



# 2022 Annual Report

SAN MATEO RAIL CORRIDOR  
TRANSPORTATION MANAGEMENT ASSOCIATION

DRAFT  
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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). Also, this report 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 2022 annual monitoring of the TMA was completed on October 26, 2022, and November 2, 2022. TMA 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 67 PM peak hour vehicle trips, which exceeded by 15 trips the short-term threshold of 52 peak hour vehicle trips. The count for Azara, 25 PM peak hour trips, was equal to its short-term threshold.

This year for the first time, supplemental manual traffic counts were conducted during the PM period at the Delaware Pacific and 2000 Delaware driveways to qualify and quantify short-term trips, which was intended to help understand unique trip generation characteristics for this project that has routinely exceeded its trip threshold. Evaluation of these counts indicated cut-through trips at the north driveways and parking events at the south driveways. These findings provide a good snapshot of short-term trips at this specific project, which are typically captured and incorporated in trip generation rates used in traffic impact studies done for project entitlements.

Compared to 2021 counts, the 2022 trip counts indicated higher trip generation at all commercial office projects, which makes sense given the increased occupancy reported by members and increased activity in the post-COVID-19 Pandemic environment. The 2022 counts revealed increases at two residential projects, Delaware Pacific/2000 Delaware and Azara, and a decrease at Mode, compared to 2021 counts.

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 2021 Annual Report. The resulting trip generation was 2,955 PM peak hour vehicle trips, which exceeds the maximum trip threshold (2,878 PM peak hour vehicle trips) allowed under the Conditions of Approval (COA) for the mid-term stage. For reference, the 2022 value is substantially higher than the 2021 total of 2,167 PM peak hour vehicle trips (+36%) and the 2019 total of 2,113 PM peak hour vehicle trips (+40%). Qualitatively, this indicates growth in commercial activity compared to pre-Pandemic conditions, the accurate measure of which was not a part of this report's evaluation scope.

Given the exceedance of the threshold and substantial trip generation increases over previous results, Bay Meadows was offered a pre-review. This revealed that the substantial trip generation increases did not correspond to observed nominal changes in office occupancy and in-person working requirements or retail activity. Also, questions were raised about increased traffic on 28<sup>th</sup> Avenue and 31<sup>st</sup> Avenue that may be associated with through trips and possible traffic detour impacts of the City's Clean Water project involving the underground flow system. Finally, a question was raised about the impact of the known change in data collection procedures for the origin-destination counts.

The necessary work by Bay Meadows, the City, and the TMA to review the exceedance should consider these observations and examine available data to establish a mutual understanding and basis for further review of the TDM Program.

During entitlement, all TMA member projects were required to develop TDM or trip reduction plans to reflect City guiding documents and practice. Relevant documents were reviewed to document trip reduction thresholds and TDM or trip reduction strategies of completed projects. Bicycle parking, transit provisions, and commute coordination were cited most often in these documents.

In addition, as was done the last two 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 adopted the Corridor Plan. The stated goal of the Corridor Plan 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).

In 2011, the City adopted the Hillsdale Station Area Plan (Station Plan). 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 development 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 purpose of the TMA is to implement the Objectives of the Corridor Plan. Within the Corridor Plan area, the TMA provides the following functions.

- Oversees TDM program implementation
- Arranges shared parking, as appropriate
- Markets TDM services and programs
- Coordinates TDM services and programs
- Coordinates with the City on annual trip generation monitoring for completed projects
- Participates in annual reporting to the San Mateo City Council about development trip generation information
- Consults with members regarding trip reduction options if trip generation goals are not being met

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

## 2022 TMA Activities

Official meetings of the TMA were held virtually, using the Zoom platform, in January (General Membership and Board), May, and September 2022. The TMA stakeholder contact list, meeting minutes, and proposed 2023 meeting schedule are included in Appendix A.

## Corridor Plan Area Project Status

Construction continued in the Corridor Plan area during the 2022 calendar year, including completing the Bay Meadows Station 1 office project. **Figure 2** summarizes completed projects in the Corridor Plan area. **Figure 3** summarizes future projects under construction, approved, or under review.

## 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 of the long-term goals are also based on the now complete 25<sup>th</sup> Avenue Grade Separation Project, which created new roadway connections on 28<sup>th</sup> and 31<sup>st</sup> Avenues between El Camino Real and Delaware Street.

TMA projects are required to submit individual TDM plans that include 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.

Completed Rail Corridor TMA Projects (as of 12/31/22)			
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	31	Dwelling Units
	Detached Single Family	24	
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	167,270	Square Feet
	Retail	6,730	Square Feet
Bay Meadows Phase II (STA 4)	Office	204,340	Square Feet
	Retail	3,530	Square Feet
	Drinking Place	2,129	Square Feet
Bay Meadows Phase II (MU 1)	High School	450	Students
Bay Meadows Phase II (MU 4)	Restaurant	5,000	Square Feet
	Apartments	70	Dwelling Units
Bay Meadows Retail	Retail	41,132	Square Feet
Peninsula Station (2905 S. El Camino Real)	BMR Apartments	68	Dwelling Units
	Commercial	2,000	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	599	Dwelling Units
	Office	8,300	Square Feet
	Retail	19,600	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 Phase II (STA 5)	Office	218,554	Square Feet	Approved
Bay Meadows Retail	Retail	53,868	Square Feet	Approved
Hillsdale Terraces	Condominiums	64	Dwelling Units	Approved
	Commercial	13,978	Square Feet	
Passage	Multi-Family	961	Dwelling Units	Approved
	Commercial	40,000	Square Feet	
Bay Meadows Phase II (MU 2 modification)	Office	191,354	Square Feet	Approved
Bay Meadows Phase II (MU 3 modification)	Office	125,760	Square Feet	Approved
	Apartments	67	Dwelling Units	

**Figure 3: Future TMA Projects**

### TMA Trip Generation

Driveway count data were collected during the PM peak period (4:00 PM to 6:00 PM) on Tuesday, October 26, 2022, 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, which are within Bay Meadows Phase II.

This year for the first time, supplemental manual traffic counts were conducted during the PM period at the Delaware Pacific and 2000 Delaware driveways to qualify and quantify short-term trips, which was intended to help understand unique trip generation characteristics for this project that has routinely exceeded its trip threshold. Counts conducted on October 26, 2022, included manual observations measuring parking events at the south driveway. Also, supplemental manual traffic counts were performed there during the PM period on Wednesday, November 2, 2022, to measure cut-through traffic at the north driveway.

The results indicated that 5 of the 16 vehicles that entered the north driveway were cut-through trips; 2 stopped briefly to drop off passengers. The results at the south driveway indicated 4 of the 30 cars that entered the south driveway parked for short periods (1 to 6 minutes), then exited. These findings provide a good snapshot of short-term trips at this specific project, which are typically captured and incorporated in trip generation rates used in traffic impact studies done for project entitlements. As such, they helped qualify unique trip generation characteristics at this site but did not indicate any necessary changes to the trip generation results.

**Figure 4** summarizes the trip generation data, including the 2022 counts. Orange borders denote the critical comparison of the short-term trip reduction goal and 2022 counts. One project, Delaware Pacific and 2000 Delaware, generated 67 PM peak hour vehicle trips, which exceeded by 15 trips the short-term threshold of 52 peak hour vehicle trips. The count for Azara, 25 PM peak hour trips, was equal to its short-term threshold.

**Figure 5** summarizes trip generation history for the developments. Compared to 2021 counts, the 2022 trip counts indicated higher trip generation at all commercial office projects, which makes sense given the increased occupancy reported by members and increased activity in the post-COVID-19 Pandemic environment. The 2022 counts revealed increases at three residential projects, Delaware Pacific/2000 Delaware, Station Park Green, and Azara, and a decrease at Mode, compared to 2021 counts.

### 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 2021 Annual Report. The counts and surveys were done on Tuesday, October 26, 2022. 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 some insight into the trip generation in the neighborhood. 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 25<sup>th</sup> 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 2022

##### *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, including those at 28<sup>th</sup> Avenue and 31<sup>st</sup> Avenue created by the 25<sup>th</sup> Avenue Grade Separation Project. **Figure 6** illustrates the Study Area and traffic gateways listed below.

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



Project	Land Use	Quantity	Units	ITE Trip Generation (PM Peak)	Short-Term Trip Reduction Goal		Long-Term Trip Reduction Goal		2022 Counted Trip Generation (PM Peak)
					%	Trip Threshold	%	Trip Threshold	
Peninsula Station	BMR Apartments Commercial	68 2,698	DU SF	61	35%	40	54%	28	36
Delaware Pacific 2000 Delaware	BMR Apartments BMR Apartments	60 60	DU DU	74	30%	52	47%	39	67
Mode	Apartments	111	DU	69	25%	52	40%	41	33
400/450 Concar	Office	305,715	SF	484	25%	363	25%	363	108
Station Park Green	Apartments	599	DU	450	25%	338	32%	306	249
	Office Retail	11,000 26,000	SF SF						
Franklin Templeton	Office	813,683	SF	833 (Note 1)	31%	575	31%	575	326
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
Peninsula Station	40	31	28	19	34	29	32	25	36	36
Delaware Pacific 2000 Delaware	52	N/A	22	20	67	58	71	51	58	67
Mode	52	N/A	N/A	30	35	25	32	37	41	33
400/450 Concar	363	N/A	N/A	N/A	N/A	101	105	186	26	108
Station Park Green	338	N/A	N/A	N/A	N/A	N/A	71	144	148	249
Franklin Templeton	575	N/A	N/A	N/A	N/A	N/A	N/A	388	143	326
Azara	25	N/A	N/A	N/A	N/A	N/A	N/A	N/A	8	25

Figure 5: TMA Trip Generation History



Figure 6: Bay Meadows Phase II Study Area and Gateways

### *Cordon Counts*

Machine 24-hour cordon counts of weekday vehicle traffic entering and leaving the Study Area were conducted at the six gateways on Tuesday, October 26, 2022. Also, automated and manual license plate surveys were conducted between 4:00 PM and 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 for every vehicle entering and leaving each gateway in five-minute increments, tabulated to identify every car registered at two gateways during the count period (referred to as a “paired vehicle trip”).

### *Travel Time Surveys*

Field surveys were conducted to determine typical PM peak period drive times between entry and exit gateways on travel paths associated with usual through trips, illustrated in **Figure 7**. The surveys were performed Thursday, April 6, 2023, during the PM peak period. **Figure 8** summarizes the resulting travel times for each travel path.





01



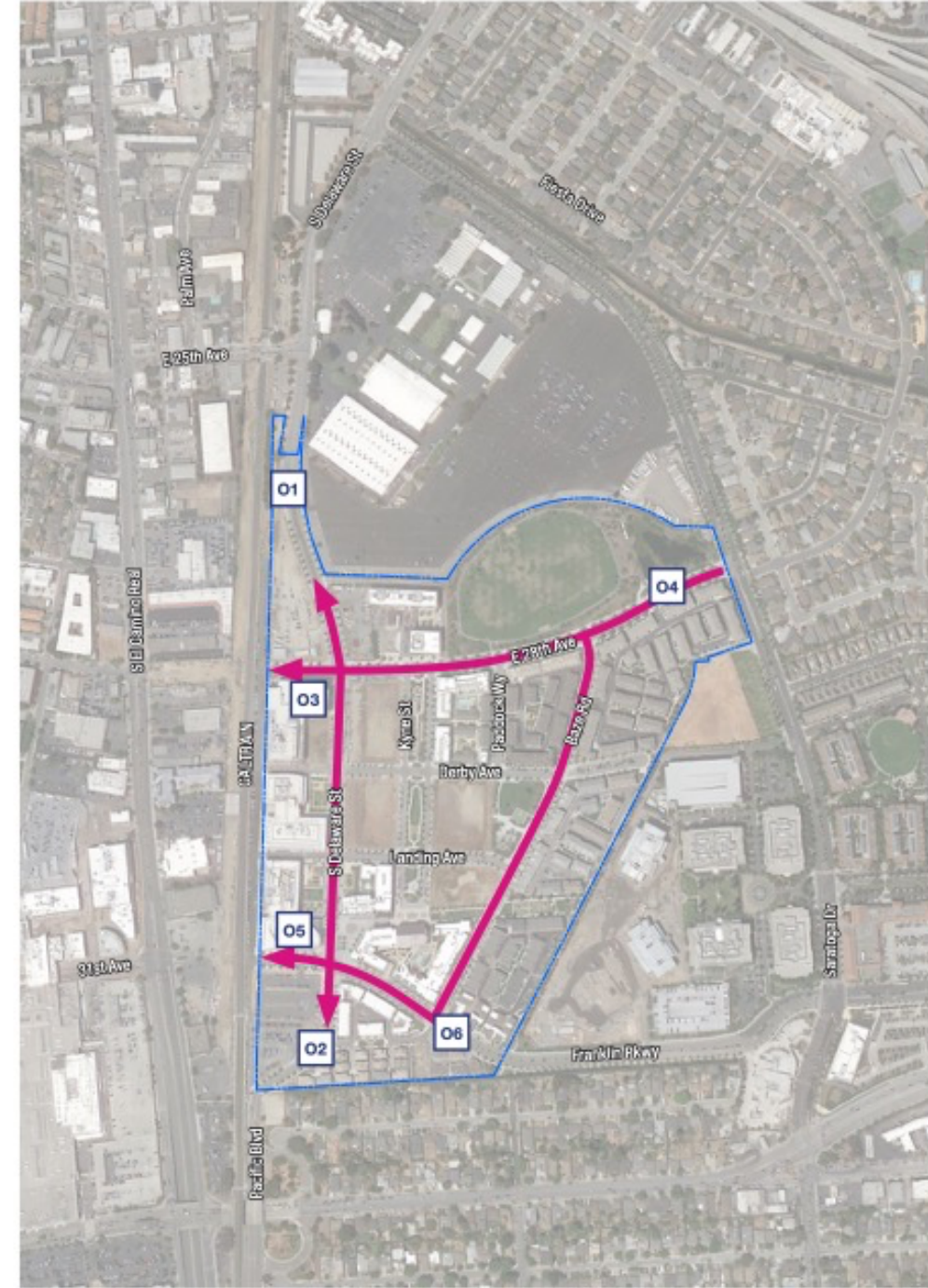
02

Figure 7: Typical Travel Paths by Gateway





03



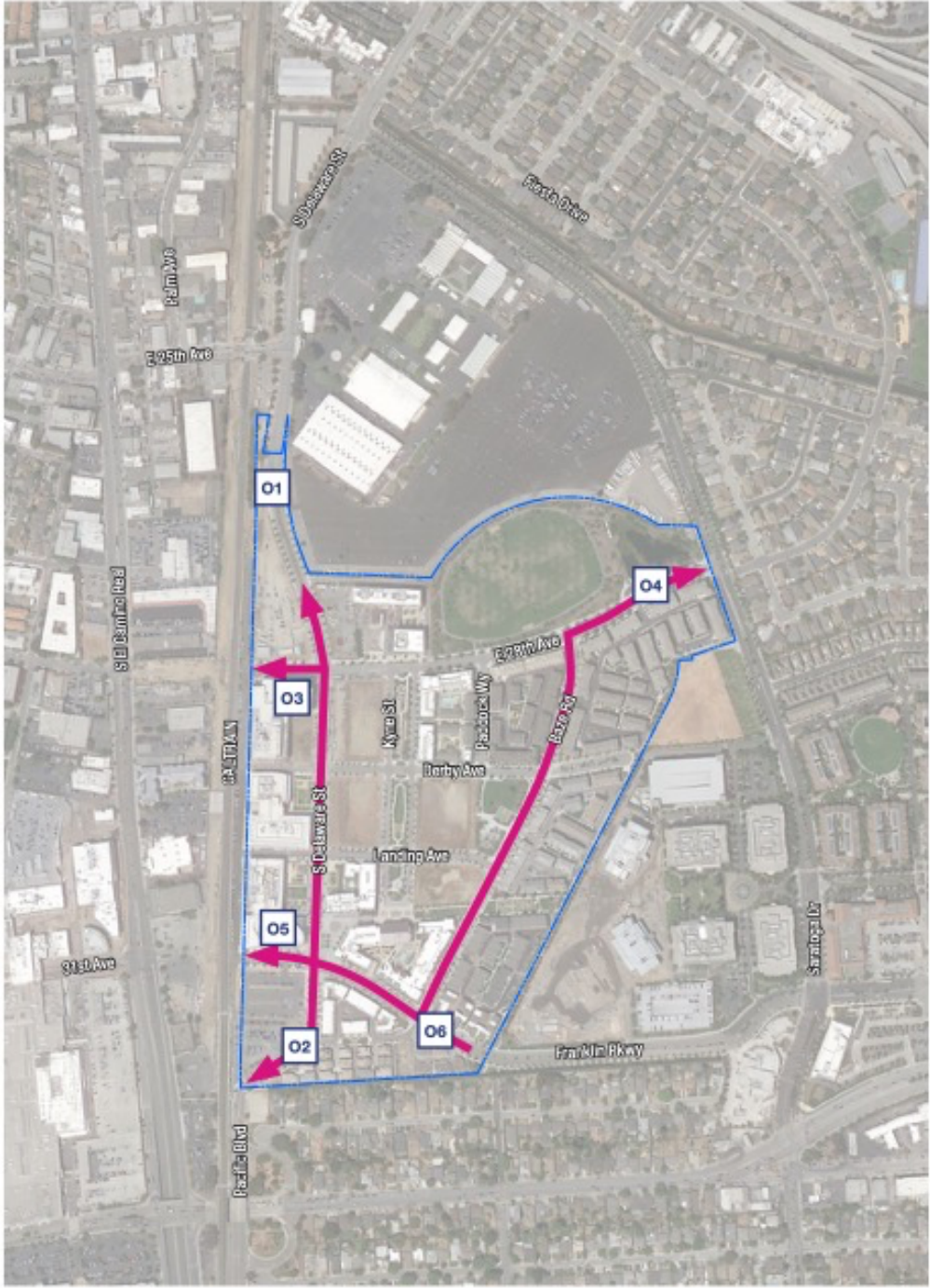
04

Figure 7: Typical Travel Paths by Gateway (Cont'd)





05



06

Figure 7: Typical Travel Paths by Gateway (Cont'd)



ESTIMATED TRAVEL TIME BY GATEWAY AND PATH (minutes)						
To Gateway	From Gateway					
	O1 Southbound	O2 Northbound	O3 Eastbound	O4 Westbound	O5 Eastbound	O6 Westbound
O1 Northbound		3.3	0.5	1.3	1.6	2.7
O2 Southbound	2.3		2.3	4.7	0.5	1.7
O3 Westbound	0.4	2.0		2.3	1.3	2.5
O4 Eastbound	2.5	2.6	0.9		2.3	3.3
O5 Westbound	1.7	1.1	2.3	4.7		0.5
O6 Eastbound	2.4	0.8	2.8	3.7	0.4	

**Figure 8: Estimated Travel Times by Travel Path**

These results were used to estimate vehicle trips that traveled through the Study Area as those with travel times less than or equal to respective travel times within the total license plate records. This revealed that approximately 16% of surveyed vehicles entering the Study Area were through trips. This factor was applied in the trip generation analysis discussed below.

#### *Estimated Trip Generation*

Cordon counts provided total PM peak period vehicle trips entering and leaving the Study Area. **Figure 9** summarizes the results by gateway.

CORDON COUNTS BY GATEWAY (PM Peak Period Vehicle Trips)													
	Gateway												TOTAL
	O1 Northbound	O1 Southbound	O2 Northbound	O2 Southbound	O3 Eastbound	O3 Westbound	O4 Eastbound	O4 Westbound	O5 Eastbound	O5 Westbound	O6 Eastbound	O6 Westbound	
Entering Study Area		748	446		676			217	607			929	3,623
Leaving Study Area	841			383		443	303			756	494		3,220
<b>TOTAL</b>	<b>841</b>	<b>748</b>	<b>446</b>	<b>383</b>	<b>676</b>	<b>443</b>	<b>303</b>	<b>217</b>	<b>607</b>	<b>756</b>	<b>494</b>	<b>929</b>	<b>6,843</b>

**Figure 9: Cordon Counts by Gateway**

A total of 6,843 PM peak period vehicle trips were counted entering and leaving the Study Area. This value includes through trips. The derivation of Study Area trip generation is summarized below.

## PM PEAK PERIOD TRIP GENERATION (PM peak period vehicle trips)

- Trips ENTERING: 3,623
- Trips LEAVING: 3,220
- Subtotal TRIPS: 6,843
- Less THROUGH TRIPS: - 1,160 (\*see calculation below)
- **TRIP GENERATION: 5,683**

\* 16% of Trips ENTERING (580) subtracted from BOTH Trips ENTERING and Trips LEAVING, or -1,160 THROUGH TRIPS

The cordon counts revealed that PM peak hour vehicle trip generation was 52% of PM peak period trip generation. *The PM peak hour trip generation, 2,955 peak hour trips, was calculated using this factor.*

**The 2022 peak hour trip generation value exceeds by 3% the maximum trip threshold (2,878 PM peak hour vehicle trips) allowed under the COA for the mid-term stage.** For reference, the 2022 value is substantially higher than the 2021 total of 2,167 PM peak hour vehicle trips (+36%) and the 2019 total of 2,113 PM peak hour vehicle trips (+40%). Qualitatively, this indicates growth in commercial activity compared to pre-Pandemic conditions, the accurate measure of which was not a part of this report's evaluation scope.

Given the exceedance of the threshold and substantial trip generation increases over previous results, Bay Meadows was offered a pre-review. This revealed that the substantial trip generation increases did not correspond to observed nominal changes in office occupancy and in-person working requirements or retail activity. Also, questions were raised about increased traffic on 28<sup>th</sup> Avenue and 31<sup>st</sup> Avenue that may be associated with through trips and possible traffic detour impacts of the City's Clean Water project involving the underground flow system. Finally, a question was raised about the impact of the known change in data collection procedures for the origin-destination counts.

The necessary work by Bay Meadows, the City, and the TMA to review the exceedance should consider these observations and examine available data to establish a mutual understanding and basis for further review of the TDM Program.

## 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 (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 10** 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%
1650 S. Delaware (Azara)	Apartments	25%		40%

**Figure 10: Trip Reduction Thresholds of Completed TMA Projects**

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

- 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 Lift)
- 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 while on site

## Survey of Members

The above information provided a good overview of what TDM or trip reduction programs were established for member projects during entitlement. As was done in the last two years, a brief survey of TMA members was developed to provide feedback about current practices. For comparative interest, questions in this year's survey were explicitly tailored to Nueva School, residential, and commercial (office/retail) projects.

The survey covered the following points.

- Project contact
- Number of people on-site
- Estimated occupancy
- Names of tenants at commercial projects
- Parking provisions
- Management of TDM programs and activities
- TDM program coordinator contact
- TDM programs and amenities currently offered
- TDM programs that are most effective in reducing drive-alone vehicle trips
- The desire for information on TDM programs
- TDM program participation by residents and employees
- TDM program information distribution methods
- Responsibility for surveying travel behaviors
- Metrics used to measure the performance of TDM programs
- Impact of the COVID-19 Pandemic on project trips
- 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 the complete survey responses by project.

## TDM Program Management

Five members reported in-house management, two indicated a third-party manager, and two noted tenants were responsible. Three members said they do not provide TDM programming.

### TDM Programs and Amenities

The following points summarize member-reported programs in place. **Figure 11** presents an overview of current programs and their relative usage by project.

- Eleven members cited secure bicycle storage and eight noted bicycle racks. Some members noted related features like bicycle repair, safety education, and shower facilities.
- Transit provisions were noted by five members and included subsidized transit passes and shuttle programs.
- Three members reported commute coordination efforts related to on-site transportation information, carpool facilitation, or commute planning assistance.

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

Two programs were cited as most effective in reducing drive-alone trips: secure bicycle storage and subsidized transit passes.

### Distribution of TDM Program Information

Seven members indicated they distributed information to their respective populations using electronic and paper documents, bulletin boards or kiosks, and face-to-face gatherings.

### Responsibility for Surveying

Three members reported that in-house staff developed and administered surveys about travel behavior. Two indicated that SamTrans provided surveys of project Way2Go users. One indicated tenants conducted surveys. Six members reported that surveys were not completed.

### Metrics Used to Track Performance

Five members reported they tracked performance using counts of driveway traffic, parking occupancy, or numbers of participants in programs.

Project	Amenities			Commute Coordination	
	Delivery	Family Supportive	Pedestrian Oriented Uses on Ground Floor	Carpool Facilitator	Information
Peninsula Station		X			
Station Park Green	X				
Nueva School				X	
Delaware Pacific		X			X
Montara	X				
Mode Apartments					
Franklin Templeton	X	X			
2000 Delaware	X		X		X
Bay Meadows Commercial					
Bay Meadows Residential					
400/450 Concar					
Azara	X				

Figure 11: Programs and Amenities Reported by Members



Project	Bicycle				Transit	
	Secure Bike Storage	Bike Repair Station	Bicycle Education	Shower Facilities	Shuttle Program	Transit or Ridesharing Pass or Subsidy
Peninsula Station	X					X
Station Park Green	X					
Nueva School	X			X		X
Delaware Pacific	X		X			X
Montara	X	X				
Mode Apartments	X	X	X			
Franklin Templeton	X			X	X	
2000 Delaware	X					
Bay Meadows Commercial	X			X		
Bay Meadows Residential	X	X				
400/450 Concar						
Azara	X	X				

Figure 11: Programs and Amenities Reported by Members (Cont'd)

Project	Parking			Other
	Charged Parking	Designated Carpool and Vanpool Parking	Electric Vehicle Charging Stations	Emergency Ride Home
Peninsula Station				
Station Park Green			X	
Nueva School		X		
Delaware Pacific				
Montara				
Mode Apartments	X		X	
Franklin Templeton			X	X
2000 Delaware				
Bay Meadows Commercial		X	X	
Bay Meadows Residential			X	
400/450 Concar				
Azara	X		X	

Figure 11: Programs and Amenities Reported by Members (Cont'd)

Appendix A – TMA Information  
Current TMA Stakeholder Contact List  
2022 Meeting Minutes

## San Mateo Rail Corridor TMA Stakeholder Contact List

As of September 2022

<u>Developer/Owner Contact</u>	<u>Project</u>	<u>Status</u>	<u>TMA Director</u>	<u>TMA Alternate</u>
Deanna Chalfant Essex Property Trust 1100 Park Place, Suite 200 San Mateo, CA 94403 (650) 655-7897	Station Park Green 430 Station Park Circle #100	General Member	Erin Morella emorella@essex.com	Deanna Chalfant dchalfant@essex.com Erin Morella emorella@essex.com
Wilson Meany 4 Embarcadero, 33 <sup>rd</sup> Floor San Francisco, CA 94111 (415) 905-5383	Bay Meadows 2750 S. Delaware Strret (multiple addresses)	General Member	Adam Hamilton ahamilton@wilsonmeany.com	Diana Singh dsingh@wilsonmeany.com Stephanie Pearlman spearlman@wilsonmeany.com
Diamond Investment Properties 450 Concar Dr., Suite 100 San Mateo, CA 94402 (650) 776-1281	400 450 Concar 450 Concar Dr.	General Member	Andrew Diamond (Vice Chair) andrew@diamondprops.com	Garry Gomez garry@diamondprops.com
MidPen Housing Corporation 303 Vintage Park Drive, Suite 250 Foster City, CA 94404 (650) 356-2915	Peninsula Station 2905 S. El Camino Real	General Member	Mollie Naber mollie.naber@midpen-housing.org	Sarah Etheredge (Chair) setheredge@midpen-housing.org
MidPen Housing Corporation 303 Vintage Park Drive, Suite 250 Foster City, CA 94404 (650) 356-2915	Delaware Pacific 1990 S. Delaware Street	General Member	Sarah Etheredge (Chair) setheredge@midpen-housing.org	Mollie Naber mollie.naber@midpen-housing.org
Sares Regis of Northern California 901 Mariner's island Blvd, Suite 700 San Mateo, CA 94404	Mode Apartments 2089 Pacific Blvd.	General Member	Chim Chune Ko On-site Property Manager CKo@srgnc.com	Ryan Hinrichs - Regional Manager Sares Regis Property Management rhinrichs@sares-regis.com
Westlake Realty/DJA Properties 2000 S. Delaware St. San Mateo, CA 94403 (650) 353-5624	2000 Delaware Apartments 2000 S. Delaware Street	General Member	Mike Wiley mikew@paloaltopartners.net	Pattie Philibosian pattie@djaproperties.com Sally Carlisle sally@djaproperties.com
The Nueva School 131 E. 28 <sup>th</sup> Avenue San Mateo, CA 94403 (650) 350-4600	The Nueva School 131 E. 28 <sup>th</sup> Avenue	General Member	Steve Osborne sosborne@nuevaschool.org	<i>Open</i>
Bridge Housing 600 California Street, Suite 900 San Francisco, CA 94108 (415) 321-4036	Montara 2775 S. Delaware	General Member	Jon McCall jmccall@bridgehousing.com	Cathy Escobar cescobar@bridgehousing.com
Franklin Templeton One Franklin Parkway San Mateo, CA 94403 (925) 875-2510	Franklin Templeton (Phase 1) One Franklin Parkway	General Member	Nael Younes nael.younes@franklintempleton.com	Julie Venturi julie.venturi@franklintempleton.com Dan Stuber danny.stuber@franklintempleton.com

## San Mateo Rail Corridor TMA Stakeholder Contact List

*As of September 2022*

<u>Developer/Owner Contact</u>	<u>Project</u>	<u>Status</u>	<u>TMA Director</u>	<u>TMA Alternate</u>
Dave Wilbur Four Corners Properties 339 S San Antonio Road, Suite 2B Los Altos, CA 94022 (650) 793-5000	Azara 1650 S. Delaware	General Member	Dave Wilbur dwilbur@fourcornersproperties.com	Bruce Burkard bburkard@fourcornersproperties.com
Brian Myers Nuquest Ventures, LLC Brookfield Properties (?)	Passage 640 Concar Drive	General Member (pending)	Brian Myers bmyers@nuquestventures.com	Julie Baigent jbaigent@sbcglobal.net
Unknown Hillsdale Terraces, LLC 159 El Camino Real Millbrae, CA 94030 (650) 697-3800	Hillsdale Terraces 2700 South El Camino Real	General Member (pending) *City Council approved 2/2017	Albert Costa albert@costa-brown.com Architect for Developer	LF George Holdings (developer)

## MINUTES

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

January 24, 2022, 11:00 AM  
Online (Zoom)

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Present: Pattie Philibosian – Westlake Urban (2000 Delaware)  
Andrew Diamond – 400/450 Concar  
Sarah Etheredge – MidPen Housing (Delaware Pacific)  
Chim Chune Ko – Sares Regis (Mode)  
Cathy Escobar – Montara (Bridge Housing)  
Adam Hamilton – Wilson Meany (Bay Meadows)  
Charla Neta – Station Park Green  
Edwina Jean-Louis – MidPen Housing (Peninsula Station)

Staff: John Ford – Commute.org

Guests: Mike Wiley – Mode  
Sue-Ellen Atkinson – City of San Mateo  
Emma Shlaes – Commute.org  
Carmen Chen – Commute.org  
Paul Krupka – Krupka Consulting

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#### 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 Andrew/Adam, the meeting minutes of September 20, 2021, were approved as presented.

#### 3. Project Updates

- The general members introduced themselves and gave a brief update as to the status of their respective projects. There was one new representative, Edwina Jean-Louis, attending her first official meeting.
- Most projects reported status quo conditions since the last meeting in September 2021. Adam reported that “Res 6” is a new residential development with 54 rental units planned for construction in the next two years. None of the other members had new development to report.

#### 4. Report from City of San Mateo

- Sue-Ellen Atkinson gave an update for the City of San Mateo. Azalea Mitch, the non-voting board member representative from the city, was unable to attend the meeting.
- There were no items from the city. John asked about Concar Village and the Sares-Regis development at the Hayward Park Caltrain station. The city did not have new information on either project.



5. Report from Acting Executive Director (John Ford)
  - Tax returns for calendar year 2021 will be filed in February. TMA revenue continues to be below the threshold that would require a formal return; therefore, the postcard style tax reporting continues to the only requirement.
  - John reviewed the financial statements for the period ending December 31, 2021. On a motion/second by Andrew/Charla, the statements were accepted as presented.
  - John introduced two new members of the Commute.org staff, Emma Shlaes and Carmen Chen, and informed the board that they were helpful in updating the member survey that had been distributed in December. Only one member had yet to complete the survey by this meeting and John is actively working with them to get it completed.
6. Report from Consultant
  - Paul Krupka of Krupka Consulting gave a presentation on the status of the 2021 annual report. Draft driveway count data was shared with the board and only one project seems to be over the driveway count threshold for 2021. More detailed analysis will be done on the counts before they get included in the report and shared with the project owners.
  - Paul shared the project plan and timeline for completing the 2021 report. He will work with Commute.org staff on the survey data and in his efforts to put together the report.
7. New Business
  - Election of New Directors:  
The following member representatives were nominated to serve on the board of directors:

Project	Status	Director	Alternate
2000 Delaware (Westlake Urban)	General Member	Jessica Smith	Pattie Philipbosian
400 450 Concar (Diamond Properties)	General Member	Andrew Diamond	Garry Gomez
Azara (Four Corners Properties)	General Member	Dave Wilbur	Bruce Burkard
Bay Meadows (Wilson Meany)	General Member	Adam Hamilton	Diana Singh
Delaware Pacific (MidPen)	General Member	Sarah Etheredge	Edwina Jean-Louis
Franklin Templeton	General Member	Nael Younes	Julie Venturi
Mode Apartments (Sares Regis)	General Member	Chim Chune Ko	Ryan Hinrichs

Montara (Bridge Housing)	General Member	Cathy Escobar	Jon McCall
Peninsula Station (MidPen)	General Member	Edwina Jean-Louis	Sarah Etheredge
Station Park Green (Essex)	General Member	Charla Neta	Erin Morella
The Nueva School	General Member	Steve Osborne	Terry Lee
City of San Mateo	Non-Voting Member	Azalea Mitch	

*On a motion/second by Andrew/Cathy, the slate of directors as shown above was unanimously approved.*

- Election of Officers:

Officers are elected to two-year terms and full elections were held in 2020; however, the Secretary/Treasurer position was not filled until 2021. The current officers volunteered to stand for election for 2022. Each of them offered to step aside for another member, but no one volunteered to be nominated.

- Sarah Etheredge, MidPen Housing, Chair
- Andrew Diamond, Diamond Properties, Vice Chair
- Charla Neta, Secretary/Treasurer

*On a motion/second by Cathy/Chim Chune, the office slate as shown above was unanimously approved.*

- 2022 Dues and Budget Review and Approval:

- John presented a draft budget for 2022 which included expenditures for the consultant's production of the 2021 annual report plus estimated expenses for the consultant to oversee the 2022 counts, estimated costs for 2022 study counts, 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 2022.
- Revenue for the budget was forecast using the same dues structure as 2021. Revenue will increase modestly in 2022 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 \$4,600 surplus and leave reserves of approximately \$57,000 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 Andrew/Adam, the 2022 budget was approved, and member dues for 2022 were set as follows:

Dues Category	2022 Rate
Residential rate per unit	\$ 6.00
Commercial rate per rentable square foot	\$ 0.0225
Educational rate per square foot of buildings	\$ 0.0075

- Other New Business:
  - John shared an updated board meeting calendar for the remained of 2022. The next meeting will be held on May 9 (Q2) with the Q3 meeting scheduled for September 12. No date has been set for the Q4 meeting.

#### 8. Adjournment

The general member and board of directors meeting adjourned at 11:49 AM.

## MINUTES

### SAN MATEO RAIL CORRIDOR TMA Board of Directors Meeting

May 9, 2022, 11:00 AM  
Online (Zoom)

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Present:	Pattie Philibosian – Westlake Urban (2000 Delaware) Andrew Diamond – 400/450 Concar Sarah Etheredge – MidPen Housing (Delaware Pacific) Chim Chune Ko – Sares Regis (Mode) Cathy Escobar – Montara (Bridge Housing) Adam Hamilton – Wilson Meany (Bay Meadows) Charla Neta – Station Park Green Edwina Jean-Louis – MidPen Housing (Peninsula Station)
Staff:	John Ford – Commute.org
Guests:	Mike Wiley – Mode Sue-Ellen Atkinson – City of San Mateo Carmen Chen – Commute.org Paul Krupka – Krupka Consulting

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#### 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 Andrew/Chim Chune, the meeting minutes of January 24, 2022, were approved as amended. Sarah Etheredge clarified that May meeting was held on May 9 and not May 7 as stated in the minutes. Adam Hamilton clarified that the number of residential units for Bay Meadows “Res 6” is 54 units not 80 units. Both changes will be made to the official minutes.

#### 3. Project Updates

- Most projects reported status quo conditions since the last meeting in January 2022. Adam reported that the new “Res 6” residential development broke ground in April and a temporary certificate of occupancy was issued for Station 1 at the end of March. Nael reported that the development site at Saratoga and Yates is no longer under consideration. None of the other members had new development to report.

#### 4. Report from City of San Mateo

- Sue-Ellen Atkinson gave an update for the City of San Mateo. Azalea Mitch, the non-voting board member representative from the city, was also in attendance.
- The City anticipates Saratoga Drive to reopen during the month of June. The road closure will continue in July, with an anticipated permanent reopening this Fall.
- The City released a request for proposal (RFP) for a connector project on 28<sup>th</sup> Avenue that seeks to close gaps in the pedestrian and bicycle network. Proposals are due at the

end of May and the City expects to engage with the TMA and its members. There were no updates on the Caltrain grade separation project.

5. Report from Consultant

- Paul Krupka of Krupka Consulting gave a presentation on the 2021 annual report. All but one TMA site were below short-term thresholds. Delaware Pacific and 2000 Delaware (separate projects with a shared driveway) were above the thresholds. Sue-Ellen Atkinson noted that the City will have follow-up discussions for projects above their thresholds. Full monitoring was completed for Bay Meadows Phase II, and the project was below the maximum trip threshold.
- Paul reviewed project TDM and trip reduction plans and shared that there was no change with the exception of Azara offering an additional program.
- Paul summarized results from the Annual TMA TDM Survey.
- The report will be finalized and submitted to the City for review in advance of giving a presentation to the City's Sustainability & Infrastructure commission this summer.

6. Report from Acting Executive Director (John Ford)

- Federal and state tax returns for calendar year 2021 were filed prior to the filing deadline. TMA revenue continues to be below the threshold that would require a formal return; therefore, the postcard style tax reporting continues to be the only requirement.
- Three projects have outstanding balances on their dues invoices and John will reach out to follow-up.
- John reviewed the financial statements for the period ending April 30, 2022. On a motion/second by Andrew/Chim Chune, the statements were accepted as presented.
- John reported that the TMA will get new insurance policies later in May, which will consist of the two standard insurance policies: Liability and Directors & Officers (D&O).

7. New Business

- John shared that driveway and traffic counts will be scheduled in October. The schedule will take school breaks and daylight savings into consideration. Sue-Ellen Atkinson will confirm if there are any issues with the October timeframe.

8. Adjournment

- The general member and board of directors meeting adjourned at 11:49 AM.

## MINUTES

### SAN MATEO RAIL CORRIDOR TMA Board of Directors Meeting

September 12, 2022, 11:00 AM  
Online (Zoom)

---

Present: Pattie Philibosian – Westlake Urban (2000 Delaware)  
Andrew Diamond – 400/450 Concar  
Sarah Etheredge – MidPen Housing (Delaware Pacific)  
Chim Chune Ko – Sares Regis (Mode)  
Cathy Escobar – Montara (Bridge Housing)  
Adam Hamilton – Wilson Meany (Bay Meadows)  
Erin Morella – Station Park Green (Essex)  
Dave Wilbur – Four Corners Properties (Azara)

Staff: John Ford – Commute.org

Guests: Mike Wiley – Mode  
Sue-Ellen Atkinson – City of San Mateo

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#### 1. Call to Order

- The meeting was called to order by TMA Chair Sarah Etheredge at 11:01 AM.

#### 2. Approvals

- On a motion/second by Andrew/Chim Chune, the meeting minutes of May 9, 2022, were approved as presented.

#### 3. Project Updates

- Most projects reported status quo conditions since the last meeting in May 2022.
  - Bay Meadows (Adam) reported that RES 6 is still under construction as is Station 5. Station 1 will be occupied by Roblox. MU2 and MU3 are going through the approval process with the city.
  - Mode (Chim Chune) reported that they are installing 30 Class 1 EV charging stations. They utilized a grant from Peninsula Clean Energy. Information on the grant program will be shared out to all members after the meeting.
  - Azara (Dave) reported that their project is approximately 90% leased.
  - Delaware Pacific and Peninsula Station (Sarah) reported that they are participating in MTC's Clipper Bay Pass program – a two-year pilot that provides holders of the pass free transit on all participating Bay Area transit systems.
  - 400|450 Concar (Andrew) reported that tenants have been returning to the property and activity is returning to pre-pandemic levels. They have hired a new CFO who will be replacing Andrew on the board in the upcoming months.
  - Station Park Green (Erin) reported that the project is complete with all residential units being available for occupancy. Erin took over for Charla who left Essex.
  - 2000 Delaware (Pattie) had suggestions for improving the data collection process for the upcoming driveway counts. Her suggestions and concerns were discussed later in the meeting during New Business.

#### 4. Report from City of San Mateo

- Sue-Ellen Atkinson gave an update for the City of San Mateo. Azalea Mitch, the non-voting board member representative from the city, was unable to attend.
- No major announcements or projects planned for the Rail Corridor area. The city's General Plan process is continuing, and Sue-Ellen invited all the TMA members to participate in the process.

#### 5. Report from Acting Executive Director (John Ford)

- John reviewed the financial statements for the period ending August 31, 2022. On a motion/second by Andrew/Chim Chune, the statements were accepted as presented.
- All projects have paid their 2022 dues and there are no outstanding balances.
- The new insurance policies went into effect in May. The TMA purchases two policies: Liability and Directors & Officers (D&O).

#### 6. Old Business

- Annual Report 2021 (recap): John and Sue-Ellen reported on the presentation process for the 2021 annual report. It was presented to the city's Sustainability and Infrastructure Committee in July. The committee made comments and recommendations for future reports and then voted to recommend approval by city council. The report was presented to city council on their consent agenda in August and was accepted without comment.
- Sue-Ellen and John will review their notes for the recommendations that were made by the committee; however, both agreed that the recommendations were minor and mostly concerned the Delaware Pacific/2000 Delaware projects that exceeded the trip count threshold.

#### 7. New Business

- Counts/Annual Report 2022:
  - John shared that Scope of Work and consultant estimate for the driveway and traffic counts that will be conducted in October. The counts will likely take place the week of October 10 or October 17 but could be done the week of October 24 depending on the availability of the consultant and their equipment.
  - Changes to the count for 2022 include a cordon count location change on Delaware and the addition of cameras to two driveways at Delaware Pacific/2000 Delaware. The intent of the extra cameras is to capture any cut-through traffic and also to generate additional data on short-term traffic (i.e., Uber, Lyft, food deliveries). All other driveway/count locations will remain the same.
- Election of Secretary/Treasurer and Vice Chair:
  - With the departure of Charla Neta from Essex, the Secretary/Treasurer position was vacant. Since Andrew Diamond announced that he would be leaving the board, his role as Vice Chair also became available.
  - Sarah asked for volunteers to serve in those positions and Adam Hamilton volunteered to serve as Vice Chair while Chim Chune volunteered to serve as Secretary/Treasurer. Andrew made the motion. Sarah seconded the motion. The

board unanimously approved the election of Adam and Chim Chune to the positions.

- Meeting Schedule for 2023: John presented dates for the 2023 board meetings which were accepted as presented. The next scheduled meeting will be held on January 23, 2023; however, the Chair can call for a meeting in Q4 of 2022 if circumstances change.

#### 8. Adjournment

- The meeting adjourned at 11:50 AM.

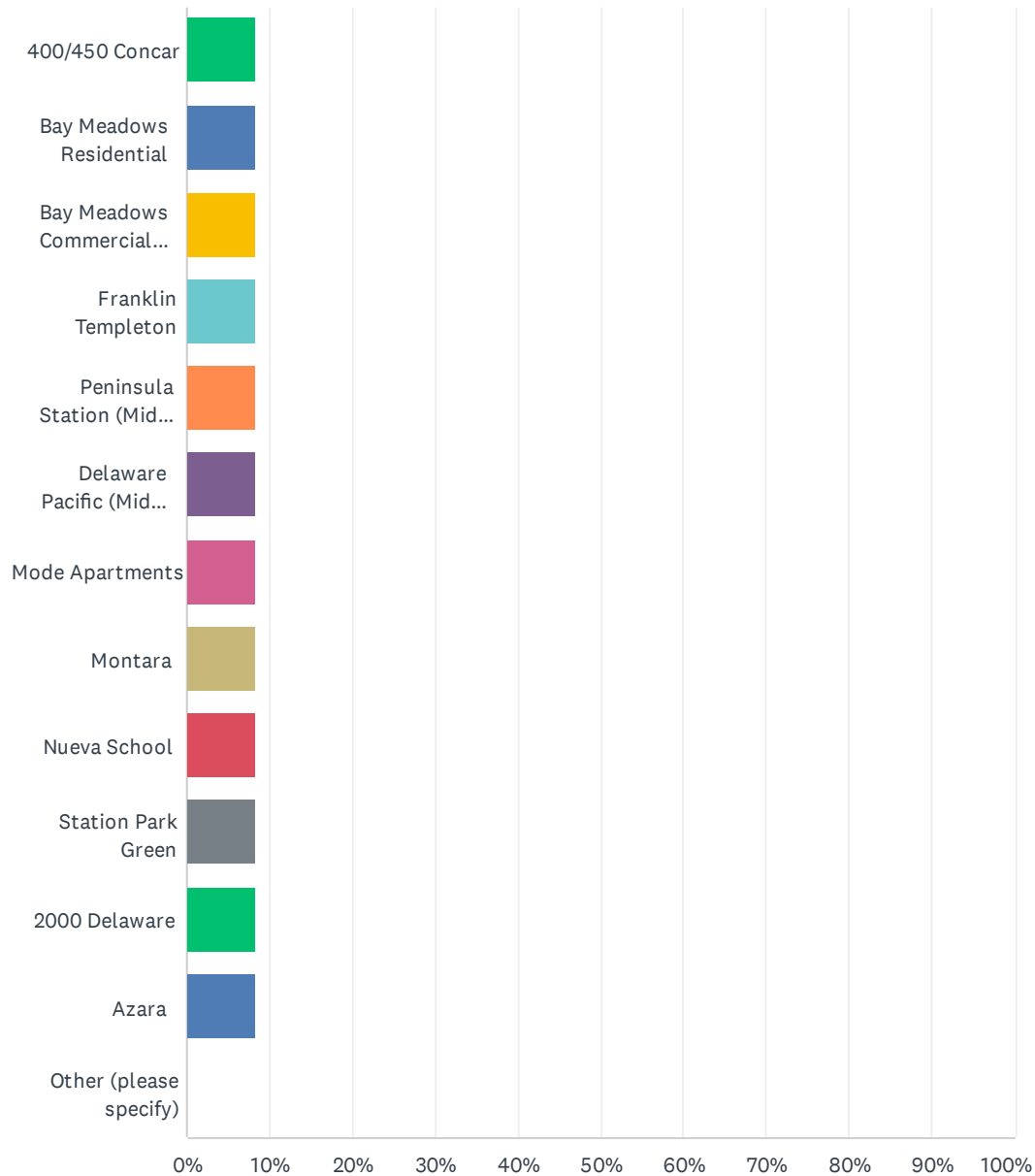


## Appendix B – 2022 Member Survey

### Detailed 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



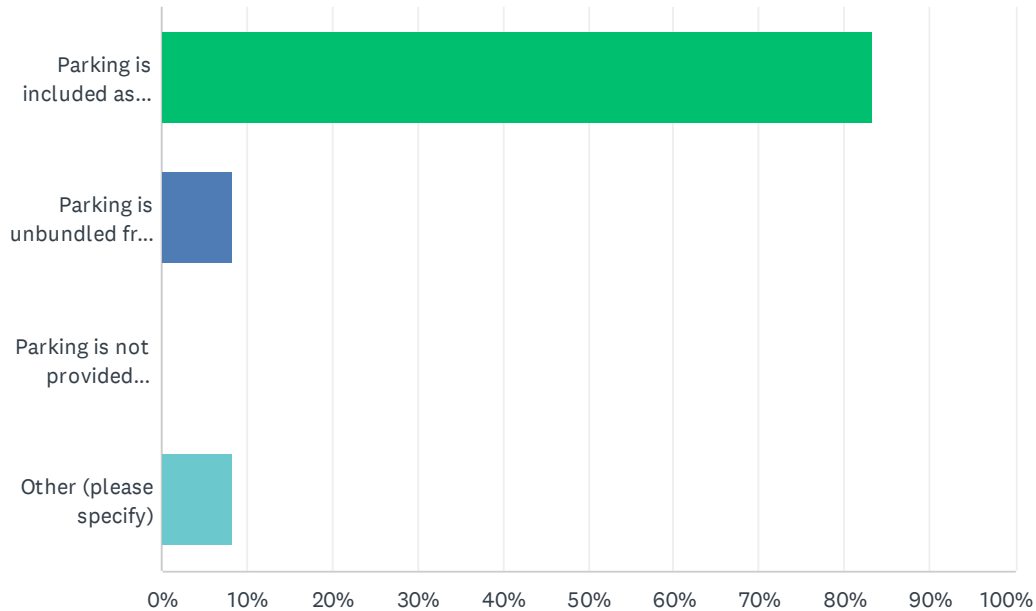
# 2022 San Mateo Rail Corridor TMA Annual TDM Survey

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.	

## Q9 Which of the following best describes how parking is provided to your tenants, residents, and/or employees? (Select all that apply)

Answered: 12 Skipped: 0

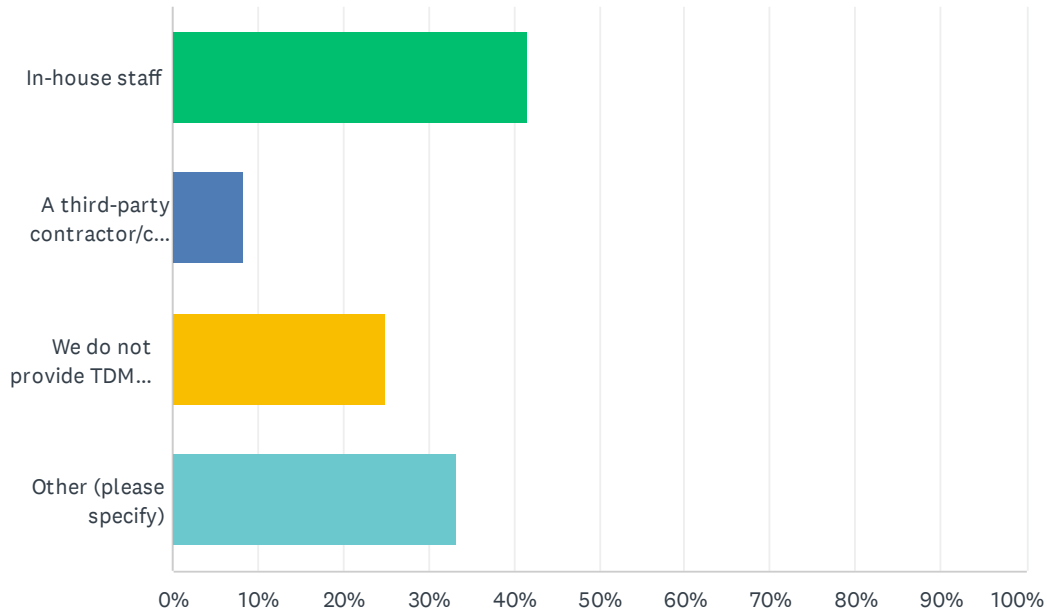


ANSWER CHOICES	RESPONSES	
Parking is included as part of leases/rents/ownership	83.33%	10
Parking is unbundled from leases/rents and charged separately	8.33%	1
Parking is not provided on-site	0.00%	0
Other (please specify)	8.33%	1
Total Respondents: 12		

#	OTHER (PLEASE SPECIFY)	DATE
1	We are transitioning to unbundled parking on lease turn	1/19/2023 3:02 PM

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

Answered: 12 Skipped: 0

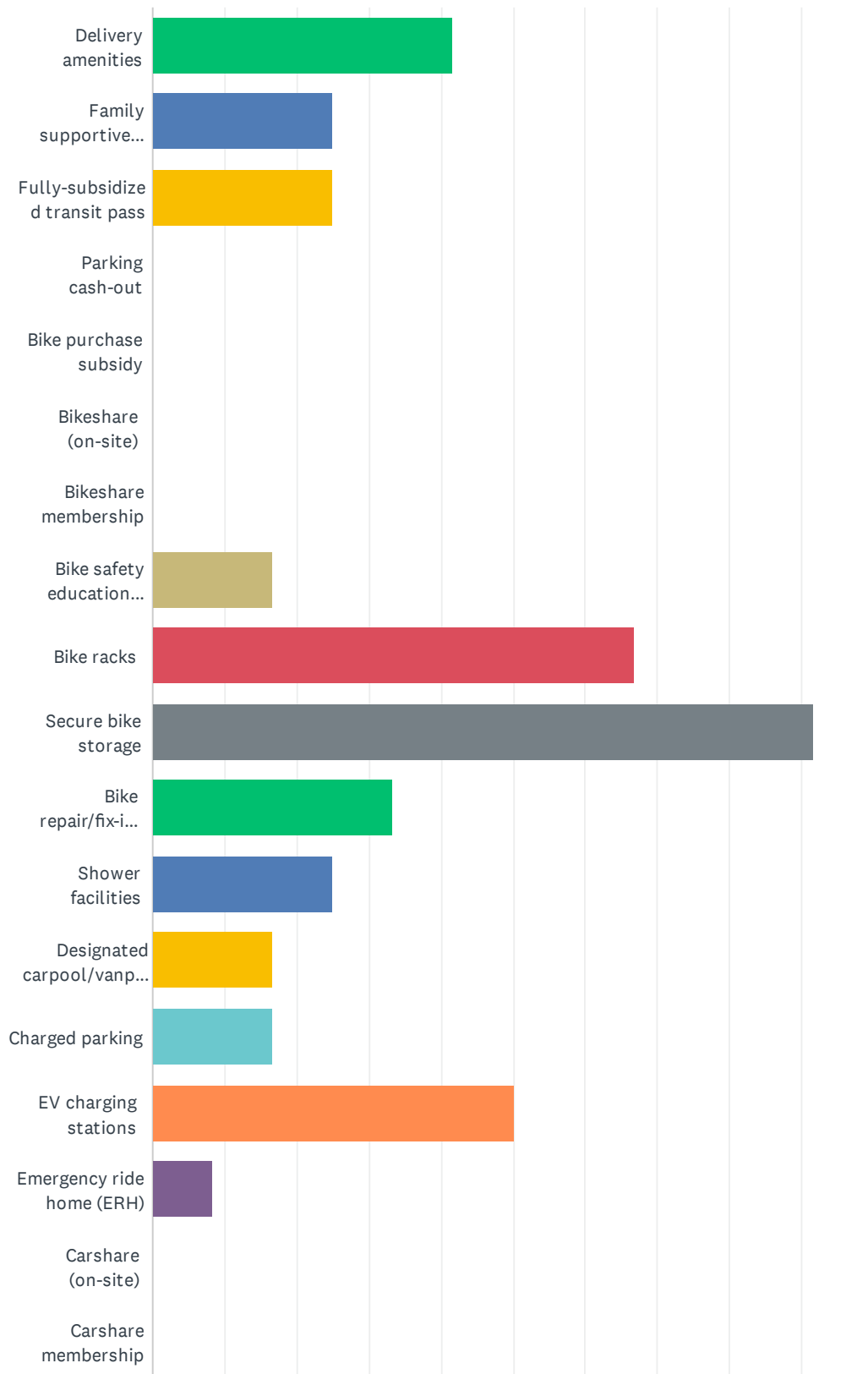


ANSWER CHOICES	RESPONSES	
In-house staff	41.67%	5
A third-party contractor/consultant	8.33%	1
We do not provide TDM programming	25.00%	3
Other (please specify)	33.33%	4
Total Respondents: 12		

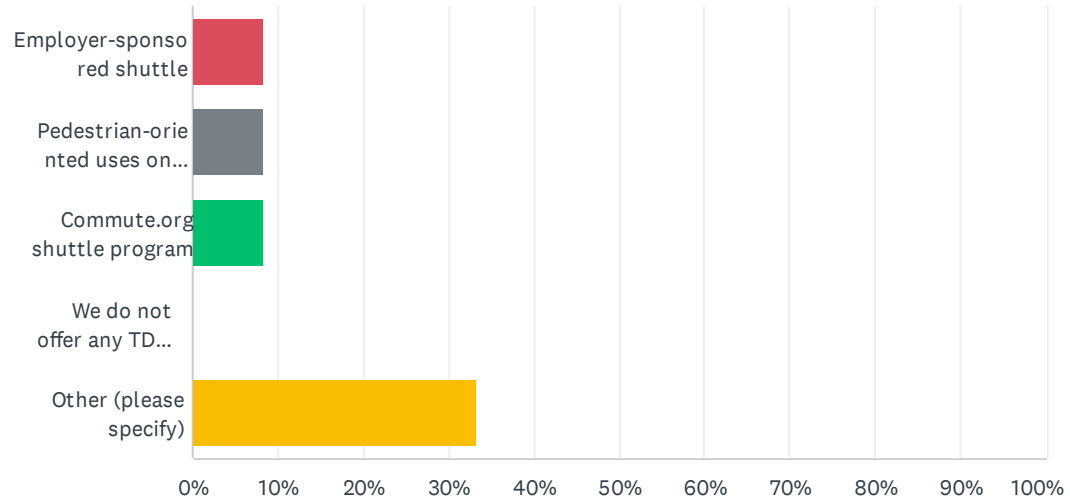
#	OTHER (PLEASE SPECIFY)	DATE
1	ownership	4/3/2023 4:49 PM
2	Tenants	3/1/2023 7:47 AM
3	DJA 3rd party property manager manages TDM program	2/3/2023 10:13 AM
4	Tenants Have their own programs	1/27/2023 1:00 PM

## Q12 Which of the following TDM programs and amenities do you offer? (Select all that apply).

Answered: 12 Skipped: 0



## 2022 San Mateo Rail Corridor TMA Annual TDM Survey



# 2022 San Mateo Rail Corridor TMA Annual TDM Survey

ANSWER CHOICES	RESPONSES	
Delivery amenities	41.67%	5
Family supportive amenities	25.00%	3
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	16.67%	2
Bike racks	66.67%	8
Secure bike storage	91.67%	11
Bike repair/fix-it station(s)	33.33%	4
Shower facilities	25.00%	3
Designated carpool/vanpool parking	16.67%	2
Charged parking	16.67%	2
EV charging stations	50.00%	6
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	8.33%	1
Commute.org shuttle program	8.33%	1
We do not offer any TDM program/amenities	0.00%	0
Other (please specify)	33.33%	4
Total Respondents: 12		

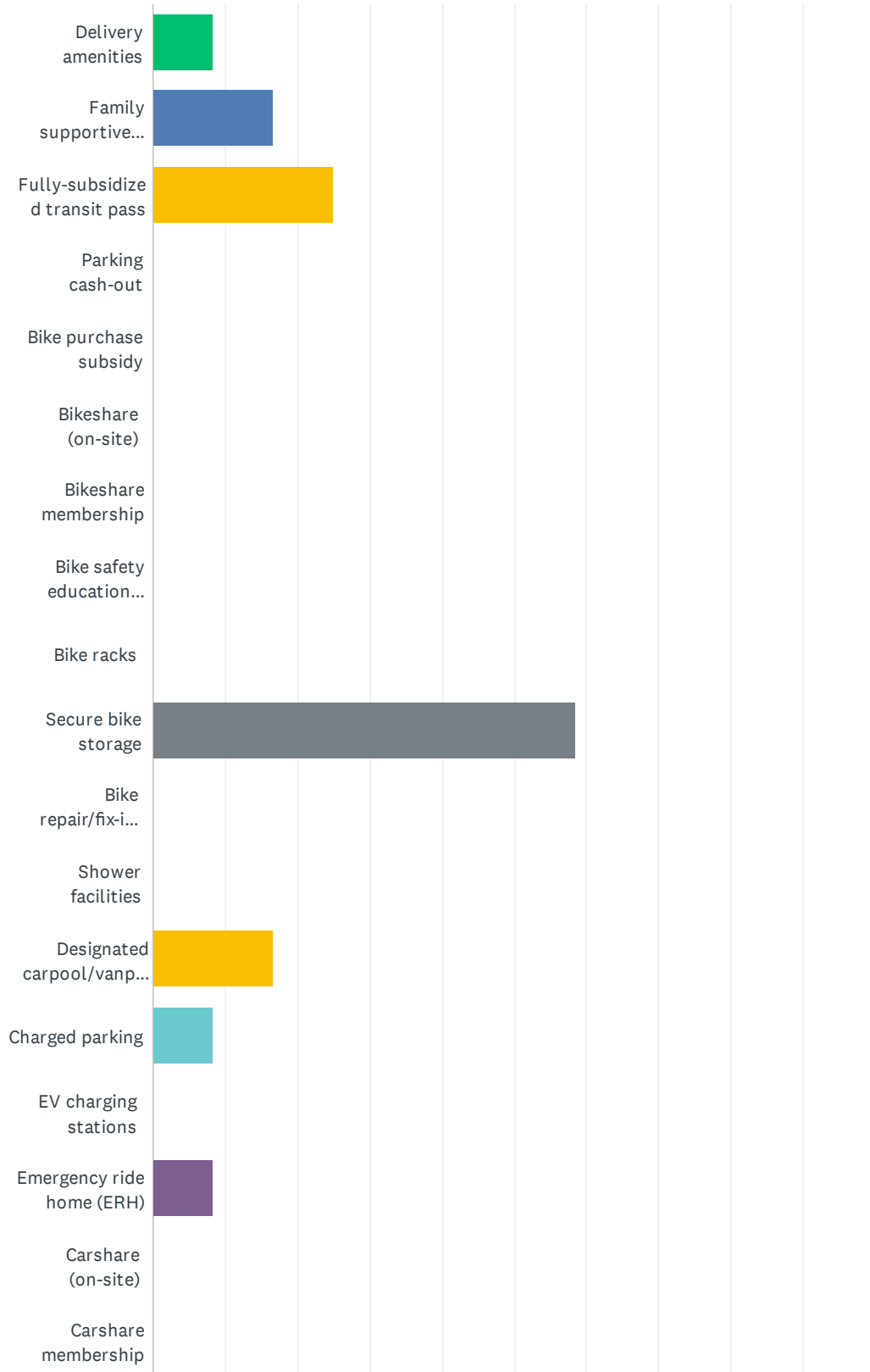
#	OTHER (PLEASE SPECIFY)	DATE
1	The landlord is not involved in TDM programs	3/1/2023 7:48 AM
2	carpool facilitator program	2/6/2023 12:54 PM
3	<ul style="list-style-type: none"> <li>• Live transit commuter screen in lobby displays local transportation schedules • Bus and Train schedules, bike routes, ride share in rack next to transit screen in lobby • Bulletin Board with commute.org info information and incentives displayed in lobby • Monthly emails sent to residents sharing info from commute.org • Transit education pamphlets available in lobby and included in move-in package • \$25 clipper card provided in move-in package • The Resident Handbook provided to all residents includes information about local transportation options • Internal Website • Secured bike storage is available to all residents free of charge • Parcel pending carrier boxes for package delivery located in building lobby • Program education events conducted for residents for residents to learn additional information about transit options. • School bus stop directly in front of building</li> </ul>	2/3/2023 10:15 AM



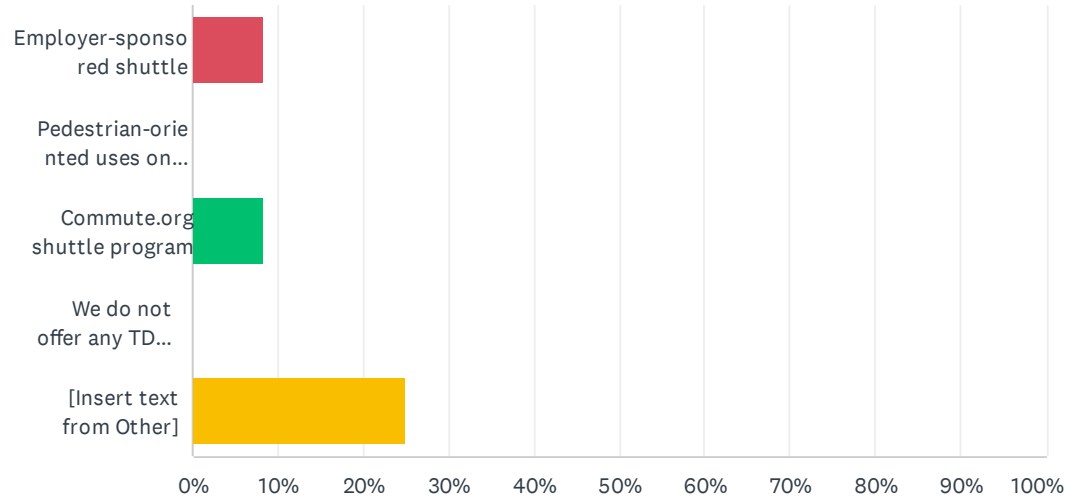


# Q13 Of the programs offered, which do you feel are the most effective in reducing drive-alone trips? (Please select up to three programs)

Answered: 12 Skipped: 0



## 2022 San Mateo Rail Corridor TMA Annual TDM Survey

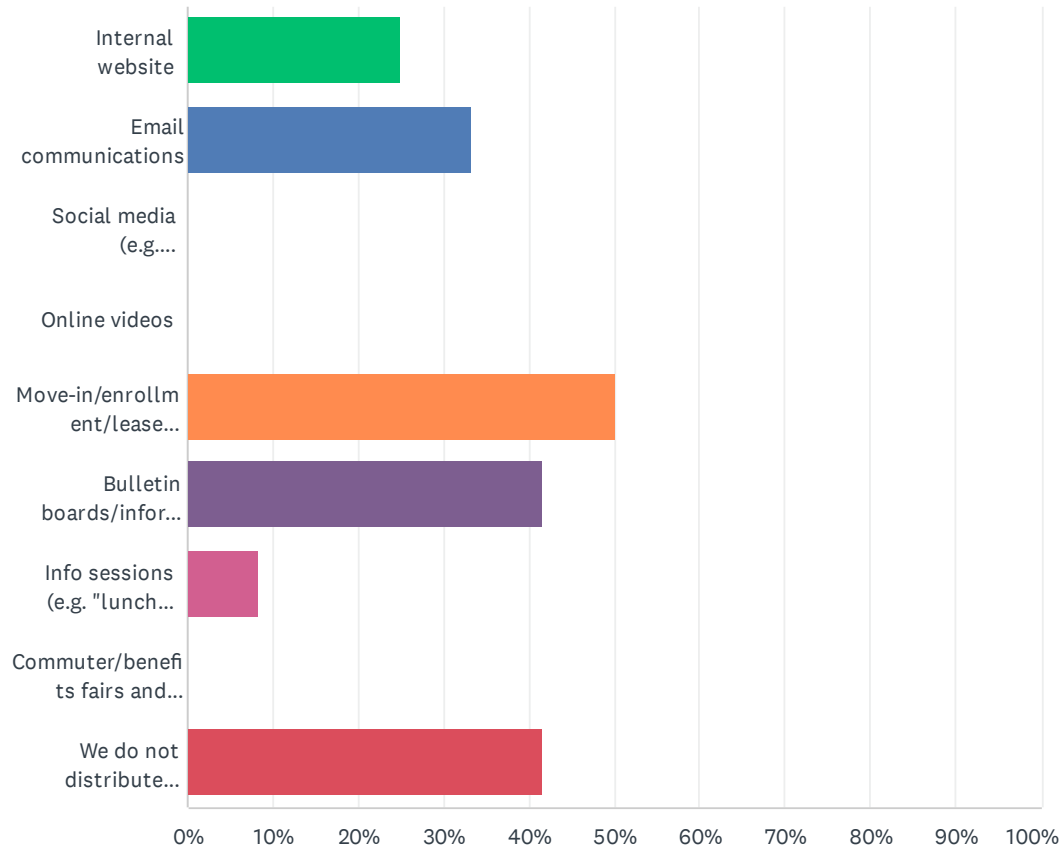


# 2022 San Mateo Rail Corridor TMA Annual TDM Survey

ANSWER CHOICES	RESPONSES	
Delivery amenities	8.33%	1
Family supportive amenities	16.67%	2
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	0.00%	0
Secure bike storage	58.33%	7
Bike repair/fix-it station(s)	0.00%	0
Shower facilities	0.00%	0
Designated carpool/vanpool parking	16.67%	2
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	0.00%	0
[Insert text from Other]	25.00%	3
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



ANSWER CHOICES	RESPONSES	
Internal website	25.00%	3
Email communications	33.33%	4
Social media (e.g. Instagram, Facebook, Twitter, etc.)	0.00%	0
Online videos	0.00%	0
Move-in/enrollment/lease packets	50.00%	6
Bulletin boards/information kiosks	41.67%	5
Info sessions (e.g. "lunch and learns", orientations, etc.)	8.33%	1
Commuter/benefits fairs and events	0.00%	0
We do not distribute information on TDM programs	41.67%	5
Total Respondents: 12		

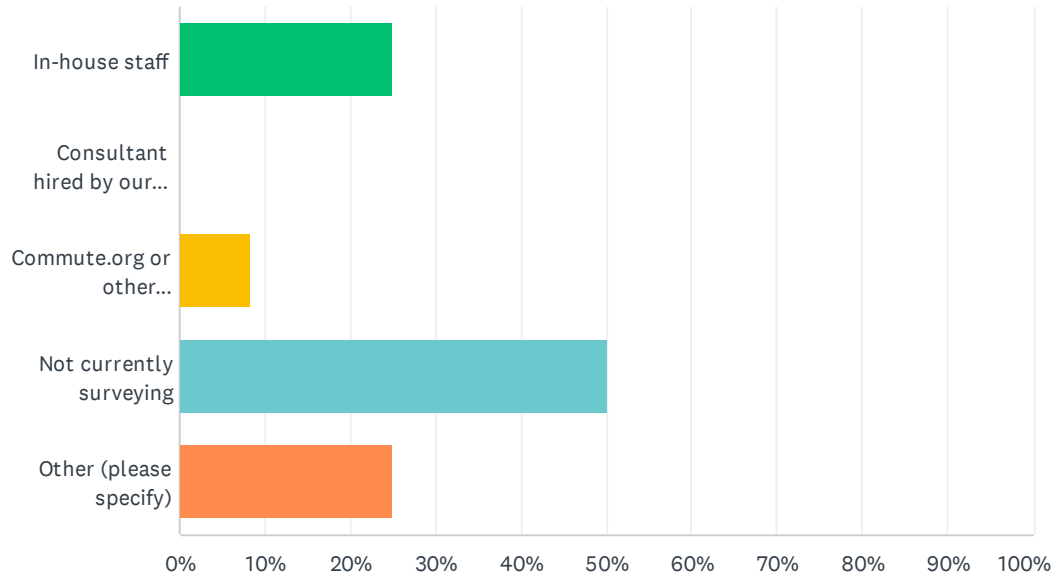
#	OTHER (PLEASE SPECIFY)	DATE
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## 2022 San Mateo Rail Corridor TMA Annual TDM Survey

1	Hiring/Onboarding and Admission/Onboarding	2/6/2023 12:57 PM
2	Resident meetings, resident events, flyers	2/3/2023 9:34 AM
3	Tenants Handle these communications in-house	1/27/2023 1:03 PM

## Q16 Who develops surveys used to track your tenants, residents, and/or employees' travel behaviors? (Select all that apply)

Answered: 12 Skipped: 0

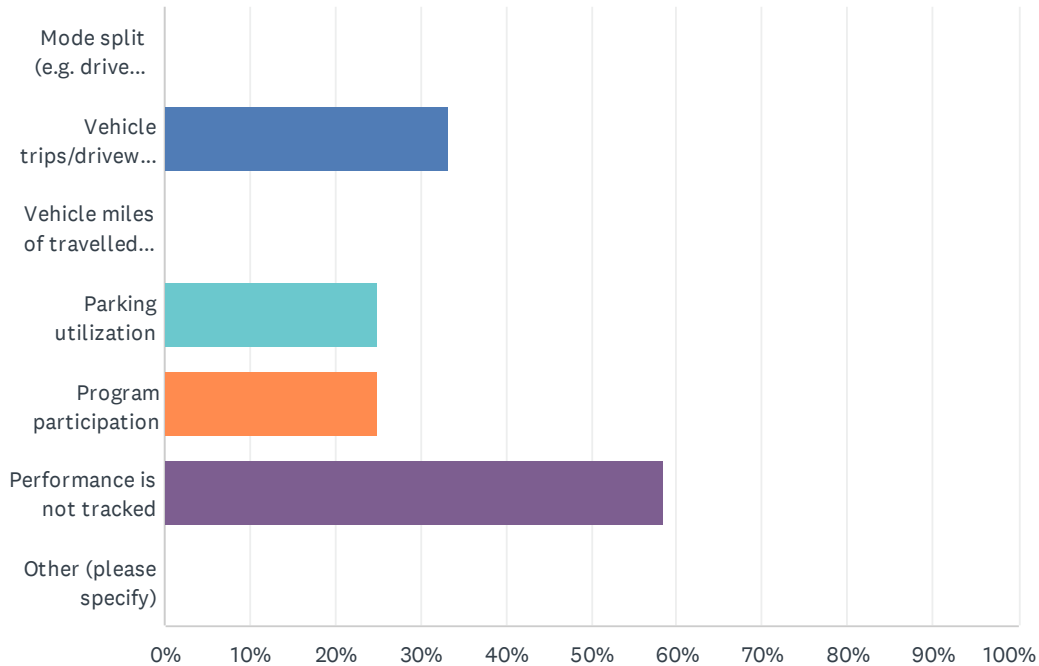


ANSWER CHOICES		RESPONSES	
In-house staff		25.00%	3
Consultant hired by our organization		0.00%	0
Commute.org or other regulatory body (not including this survey)		8.33%	1
Not currently surveying		50.00%	6
Other (please specify)		25.00%	3
Total Respondents: 12			

#	OTHER (PLEASE SPECIFY)	DATE
1	Tenants	3/1/2023 7:49 AM
2	SamTrans (through Way2Go program)	2/3/2023 9:34 AM
3	SamTrans (through Way2Go program)	2/3/2023 9:33 AM

## 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)	0.00%	0
Vehicle trips/driveway counts	33.33%	4
Vehicle miles of travelled (VMT)	0.00%	0
Parking utilization	25.00%	3
Program participation	25.00%	3
Performance is not tracked	58.33%	7
Other (please specify)	0.00%	0
Total Respondents: 12		

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



## Q18 Please describe how the COVID-19 pandemic impacted trips to/from your project site during 2022?

Answered: 9   Skipped: 3

#	RESPONSES	DATE
1	We found many residents staying home during COVID 19 which would have resulted in fewer trips.	4/6/2023 8:42 PM
2	Traffic was reduced. Many of the employees of our tenants worked from home.	3/1/2023 7:50 AM
3	It seemed to increase parking space demand.	2/28/2023 11:16 AM
4	School operated as normal	2/6/2023 12:58 PM
5	Less shuttle participation and commuter traffic to campus due to remote work from home	2/3/2023 2:53 PM
6	100% work from home. 2022 3 days a week.	2/3/2023 10:35 AM
7	Resident utilization of grocery and meal delivery services increased, which has remained high. Residents using public transportation were negatively impacted due to bus schedules constantly changing and needing to ensure they had sufficient PPE to ride.	2/3/2023 9:34 AM
8	The Project's occupancy is still heavily impacted by COVID-19. Tenant work from home policies are still common.	1/27/2023 1:07 PM
9	More work from home has decreased the amount of people commuting for work	1/19/2023 3:05 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: 4   Skipped: 8

#	RESPONSES	DATE
1	None to share at this time.	4/6/2023 8:42 PM
2	N/A	2/3/2023 2:53 PM
3	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. As the implementation of the BayPass was after the annual trip counts, impact of this program is not yet known.	2/3/2023 9:34 AM
4	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. As the implementation of the BayPass was after the annual trip counts, impact of this program is not yet known.	2/3/2023 9:33 AM