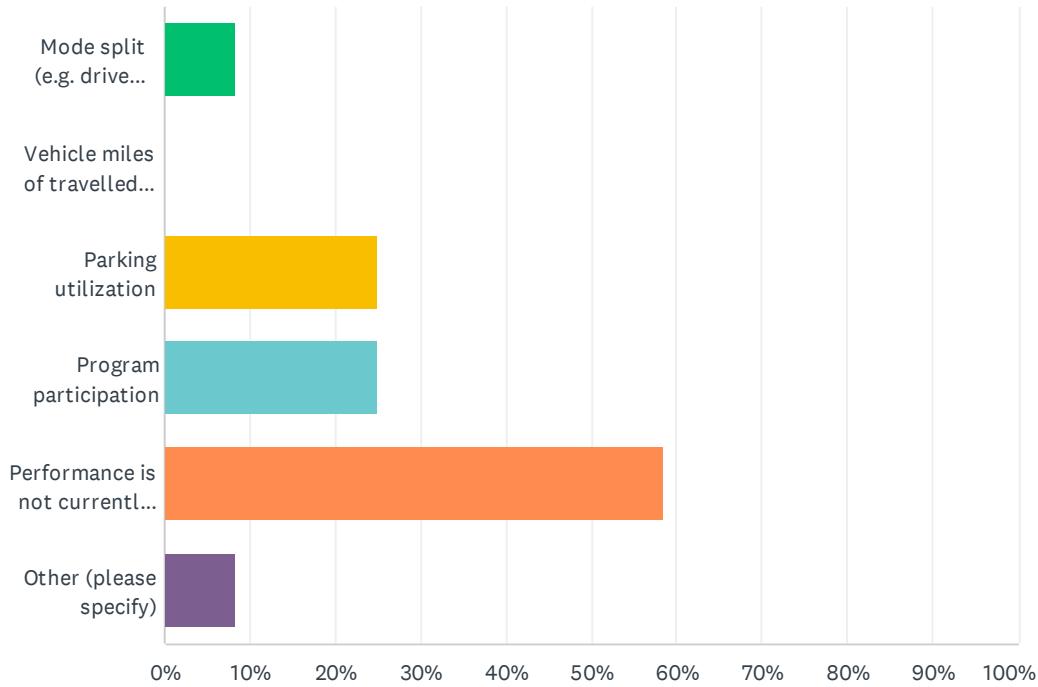
Q16 Do you currently survey your tenants, residents, and/or employees' to collect data on travel behaviors?

Answered: 12 Skipped: 0



Q17 What metrics do you use to track performance of your TDM programs? (Select all that apply)

Answered: 12 Skipped: 0



ANSWER CHOICES		RESPONSES	
Mode split (e.g. drive alone/carpool/bike/transit rate)		8.33%	1
Vehicle miles of travelled (VMT)		0.00%	0
Parking utilization		25.00%	3
Program participation		25.00%	3
Performance is not currently tracked		58.33%	7
Other (please specify)		8.33%	1
Total Respondents: 12			

#	OTHER (PLEASE SPECIFY)	DATE
1	survey	12/5/2023 1:10 PM

Q18 Please describe any construction/roadway work that may have impacted access to your property in 2023.

Answered: 8 Skipped: 4

#	RESPONSES	DATE
1	None	1/17/2024 9:53 AM
2	Sewer/storm drain repairs on Delaware Street.	1/11/2024 3:57 PM
3	N/A	1/3/2024 5:11 PM
4	None	12/27/2023 9:29 AM
5	the train separation improvements on saratoga	12/5/2023 1:23 PM
6	San Mateo Sewer Projects	11/13/2023 11:01 AM
7	Sewer/storm drain repairs on S. Delaware Street in September-October 2023.	11/9/2023 2:42 PM
8	S. Delaware work in front of Expo Center	11/9/2023 1:36 PM

Q19 Please share any additional comments and/or experiences related to TDM at your project that you feel would be useful for the annual report and the TMA.

Answered: 7 Skipped: 5

#	RESPONSES	DATE
1	N/A	1/17/2024 9:53 AM
2	MidPen was invited by transit partners at the Metropolitan Transportation Commission (MTC), BART, and SamTrans to participate in the Clipper BayPass Pilot Program, which was implemented on November 1st, 2022. Before this date, residents only had access to free transportation on SamTrans. With the Clipper BayPass, residents now have free access to all bus, rail, and ferry services within the nine-county Bay Area region. The pilot program was anticipated to last 2 years, however an extension to the program is currently under discussion. In 2022 there were 90 users of the Way2Go pass, and from September 2021 to October 2022 there were 2,399 trips on SamTrans. Since launch of the Clipper BayPass, 92 cards have been issued. From November 2022 to October 2023, there have been a total of 3,269 trips across multiple agencies, with 68% with SamTrans, 16% with BART, 10% with CalTrain, and the remaining 6% a mix of other providers.	1/11/2024 3:57 PM
3	I would recommend a similar survey to the tenants/businesses in the area.	1/3/2024 5:11 PM
4	super grateful for the accessibility of transit options in our community and interest and support for options and alternatives.	12/19/2023 12:11 PM
5	MidPen was invited by transit partners at the Metropolitan Transportation Commission (MTC), BART, and SamTrans to participate in the Clipper BayPass Pilot Program, which was implemented on November 1st, 2022. Before this date, residents only had access to free transportation on SamTrans. With the Clipper BayPass, residents now have free access to all bus, rail, and ferry services within the nine-county Bay Area region. The pilot program is anticipated to last 2 years with possible extension if successful. Since implementation through October 2023, 136 residents have enrolled in the pilot program. Pre-pilot there were approximately 100 residents enrolled in the Way2Go program, resulting in over a 30% increase in transit pass subscribers.	12/7/2023 3:21 PM
6	In October we had some repairs being performed which lead to contractors using our site for parking (not as residents)	12/7/2023 1:20 PM
7	only count cars going in and out parking garage gates	12/5/2023 1:23 PM