



SAN MATEO COUNTY
**Transportation
Authority**

Appendix 1: Capital Improvement Program

APPENDIX 1: CAPITAL IMPROVEMENT PROGRAM

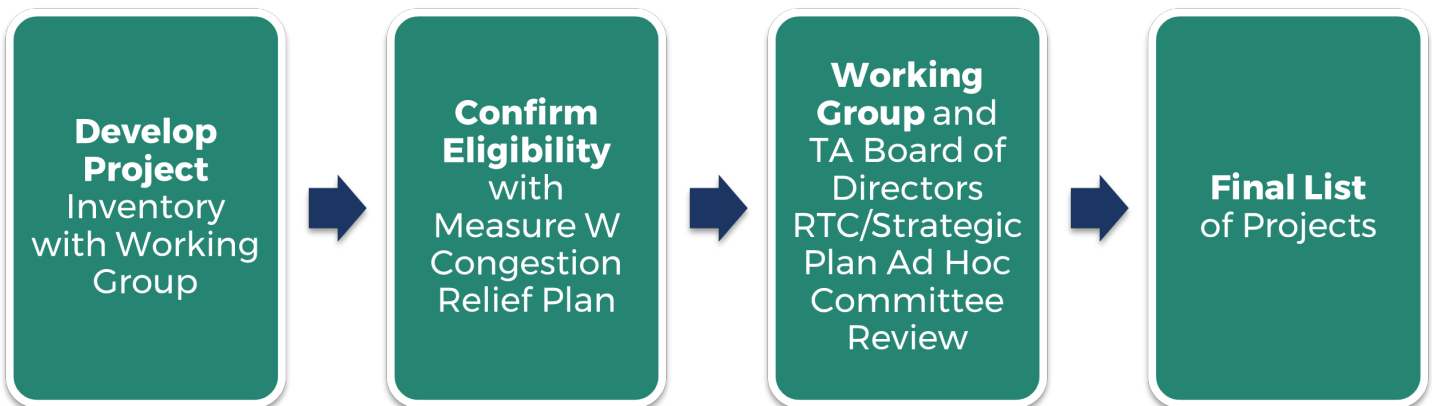
The CIP identifies projects that may be eligible for funding from the RTC Program and will assist in long-term policy guidance and financial planning for the program. The CIP establishes a list of projects and estimates the costs to develop a financially unconstrained estimate.

The CIP aims to meet the following goals:

1. Includes Rail, Water Transit, Heavy Rail, and/or Regional Bus Services
2. Provides Transit Connectivity Between the County and the Region
3. Reduces Congestion on the Region’s Highways and Roadways

The approach for developing the CIP is shown in Figure 12. Beginning with a project inventory process, the TA collected project information for potential projects from the Working Group that could be eligible for funding through the RTC Program. That list was then cross-referenced with the Measure W Congestion Relief Plan to confirm project eligibility. Finally, the list of projects was reviewed by the TA Board of Directors RTC/Strategic Plan Ad Hoc Committee which provided direction on which projects to move forward with.

Figure 12: CIP Development Process



The CIP does not financially constrain the number of projects that can be submitted for consideration. Furthermore, the projects submitted are not prioritized. Inclusion in the CIP does not guarantee that RTC funding will be allocated to a project, the TA subsequently determines funding through a separate Call for Projects process.

OVERVIEW

BACKGROUND AND PURPOSE

The TA allocates sales tax revenues to a variety of transportation projects and programs. In 2018, when San Mateo County voters passed Measure W, they provided the county with additional resources to improve transit and relieve traffic congestion raised from a half-cent sales tax. Half of those funds are administered by the TA while the remaining half are administered by SamTrans.

Measure W includes funds for highway projects, local street repair, grade separations for Caltrain tracks, expanded bicycle and pedestrian facilities, and improved transit connections. The following list shows the percentage breakdown of funding categories:

- SamTrans-administered
 - County Public Transportation Systems (50%)
- TA-administered
 - Countywide Highway Congestion Relief Improvements (22.5%)
 - RTC (10%)
 - Local Investment Share (10%)
 - Bicycle & Pedestrian (5%)
 - Grade Separation (2.5%)

The goal of the CIP is to develop a comprehensive list of improvements that are eligible for RTC funding. These projects are included due to their ability to meet the RTC Program’s main goal of reducing congestion and improving transit connectivity between San Mateo County and the rest of the region. The CIP identifies projects listed in various local or regional plans and reflects the input and feedback from meetings with the RTC Working Group, a multi-organizational group representing the region’s key transportation authorities and similar agencies as well as the TA Board of Directors RTC/Strategic Plan Ad Hoc Committee. The CIP is intended to provide a snapshot in time of the overall funding need for regional transit projects that serve San Mateo County and will help guide how the RTC funds can best be leveraged with other external funding opportunities.

RTC REVENUE

The TA’s 2020-2024 Strategic Plan provides projected annual revenue on an annual basis through the five-year timeframe of the plan, including projected revenue from July 2019 through June 2049 for the Measure W program categories that the TA is tasked with administering. The RTC Program is projected to receive \$9.1 million annually, coming out to \$45.0 million from 2020 to 2024 and \$273.0 million over the 30-year Measure W timeframe. In recent years, the sales tax revenue earnings have been higher than previously projected which could provide additional available funding.

According to the TA’s Measure A & Measure W Program Draft FY 2025 Budget, the RTC Program will have collected approximately \$52.2 million through the end of FY 2024 (June 2024) of which \$10,000 has been allocated. The first competitive Call for Projects will take place following the adoption of the RTC Plan and could make available up to \$63.2 million with the inclusion of the FY 2025 sales tax projections.

FUNDING CONSIDERATIONS

The CIP will inform the competitive selection process for the RTC Program. The CIP assesses the magnitude of potential expenditure needs with respect to the flow of Measure W revenues and the potential availability of matching funds. The CIP also provides details of projects on an order of magnitude basis and assesses how the TA will conduct the competitive process for the RTC Program. The TA will determine the timing of the funding cycles for the program by considering the collection of sales tax revenues, timing of project needs, and other external funding opportunities. The

TA will revise and update the CIP on an ongoing basis by identifying prioritized projects and continually monitoring local and countywide short- and long-term needs and program readiness.

CIP DEVELOPMENT METHODOLOGY

Developing the CIP included working with members of the Working Group, including staff from AC Transit, BART, Caltrain, MTC, SFMTA, SamTrans, VTA, and WETA. Through a project inventory process, project information was gathered for projects that may be eligible for RTC Program funding. This involved researching various local and regional plans for applicable projects. The inventory is not financially constrained, and projects submitted are not prioritized. Project information gathered included the following:

- Project lead
- Eligible sponsor
- Project name
- Location
- Description
- Main category (operations or capital)³⁰
- Sub-category (dependent on entry for Main Category)
- Status
- Estimated cost

Following the initial identification of projects, the list was sent to the Working Group to confirm accuracy of the included projects and receive any projects that should be added. Once changes were made and the additional projects were included, the updated set of projects in the inventory went through a high-level screening process to determine if the projects met the three goals of the RTC Program.

The list of projects developed through the project inventory process is presented in the next section.

³⁰ Operations includes projects that will improve existing service, while capital includes projects that construct new infrastructure or alter the built environment..

PROJECT INVENTORY

The project inventory process created a transparent process for reviewing, evaluating, and selecting projects put forth by members of the Working Group. The initial review of regional and local plans resulted in the identification of 44 projects. After submitting the list for review to the Working Group, projects were added, removed, and amended for an updated total of 60 projects, as shown in Table 12. This includes all projects submitted by eligible sponsors and includes projects that are not eligible through the RTC Program. Note that while the projects were submitted by various Working Group members, they are sorted based on the potential eligible sponsor as applicable to the RTC Program which is limited to transit agencies.

Table 12: Project Inventory

Project Name	Eligible Sponsor	Main Category	Estimated Cost	Included in Final List of Projects?
Bay Area Forward	All Transit Agencies	Capital	\$1.0 billion	No
Efficiently coordinate transit services for older adults, people with disabilities, and those with lower incomes	All Transit Agencies	Operations	\$0-50.0 million	No
Build a Next-Generation Transit Network	All Transit Agencies	Capital	\$9.0 billion	No
Build a Next-Generation Transit Network	All Transit Agencies	Capital	\$81.0 billion	No
Introduce Network of Regional Express Bus Routes	All Transit Agencies	Capital	\$42.0 million	No
Link21 Program Development (Phase 1)	All Transit Agencies	Capital	\$1.0 billion	No
Link21 Construction (Phase 2)	All Transit Agencies	Capital	\$27.8 billion	No
Bus Transit Priority	All Transit Agencies	Capital	\$100.0 million	No
Bus Transit Priority	All Transit Agencies	Operations	\$10.0 million	No
BART Transbay Core Capacity Project	BART	Operations	\$5.1 billion	No
Regional wayfinding/mobility hubs	BART	Operations	\$1.6 million	Yes
Next Gen Fare Gates	BART	Capital	\$10.3 million	Yes
Millbrae BART Station Resiliency/ Rider Experience Improvements	BART	Capital	\$23.0 million	Yes
San Mateo County Elevator Modernization and Upgrades	BART	Operations	\$234.0 million	Yes
San Mateo County State of Good Repair	BART	Capital	\$470.0 million	No
Core System State of Good Repair (time-critical only)	BART	Capital	\$703.0 million	No

Project Name	Eligible Sponsor	Main Category	Estimated Cost	Included in Final List of Projects?
California HSR in the Bay Area	California HSR Authority	Capital	\$5.2 billion	No
Systemwide Access and Station Improvements	Caltrain	Operations	\$125.0 million	Yes
Redwood City Transit Center Expansion Project	Caltrain	Capital	\$112.0 million	No
Caltrain Enhanced Growth Scenario	Caltrain	Operations	\$1.9 billion	Yes
4-Track Station and Grade Separation at Redwood City Station	Caltrain	Capital	\$925.0 million	Yes
Caltrain State of Good Repair Program	Caltrain	Capital	\$745.5 million	No
Caltrain Level Boarding Program	Caltrain	Operations	\$180.0 million	Yes
San Francisco Railyard Vertical Development	Caltrain	Capital	\$1.0 billion	No
San Jose Diridon Station	Caltrain	Capital	TBD ³¹	No
System Technologies Modernization Program	Caltrain	Operations	\$24.0 million	Yes
Corridor Crossing Strategy - Programmatic Delivery (San Mateo County)	Caltrain	Capital	\$1.1 billion	Yes
The Portal: Caltrain Downtown Extension	Caltrain	Capital	\$8.3 billion	No
Managed Lanes North of I-380	SamTrans	Capital	\$356.0 million	No
US101 Express Lanes: I-380 to Santa Clara County Line	SamTrans	Capital	\$581.0 million	No
US101 Express Lanes: I-380 to San Francisco County Line	SamTrans	Capital	\$418.0 million	No
US 101/SR 92 Interchange Direct Connector Project	SamTrans	Capital	\$195.0 million	No
Limited Stop Express Bus San Bruno BART to/from East Palo Alto via SFO	SamTrans	Operations	\$4.1 million	Yes
Express Bus Foster City to/from Downtown San Francisco	SamTrans	Operations	\$1.9 million	Yes
Express bus Palo Alto to/from Western San Francisco via Daly City	SamTrans	Operations	\$3.2 million	Yes
Express bus San Mateo to/from Western San Francisco	SamTrans	Operations	\$2.5 million	Yes
Express bus Burlingame to Downtown San Francisco	SamTrans	Operations	\$2.1 million	Yes

³¹ Cost will be provided by Caltrain later.

Project Name	Eligible Sponsor	Main Category	Estimated Cost	Included in Final List of Projects?
Express bus San Mateo to Downtown San Francisco via park-and-ride at the US-101/CA92 interchange	SamTrans	Operations	\$1.8 million	Yes
Recommendations 2030	SamTrans	Capital	\$423.0 million	Yes
2035: Rail Commuter on Rail Bridge, Double-Track	SamTrans	Capital	\$365.0 million	Yes
Dumbarton Forward	SamTrans	Operations	\$21.1 million	Yes
Dumbarton Corridor Transitway	SamTrans	Capital	\$150.0 million	Yes
Peninsula Shuttle Program Routes	SamTrans	Operations	\$4.5 million	No
Salesforce Transit Center Operations	SamTrans	Operations	\$254,000 (per year)	Yes
San Mateo Bridge East/West Transbay Service	SamTrans	Operations	\$1.7 million (per year)	Yes
North County El Camino Real Bus Speed and Reliability Project	SamTrans	Capital	\$8.0 million	No
South County El Camino Real Bus Speed and Reliability Project	SamTrans	Capital	\$4.0 million	No
Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/ Candlestick Point interchange - Environmental phase	SFMTA	Capital	\$19.0 million	No
Muni Metro T Third Extension to South SF	SFMTA	Capital	\$1.8 billion	No
Mission Street red transit lane re-colorization (11th Street to Steuart Street)	SFMTA	Capital	\$4.8 million	No
Potrero/Bayshore transit lanes	SFMTA	Capital	\$6.0 million	No
Park Presidio/Lombard HOV lanes permanent project	SFMTA	Capital	\$5.5 million	No
Mission – Outer Muni Forward project	SFMTA	Operations	\$17.3 million	Yes
Geary/19th Avenue Subway	SFMTA	Capital	\$1.5-2.0 million	Yes
Service Improvements to SamTrans Connections	SFMTA	Operations	\$10.0 million	Yes
Daly City BART Bus Layover Improvements	SFMTA	Capital	\$7.0 million	Yes
Redwood City Ferry Terminal	WETA	Capital	\$19.8 million	Yes

Project Name	Eligible Sponsor	Main Category	Estimated Cost	Included in Final List of Projects?
Redwood City Ferry Vessels	WETA	Capital	\$80.0 million	Yes
Redwood City Ferry Service	WETA	Operations	\$18.8 million	Yes
Regional Hovercraft Ferry Network	WETA	Capital	\$2.6 billion	No

CIP DEVELOPMENT

Following the development of the initial project inventory, the list of projects was reviewed by the TA Board of Directors RTC/Strategic Plan Ad Hoc Committee in June 2024. The project team presented an overview of the draft CIP and results from the engagement process, followed by a discussion of any changes to make to the list of projects. Given the limited funding available from the RTC Program, the committee recommended removing the following projects:

- Mega-regional projects such as the Link21 Program Development (Phase 1) project
- State of Good Repair and maintenance projects such as the San Mateo County State of Good Repair project
- California High-Speed Rail
- Caltrain projects located outside of San Mateo County such as the San Jose Diridon Station project
- Transit improvement projects that do not extend into San Mateo County such as the Mission Street red transit lane re-colorization (11th Street to Steuart Street) project

The projects shown in Table 13 were also recommended to not be included in the final list of projects, however the TA Board of Directors RTC/Strategic Plan Ad Hoc Committee identified these as potentially eligible for RTC Program funding but may be more appropriate for other TA funding categories.

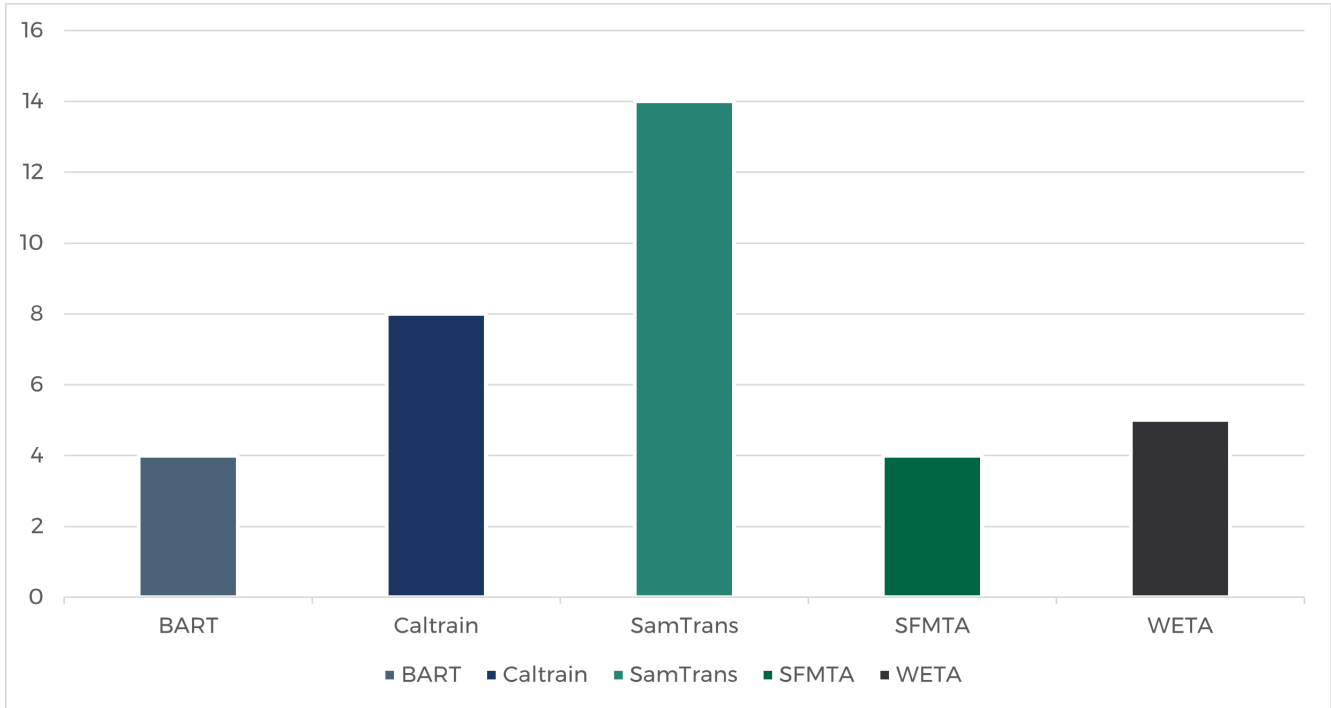
Table 13: Projects for Other Funding Categories

Project Name	Eligible Sponsor	Main Category	Estimated Cost
Managed Lanes North of I-380	SamTrans	Capital	\$356.0 million
US 101/SR 92 Interchange Direct Connector Project	SamTrans	Capital	\$195.0 million
US101 Express Lanes: I-380 to Santa Clara County Line	SamTrans	Capital	\$581.0 million
US101 Express Lanes: I-380 to San Francisco County Line	SamTrans	Capital	\$418.0 million
Peninsula Shuttle Program Routes	SamTrans	Operations	\$4.5 million
North County El Camino Real Bus Speed and Reliability Project	SamTrans	Capital	\$8.0 million
South County El Camino Real Bus Speed and Reliability Project	SamTrans	Capital	\$4.0 million

FINAL LIST OF PROJECTS

Following review of the list of projects from the Working Group and Ad Hoc committee, the project team finalized the projects to be included in the CIP. Figure 13 shows a breakdown of projects by eligible sponsor.

Figure 13: Number of Projects by Eligible Sponsor



Projects were also identified by whether they will be used for capital or operational needs. Nineteen projects were identified as capital, while 16 were identified as operations. Table 14 and Table 15 shows a breakdown of these categories and Table 16 shows the final list of projects.

Table 14: Capital Projects Breakdown

Subcategory	Number of Projects	Total Cost
First/Last-Mile Infrastructure	1	\$9.0 million
New Transit Infrastructure – Bus	3	\$257.0 million
New Transit Infrastructure – Ferry	4	\$125.7 million
New Transit Infrastructure – Multiple	1	\$423.0 million
New Transit Infrastructure – Rail	10	\$4.7 billion
Total	19	\$5.5 billion

Table 15: Operations Projects Breakdown

Subcategory	Number of Projects	Total Cost
Improve Existing Operations – Bus	3	\$38.7 million
Improve Rider Experience – Rail	2	\$235.6 million
Improved or Expanded Service – Bus	1	\$10.0 million
New Service – Bus	7	\$17.3 million
New Service – Ferry	1	\$110.7 million
New Service – Rail	2	\$1.3 billion
Total	16	\$1.7 billion



Table 16: CIP Summary List of Projects

Project Name	Eligible Sponsor	Location	Description	Main Category	Estimated Cost
Regional Wayfinding/ Mobility Hubs	BART	Daly City, Colma, South San Francisco, San Bruno, and Millbrae BART stations	Improvements to enhance connection of BART riders to access modes: <ul style="list-style-type: none"> - Mobility hub improvements at BART stations - Bus shelter improvements at BART Stations - Station access signage & wayfinding: vehicle/pedestrian/bike wayfinding and facility loading zones, vehicle parking, and other modes (including implementing regional wayfinding standards)	Operations	\$1.6 million
Next Gen Fare Gates	BART	Daly City, Colma, South San Francisco, San Bruno, and Millbrae BART stations	Procurement and installation of over 700 Fare Gates Systemwide, including fare gates in San Mateo County. Replacing existing fare gates aims to boost safety by reducing fare evasion, enhancing access for people in wheelchairs and those who bring bikes and strollers on BART, and optimizing the reliability and maintenance needs of the fare gates.	Capital	\$10.3 million
Millbrae BART Station Resiliency/Rider Experience Improvements	BART	Millbrae BART station	Improvements to station roofing to improve rider experience, safety and accessibility by preventing water pooling and equipment short circuiting and allowing riders to access fare gates from both sides.	Capital	\$23.0 million
San Mateo County Elevator Modernization and Upgrades	BART	Daly City, Colma, South San Francisco, San Bruno, and Millbrae BART stations	Improvements to station and parking garage elevators to improve customer experience and effectively serve customers with mobility challenges.	Operations	\$234.0 million
Systemwide Access and Station Improvements	Caltrain	San Mateo County	Includes secured bicycle parking facilities, upgrade to the tickets vending machines, passenger shelters upgrade, circulation improvements and landscaping.	Capital	\$125.0 million
Caltrain Enhanced Growth Scenario Phase 1	Caltrain	Bay Area	The project includes enhanced service levels that will maximize the use of available infrastructure and more fully serve expected market demand on the Caltrain corridor over the next decade and beyond. It envisions growing in FY26 to 6 trains per peak hour per direction (tphpd), and in FY28 to 8 trains per peak hour per direction.	Operations	\$562.0 million

Project Name	Eligible Sponsor	Location	Description	Main Category	Estimated Cost
Caltrain Enhanced Growth Scenario Phase 2	Caltrain	Bay Area	The project includes enhanced service levels that will maximize the use of available infrastructure and more fully serve expected market demand on the Caltrain corridor over the next decade and beyond. It envisions growing in FY26 to 6 trains per peak hour per direction (tphpd), and in FY28 to 8 trains per peak hour per direction.	Operations	\$729.0 million
Caltrain Enhanced Growth Scenario Phase 3	Caltrain	Bay Area	The project includes enhanced service levels that will maximize the use of available infrastructure and more fully serve expected market demand on the Caltrain corridor over the next decade and beyond. It envisions growing in FY26 to 6 trains per peak hour per direction (tphpd), and in FY28 to 8 trains per peak hour per direction.	Capital	\$1.9 billion
4-Track Station and Grade Separation at Redwood City Station	Caltrain	Redwood City	This project will design and implement a 4-Track Station at Redwood City Station and grade separates six at-grade crossing (Whipple Ave, Brewster Ave, Broadway, Maple, Main, Chestnut). This project proposes to elevate and relocate the Redwood City Caltrain Station. It is done in partnership with the City of Redwood City and is needed to implement the Moderate Growth Service Plan that will allow transfer between Express and Local trains.	Capital	\$925.0 million
Caltrain Level Boarding Program	Caltrain	San Francisco County, San Mateo County and Santa Clara County	This program will plan for vehicle and platform modifications to accommodate systemwide level boarding at 22 inches, and related provisions. The first step of the program is the development of a roadmap that will evaluate technical, regulatory, freight, and operational interface and determine a phasing plan. Level boarding is a critical element in a safe and accessible Caltrain and also increasing Caltrain performance by reducing the dwell time at stations.	Capital	\$180.0 million
System Technologies Modernization Program	Caltrain	San Francisco County, San Mateo County and Santa Clara County	This program of investment will make a major overhaul of Caltrain systems technologies and include the modernization of the Predictive Arrival/Departure System (PADS), Public Address (PA), dispatch systems Fiber Optic, Network Architecture and other system projects.	Capital	\$24.0 million

Project Name	Eligible Sponsor	Location	Description	Main Category	Estimated Cost
Corridor Crossing Strategy - Programmatic Delivery (San Mateo County)	Caltrain	San Mateo County	This project includes Caltrain’s participation in and leadership for the implementation of a corridor-wide approach to grade separation and/or rail crossing closure projects by elevating their importance in infrastructure funding as a shared regional responsibility. This program is a joint effort between Caltrain, JPB member agencies, regional agencies, corridor jurisdictions, and the broader community.	Capital	\$1.1 billion
US 101/SR 92 Mobility Hub	SamTrans	City of San Mateo	This plan will develop a plan for a Class IV separated bikeway and the conversion of the existing Park and Ride into a Mobility Hub that offers access to a variety of sustainable transportation options.	Capital	\$9.0 million
Express Bus Capital Upgrades	SamTrans	San Mateo County	Addition of necessary infrastructure for future express bus service including purchasing of buses, transit stop/station upgrades, charging infrastructure, and highway ramp bus stops.	Capital	\$100.0 million
Limited Stop Express Bus San Bruno BART to/from East Palo Alto via SFO	SamTrans	San Bruno BART station and East Palo Alto	This limited stop route concept is an all-day route serving multiple communities between San Bruno BART and East Palo Alto, including Redwood City, Redwood Shores, SFO.	Operations	\$4.1 million
Express Bus Foster City to/from Downtown San Francisco	SamTrans	Foster City and Downtown San Francisco	The route concept will serve neighborhoods in Foster City directly allowing for access to stops by walking, bicycling, or other SamTrans services.	Operations	\$1.9 million
Express Bus Palo Alto to/from Western San Francisco via Daly City	SamTrans	Palo Alto and Western San Francisco	This bidirectional route concept provides an opportunity to serve areas like Western San Francisco and the 19th Avenue corridor which have less access today to long-haul transit like Caltrain.	Operations	\$3.2 million
Express Bus San Mateo to/from Western San Francisco	SamTrans	Express Bus San Mateo to/from Western San Francisco	This route concept serves a San Mateo and western San Francisco market that is well-served by existing transit services but require transfers via Muni, BART, or Caltrain.	Operations	\$2.5 million
Express Bus Burlingame to Downtown San Francisco	SamTrans	Burlingame and Downtown San Francisco	This route concept serves the mid-peninsula to San Francisco markets.	Operations	\$2.1 million
Express Bus San Mateo to Downtown San Francisco via Park-and-Ride at the US 101/ SR 92 Interchange	SamTrans	San Mateo and Downtown San Francisco	This one-way route concept connects San Mateo and surrounding residents to jobs in San Francisco via the park-and-ride at the US-101/CA-92 interchange.	Operations	\$1.8 million

Project Name	Eligible Sponsor	Location	Description	Main Category	Estimated Cost
Enhanced Dumbarton Express Bus Service and Extended Rail Service	SamTrans	Dumbarton Highway Bridge	Further enhance bus service on the Dumbarton Highway Bridge and extended rail service (rail shuttle from Newark to Union City).	Capital	\$423.0 million
DTSC Recommendations 2030	SamTrans	Dumbarton Highway Bridge	Interline with Caltrain and better connect to ACE and Capitol Corridor.	Capital	\$365.0 million
Dumbarton Forward	SamTrans	SR 84-Dumbarton Bridge-Bayfront Expressway corridor between I-880 in Fremont and Marsh Road in Menlo Park	Dumbarton Forward aims to limit traffic congestion during peak periods in the State Route 84-Dumbarton Bridge-Bayfront Expressway corridor between Interstate 880 in Fremont and Marsh Road in Menlo Park. Dumbarton Forward encourages commuters to use transit instead of driving in personal vehicles, which improves commute times for all travelers in the area.	Operations	\$21.1 million
Dumbarton West Busway Corridor Project	SamTrans	Dumbarton Rail Corridor (West/ Peninsula side)	Implement busway and bicycle/pedestrian safety and access improvements along the Dumbarton West Busway Corridor from East Palo Alto to Redwood City, with transit connections to the Dumbarton Highway Bridge and Redwood City Transit Center. Improvements would include new zero-emission transit service (15-minute peak headways), active transportation and transit facilities, as well as enhanced streetscape and drainage treatments. Dumbarton Express service could utilize this busway as well as local transit services, and would not preclude future rail service as the design would preserve the existing trackage.	Capital	\$150.0 million
Salesforce Transit Center Operations	SamTrans	Salesforce Transit Center	Operating cost for SamTrans to use bus bays at and provide service to the Transbay Joint Powers Authority's Salesforce Transit Center.	Operations	\$254,000 (per year)
San Mateo Bridge East/West Transbay Service	SamTrans	San Mateo Bridge	Restoration of the pre-pandemic Transbay Route between Caltrain Hillsdale Station and BART Hayward Station (formerly AC Transit Route M).	Operations	\$1.7 million (per year)
Mission – Outer Muni Forward Project	SFMTA	San Francisco/San Mateo County	Transit priority project to improve reliability on the 14/14R through the southern third of the lines, which serve Daly City.	Operations	\$17.3 million

Project Name	Eligible Sponsor	Location	Description	Main Category	Estimated Cost
Geary/19th Avenue Subway (Planning Phase)	SFMTA	San Francisco and Northern San Mateo County (likely Daly City, Colma)	Alternatives evaluation, project development, and initiation of environmental review for a new subway line along Geary Blvd and 19th Ave from downtown San Francisco to Daly City station. Potential to through-run with the proposed Link21 new transbay crossing.	Capital	\$2.0 million ³²
Service Improvements to SamTrans Connections	SFMTA	San Francisco and Daly City	Service improvements such as route extensions and frequency changes on routes that have a direct connection with SamTrans services (i.e. Daly City BART).	Operations	\$10.0 million
Daly City BART Bus Layover Improvements	SFMTA	Daly City	Improvement project to expand layover space at Daly City BART to address existing congestion and facilitate growth of future services between regional bus providers. This would include a redesign of the current parking layout and possibly remove planters, install passenger waiting/loading areas, install stop amenities and operator facilities (restrooms) in or around the BART parking lot.	Capital	\$7.0 million
Redwood City Ferry Terminal	WETA	Redwood City Ferry Terminal	Planning and environmental analysis of construction of a new ferry terminal, purchase of 3 new high-speed ferry vessels and operation of new ferry service between Redwood City and San Francisco.	Capital	\$19.8 million
Redwood City Ferry Vessels	WETA	Redwood City Ferry Terminal	Acquisition of ferry vessels for future service.	Capital	\$80.0 million
Redwood City Ferry Service	WETA	Redwood City Ferry Terminal	Ferry service.	Operations	\$110.7 million
Service Frequency and Electrification	WETA	South San Francisco	Convert service to zero-emission vehicles, enhance service frequency (one new vessel, FY 2036), shoreside and waterside electrical infrastructure to be installed at terminal.	Capital	\$25.9 million
South San Francisco Second Ferry Terminal Project	WETA	South San Francisco	Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal.	Capital	TBD

³² Cost shown is only for planning phase.



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Appendix 2: Engagement Summary Report

APPENDIX 2: ENGAGEMENT SUMMARY REPORT

As part of the development of the RTC Plan, the TA retained WSP and Kearns & West to conduct engagement activities with the public as well as key stakeholders from February 2024 to April 2024. The TA conducted an online survey, facilitated several in-person and virtual meetings with the community, and hosted a virtual public meeting to seek feedback from residents, employers, and commuters throughout the region. The engagement approach was designed to solicit feedback from people who regularly travel between counties to inform how inter-county transit services can be improved.

Public engagement activities for this project included:

- An online survey
- A press release
- A multilingual project factsheet and list of frequently asked questions
- Eight small group meetings with CBOs, major regional employers in San Mateo County, and labor groups
- Ten in-person pop-up events across Alameda County, San Mateo County, and Santa Clara County
- Working Group meetings
- Virtual community meeting

Public engagement and outreach activities online were conducted in Cantonese, English, Mandarin, and Spanish to ensure that members of underrepresented groups were engaged throughout the process. Project materials and surveys were available online in English, Simplified Chinese, and Spanish, and interpretation services were made available for all in-person events and the virtual public meeting as needed.

The public feedback was used to develop priorities for the types of projects that should be funded through the RTC Program. The project team also engaged with several partner agencies in San Mateo County to gather technical feedback on regional transit priorities.

People who attended events and meetings with the project team engaged in discussions about their inter-county travel behavior, how often and where they currently travel, the modes by which they currently travel, and what modes they would like to use more if transit services were improved.

Many participants provided examples of specific transit services or routes where increased frequency and reliability of service would encourage them to shift to using transit. Gaps in the existing regional transit network were identified where improved service connections are needed.

Key themes from the public engagement activities included:

- Affordability
- Better transportation options
- Improvements to Dumbarton Express
- Direct routes
- Efficient and reliable routes

- Improving connectivity between modes of transportation
- Safety

PUBLIC ENGAGEMENT ACTIVITIES

ONLINE SURVEY

The online survey conducted from February 2024 to April 2024 garnered a total of 933 responses. The survey was administered in English, Simplified Chinese, and Spanish. The complete dataset of survey responses is included in Appendix 3: Survey Responses.

The survey was shared through the following channels:

- Ten in-person pop-up events
- Partner organization promotions
- Press release
- Four-week paid ad campaign on Meta
- Social media posts on the SMCTA's account
- SMCTA project webpage
- Virtual public meeting

RESPONDENT DEMOGRAPHICS

The survey reached people who frequently travel between counties, with 42.6% of respondents travelling to or from San Mateo County from other counties at least three days per week. The majority of respondents primarily travel for work (61.1%) during the weekday peak hours (66.3%) or weekday off peak hours (44.8%). A smaller proportion travel to visit family/friends (9.1%), for entertainment (8.2%), or for recreation (7.6%).

MODES OF TRAVEL

The majority of respondents currently drive alone (61.6%) or travel to and from San Mateo County by train (37.9%). However, if transit connections were improved, most respondents indicated they would prefer to take the train (63.2%) or travel by bus (36.3%). Finally, more than 62% of respondents report using public transit between counties two days per week or more.

REGIONAL TRANSIT IMPROVEMENTS

Most of the people who took the survey commute to/from San Mateo County from Alameda County or San Francisco County for work during peak hours. As shown in Figure 14, respondents would most like to see improved travel connections between San Francisco County and San Mateo County. Regardless of their origin or destination county, the top three factors that would most encourage people to use public transit for inter-county travel more often were:

1. More direct routes and fewer transfers (68.3%)
2. Improvements to transit speed and reliability (52.1%)
3. Shorter wait times (51.6%)

There is a need to improve east-west transit connections to the East Bay by bus or rail across the San Mateo Bridge and the Dumbarton Bridge. Commuters are generally satisfied with WETA service to South San Francisco from Oakland. Currently there are only four departures in the AM and PM peak hours and commuters would like to see earlier and later departure/arrival times that allow them to work flexible hours depending on their industry.

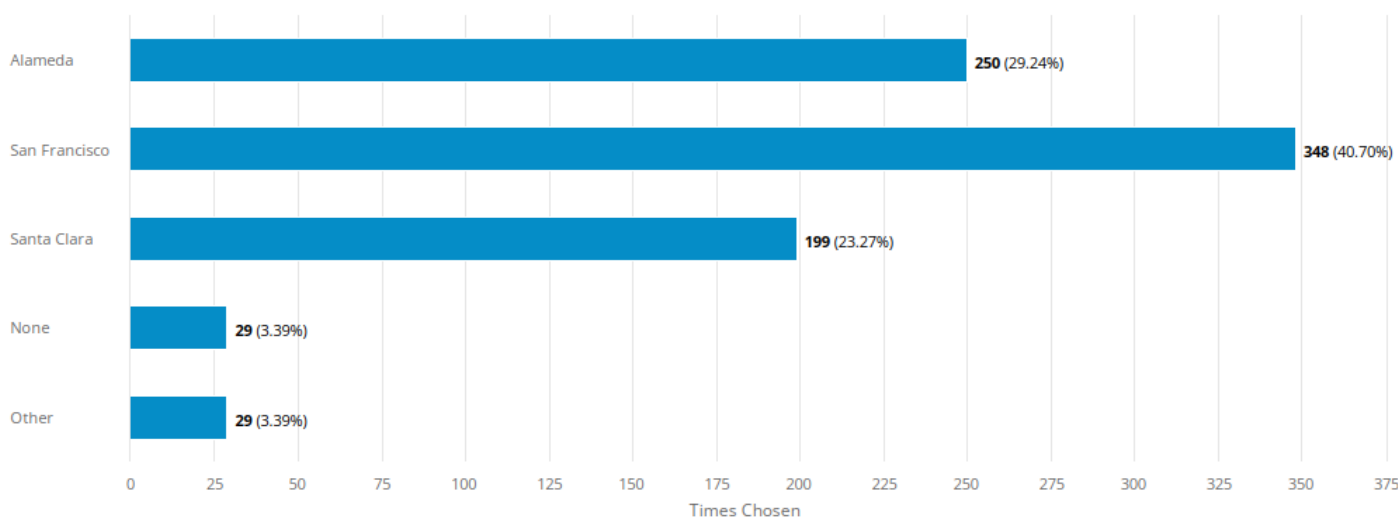
Transit service north to San Francisco could be improved by introducing better fare integration to reduce the number of transfers and lower the cost of fares for many commuters who rely on more than one transit operator to get around. Several cyclists cited the need for level boarding on trains and improved bike infrastructure including secure lockers, bike lanes to transit stations, or bike rentals available at stations.

Respondents also identified gaps in regional rail service to the South Bay, with several requesting improved transit to major hubs and destination such as Palo Alto and San Jose.

Figure 14: Survey Results Example

Which county would you like to be prioritized for improving travel connections with San Mateo County?

Number of responses: 855



SMALL GROUP MEETINGS

The project team engaged with more than 30 participants through a total of eight small group meetings. The project team held meetings with local trade groups and labor unions whose members commute between counties for work. Meetings were also facilitated with major regional employers located in San Mateo County that have many staff that commute from other counties including Genentech, Google, Kaiser Permanente, and Stanford University. The project also engaged two local CBOs (El Concilio of San Mateo County, as shown in Figure 15 and the Promotores en Acción Comunitaria) to gather feedback from people from underrepresented communities who may face barriers to traditional forms of engagement. Individual summaries from each small group meeting can be found in Appendix 4: Small Group Meeting Summaries.

Figure 15: *Small Group Meeting with El Concilio of San Mateo County*



Key takeaways from the small group meetings included:

- Affordability of transit was a top concern
- Participants expressed a desire for improvements to transportation options, service gaps, and access to neighborhoods and places of work
- Participants indicated they would be more inclined to use transit if there were more direct, efficient, and reliable routes between home and work
- Improvements to connectivity between modes of transportation and destinations are needed
- Safety was indicated as an important factor to address; recent media coverage and actual lived experiences have made participants less inclined to use transit

POP-UP EVENTS

The project team held a total of ten in-person pop up events in the Bay Area. Five pop-up events were in the East Bay, four in San Mateo County, and one in Santa Clara County. There were two types of pop-up events: canvassing on-board ferry routes and at BART stations, and tabling at community events with a sticker voting exercise. 122 people participated in the sticker voting exercise at tabling events. Figure 16, Figure 17, and Figure 18 provide examples of

the sticker voting exercise at various pop-up events. A more detailed summary of the pop-up events can be found in Appendix 5: Pop-Up Event Summaries.

Key findings and common responses to the sticker voting activities included:

- Highest priority for transit improvements are to/from San Francisco County (79), Santa Clara County (53), and Alameda County (34)
- Higher percentages of respondents indicated travel two days per week or less
- Higher percentages of respondents travel on weekends
- Top three improvements for transit service include:
 - Shorter wait times
 - More direct routes
 - More local bus and shuttle connections to regional transit
- Majority of in-person participants currently travel by driving alone (108), train (51), carpool (32), or bus (31)

Figure 16: Pop-Up Event Sticker Voting Exercise



Figure 17: Love Our Earth Festival Pop-Up Event

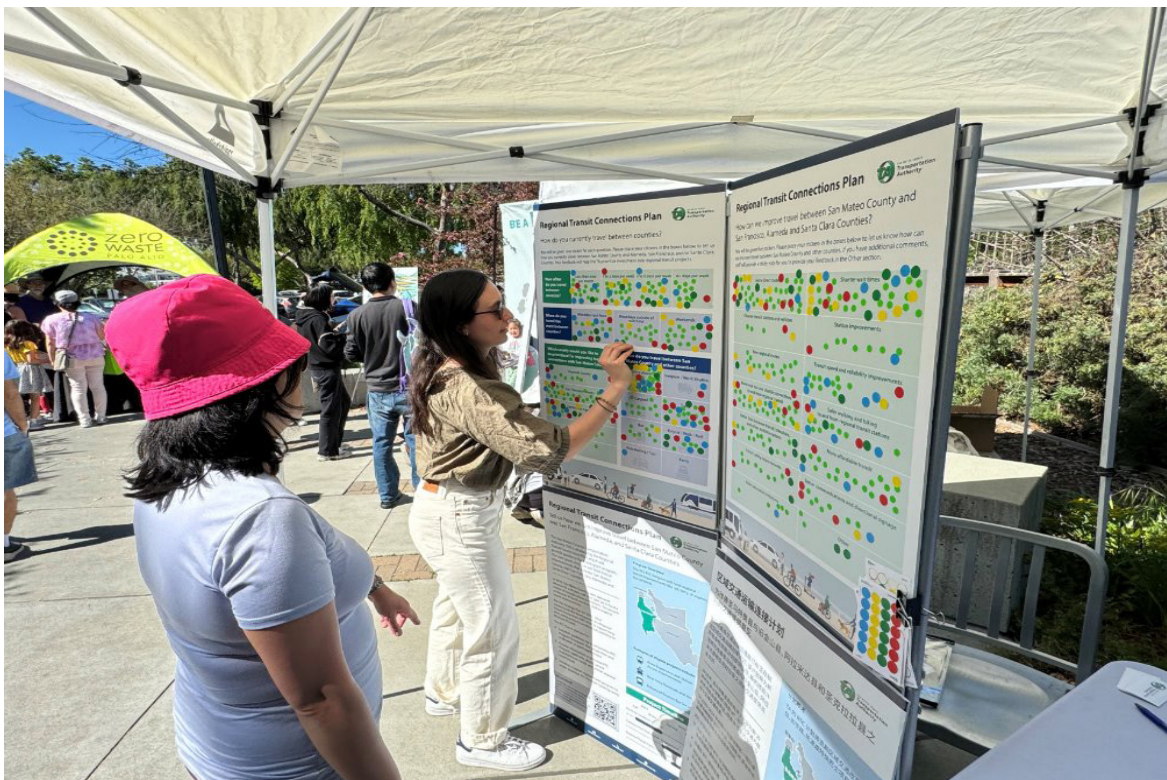


Figure 18: Pacifica Whalefest Pop-Up Event



Staff also collected feedback from comment cards at each pop-up event. In the comment cards, key takeaways included:

- Safer infrastructure for bicyclists who use or ride alongside transit (i.e., bike racks, closing trail gaps).
- Increased affordability of paratransit services and services for low-income or senior populations, and affordable or free shuttles from Caltrain stations
- Improved travel reliability and frequency, especially from Daly City and on paratransit

VIRTUAL PUBLIC MEETING

A virtual public meeting was held on April 3rd, 2024, from 6:00 PM to 8:00 PM and there were three participants from the public. Public notices were shared through SMCTA's virtual channels, including social media and press releases. The meeting was held on Zoom, and meeting materials were made available via the SMCTA website. A more detailed summary of the virtual public meeting can be found in Appendix 6: Virtual Public Meeting Summary.

After a brief overview of upcoming engagement opportunities, attendees participated in a group discussion about their intercounty travel habits and what improvements they'd like to see for local transit services. Key takeaways from the group discussion included:

- Overall, participants shared that they wanted the frequency, reliability, and off-peak services to improve on inter-county transit (i.e., Dumbarton Express)
- Participants opt to drive when traveling to Alameda County but would take transit if service was faster and more reliable
- Participants would like to see improvements to transit infrastructure and services on the Dumbarton Bridge
- Participants were interested in the opportunity to improve Caltrain and Fastrack services through the RTC Program
- When it came to types of regional transit, participants expressed that investments in buses should be a priority and they were interested in improvements to reliability, availability, and affordability of buses

STAKEHOLDER ENGAGEMENT

WORKING GROUP MEETINGS

The project team held four Working Group meetings between February 2024 and July 2024. Meetings were hosted on Zoom for roughly one hour each. The Working Group consisted of members from the following agencies: AC Transit, BART, Caltrain, MTC, SamTrans, SFMTA, VTA, and WETA, Agendas for each Working Group meeting can be found in Appendix 7: Working Group Meeting Agendas.

Each Working Group meeting included time for structured discussion among the members. Discussion topics and themes from each meeting included the following:

- Working Group #1: February 12th, 2024
 - Project inventory summary
 - CIP
 - Community and stakeholder engagement

- Working Group #2: May 8th, 2024
 - Submitted projects review
 - First/last-mile projects
 - Rightsizing the RTC Program
 - RTC contributions outside San Mateo County
- Working Group #3: May 30th, 2024
 - Public engagement feedback
 - Draft program goals
 - Draft program structure
 - Draft program Calls for Projects frequency
- Working Group #4: July 30th, 2024
 - Program guidelines and evaluation criteria





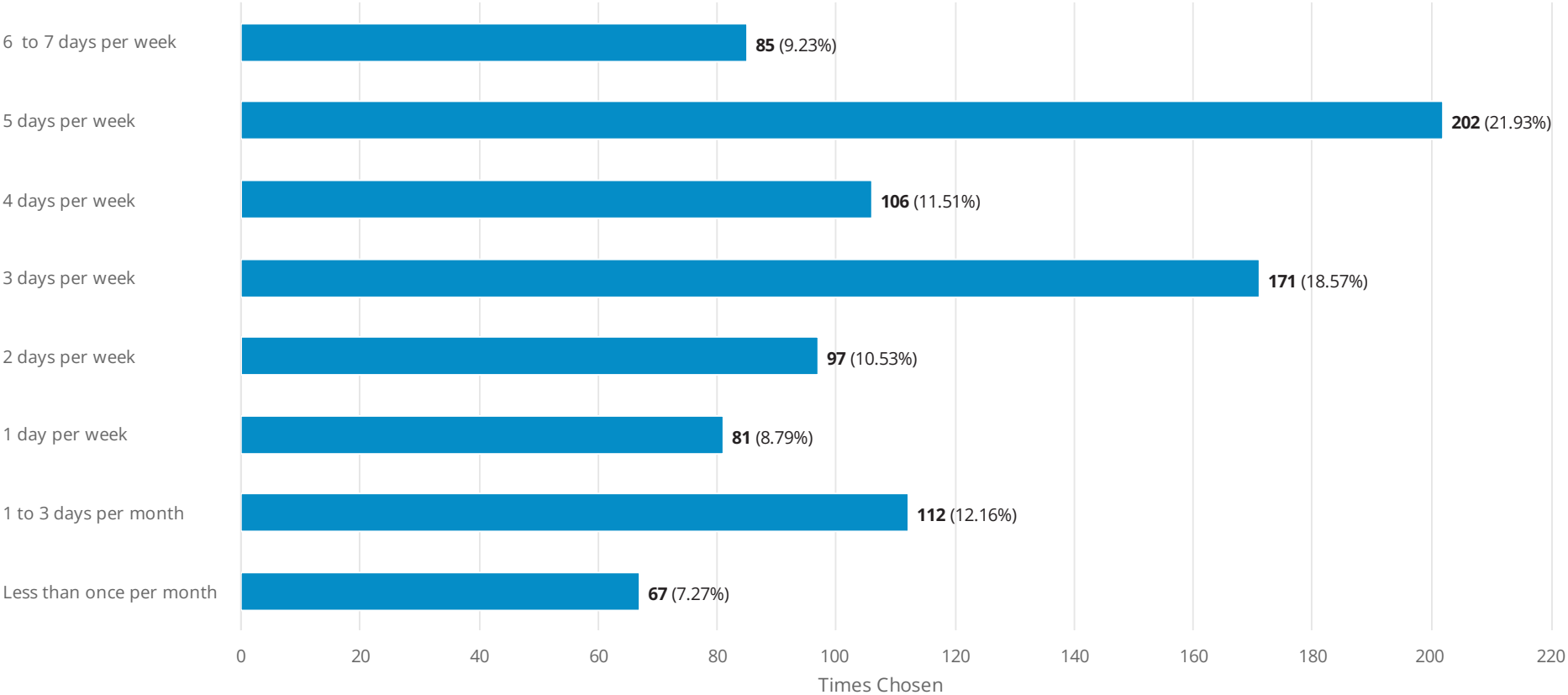
SAN MATEO COUNTY
**Transportation
Authority**

Appendix 3: Survey Responses

SMCTA - Regional Transit Connectivity Survey

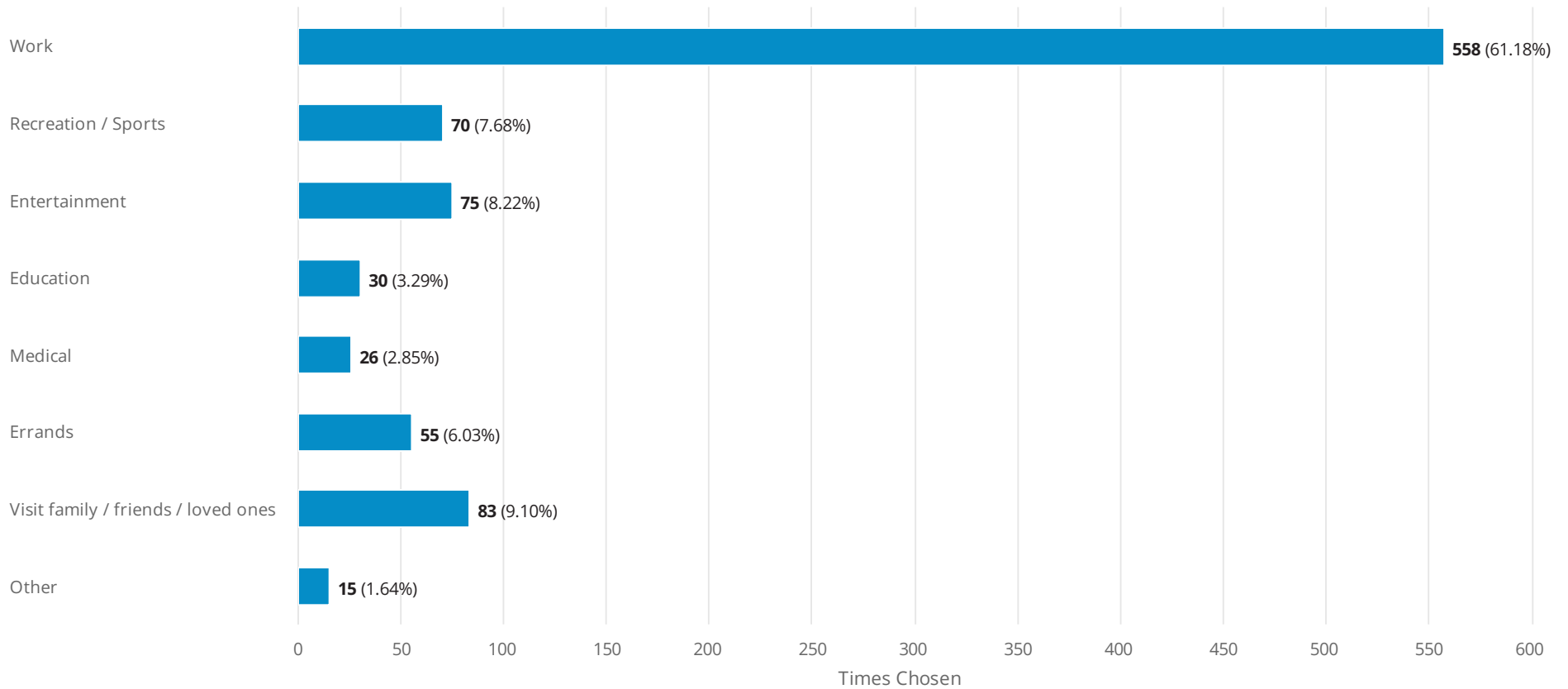
How often do you currently travel between San Mateo County and Alameda, San Francisco, and/or Santa Clara Counties.

Number of responses: 921



What is your primary reason for traveling between San Mateo County and Alameda, San Francisco, and/or Santa Clara Counties?

Number of responses: 912



"Other" text answers:

work, errands, entertainment, and to visit loved ones

I live in SMC and work in SCC, I go to SF and Alameda county often for entertainment, recreation, errands, and to visit loved ones (and sightsee)

Doesn't travel

Focusday time program San bruno

Community organizing

volunteer work

Going to sfo airport

eat shop

Volunteering

Shop and visit a family member or friend

Passing through

Social events and catching transportation (Amtrak)

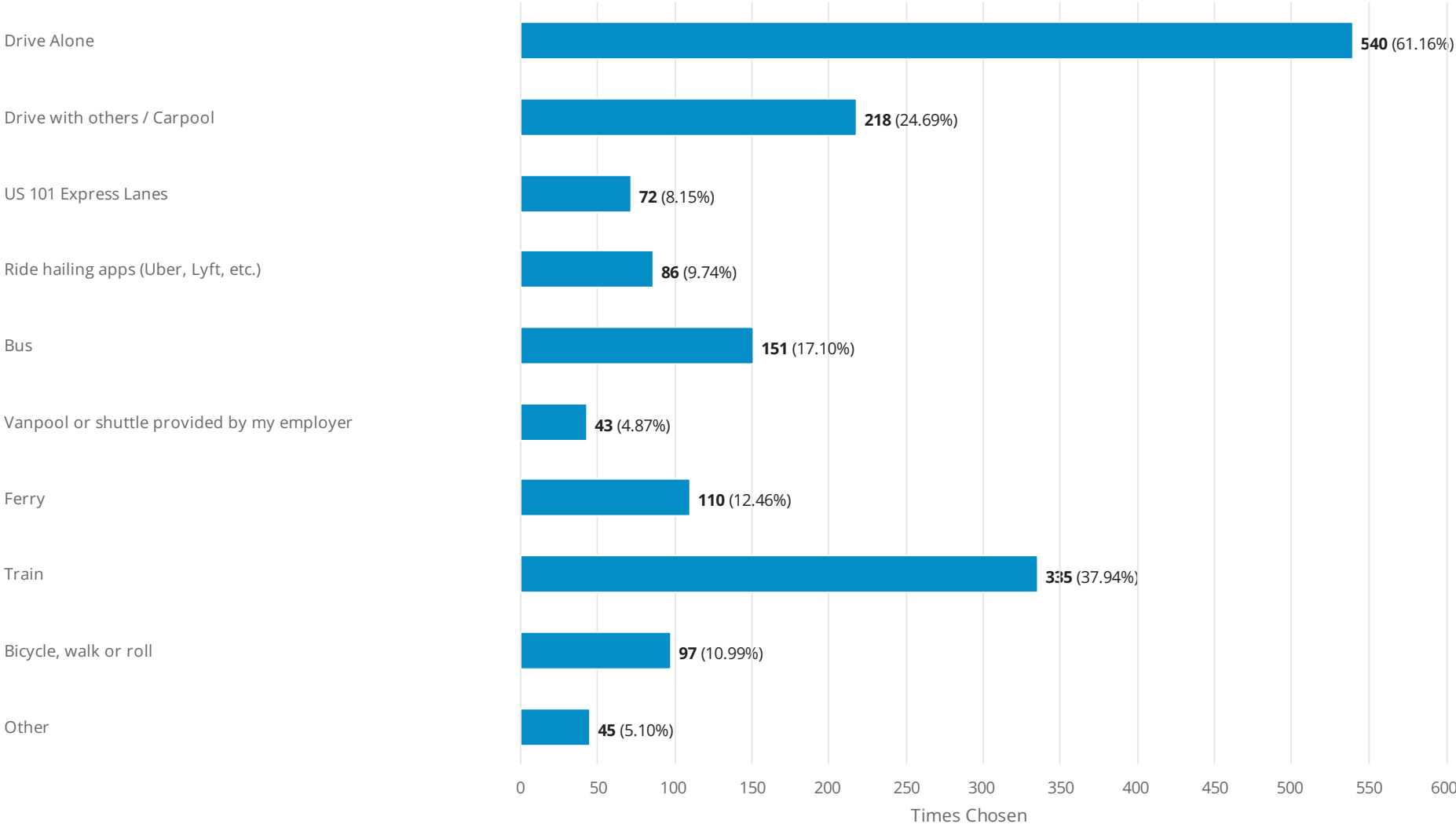
Visit family, entertainment

For fun/to travel

1 day per week for square dancing, plus 1 day per moth for entertainment

How do you travel between San Mateo County and Alameda, San Francisco, and Santa Clara Counties?

Number of responses: 883



"Other" text answers:

Brisbane Commuter Shuttle

Doesn't travel

Rediwheels

Commute.org shuttle, Genentech publicly available shuttles

Other

Bus/Bart

Drive kid to school

Bart

Bart

Bart

BART

Ride with others

BART
Drive to Bart
bart
280
bart
Bart
BART
Other
1-280
Redi Wheels
280 or 101
Motorcycle

combine transit options - train, bart, bus

BART

BART

Reddi Wheels or Peninsula Jewish Services

BART

Bart

BART

BART

Paratransit

Mission Bay shuttle

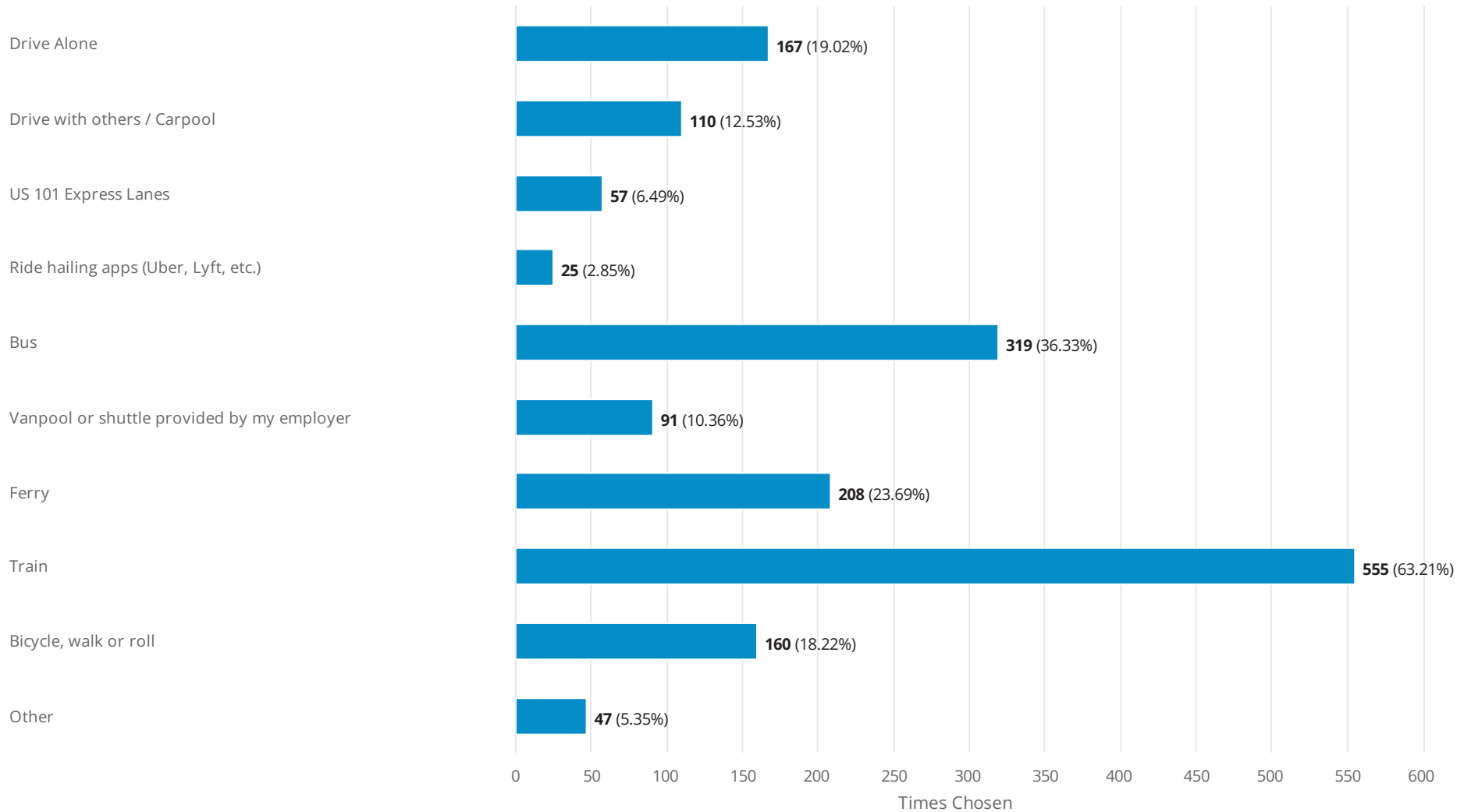
bart

BART

BART
Drop off/Pick up
bart
BART
880 paid express lane
train to Milbrae, then BART
bart
Bart
3 different trains or train bus train

If conditions were improved, how would you prefer to travel between San Mateo County and Alameda, San Francisco, and Santa Clara Counties?

Number of responses: 878



"Other" text answers:

- Brisbane Commuter Shuttle
- no difference, but it driving i would prefer a safer paved road on the freeway (too many unfixed pot holes)
- Bart
- Other
- bart
- Uber/Lyft to contract with Redi-Wheels/paratransit services
- handicap shuttle
- Need a Shuttle bus that crosses the San Mateo Bridge and connects San Mateo CalTrain to Hayward BART
- shuttle
- BART/Bus
- Drive kid to school
- Bart

Bart plus bus
BART
BART
Drive others
BART
BART
Other
BART
BART
Redi wheels
BART
Other

Bart

BART

Muni, bart

BART

It depends if it is for work or pleasure

BART

Bart

BART

I'm happy with the current ferry

BART, specifically

BART

Bart

BART

BART

Mission Bay shuttle

Train / BART to San Francisco. Train to Palo Alto/ Mountain View Bus to Alameda or Contra Costa

bart

BART

Need shuttle from Foster City to train station running on demand (cell phone text) or hourly

bart

Bus to Bart or bus

Shuttle from Millbrae to Bart station

Conditions improving would make no difference to my preference for travel. I would continue to use my bike and ride the train.

Please tell us the primary reasons you choose to drive alone.

Number of responses: 457

Text answers:

Basically because of the last mile problem, I do not live within 2 miles of convenient transit. Taking only transit (walk + bus + train) without driving, would require transferring between modes of transit 4 times, and would take over 2.5 hours one way to get to my office, whereas it is a 45 minute drive. I can get that down to 90 minutes and two transfers by using park & ride (drive + BART + bus), which I do 1-2 times per week.

Because the public transit options are not frequent enough to be usable

I have meetings in multiple locations in the Bay Area, and most days there is not enough time between them to take public transport.

With the amount of stuff we have to carry with the kids, it's easier to drive alone in your own car.

fastest

No transportation works currently (takes too long-2-3x driving time, doesn't operate when needed-doesn't connect/coordinate with other systems.

Convenience. Lower cost. Saves time. Would love it if another answer was cheaper and faster.

Public transit for my visits to Elmwood Jail would take way too long.
Sometimes I have something during the day or after work for which public transit wouldn't work

I live far from

convenience or missed public transportation schedule

If there is no one else in my family going my way

I didn't choose "drive alone." I prefer to take public transportation. Train to SF. Combination of Train, or Train and Bus (or light rail) to Santa Clara County. Getting to Alameda county is the most difficult, because it means a change from Sam Trans or Train to BART, and the connections are quite unreliable.

My destination is too far from transit connections, and/or service is not frequent enough

Don't drive alone now since I don't have a car (moved to the US recently). But I will buy one soon and drive alone as public transportation is expensive, slow, and unreliable. Also I don't feel safe on my bike, and I don't like to leave it behind if I'm doing stuff due to thefts.

There are no safe bike lanes or easy bus commutes, and there are no transit buses that take you into local streets. San Diego has free-ride electric shuttles available seven days a week. You can request a pickup via the mobile app or wave down any electric fleet. It will be nice to have that.

Rain

I'm fine with that but you didn't miss it

I know no one making a trip from my point of departure to my destination. Public transportation interfaces and schedules greatly increase travel time, severely limit time at the destination, and are amenable only to a trip planned in advance, no emergency or spur of the moment options. Travel by ride share would be seriously expensive. Note, at the times I typically travel, many vehicles have single occupants, for example service vehicles like plumbers, construction etc. The 101 express lane is frequently empty, possibly for the same reason I would not use it, cost. This forces more traffic into fewer lanes, more congestion.

Delays in bus, faster, more realable

Poor connection between train and bus at Hillsdale Station. Additionally, SamTrans buses run very infrequently.

Because my starting point is in a mountain community with few people, and certainly not people heading to Palo Alto.

Schedule and workhours

Nobody else from workplace traveling from here

Cleanliness of train

Reliable to set my own time when traveling alone. Able to shorten commute than relying on bus transfers

My destination is fairly remote

No one available to accompany me

Time and cost

No more express bus from Pacifica to SF

My schedule varies.

No one is going my direction. Bus times are too long compared to driving myself straight to work.

Convenience. Going to places that were not near transit stops.

Because train home is not frequent enough for train to work is often late!

I have to go to construction sites and haul materials for my job.

My only option

Menos tarde, y limpio.
Más directo.

It's easier and quicker than public transit options. It also connects more than public transit options

Rain

This project will destroy the lives of hundreds of families to accommodate people living in another area.

I work various hours and public transportation options are extremely limited to travel to my worksite.

Feel safe. Less hassle, no coordination needed with anyone and can drive at will and stop for food and bathrooms at will.

Don't have to deal with unreliable public transportation and save a lot of time

I'm trying to overcome a driving phobia and need to practice driving, but I far prefer bike/train

Because, at this time, I can.

Don't want to pay tolls and no one going my direction

I bike during the day if I'm going from Mountain View To Menlo Park. If I need to go further than Menlo Park, I consider it too far to bike and I try to use the train. But the train stops very infrequently at San Antonio/MV and then infrequently where I am going such as San Carlos or Burlingame.

To meet with other people already in that county

Timing

My schedule is tight and I do not have extra time to carpool. I live in Foster City and there s no train and minimal bus access.

I reverse commute, and don't have a fixed

convenient

Limited availability of Caltrain schedules to south bay, as well as high cost

Because I work construction. I MUST go to my location as it varies often. I service the PEOPLE! Long live communism!

Making extra stops and picking up and dropping off other people is time consuming. When driving alone, you don't these other added trips/stops like carpooling, buses and trains.

In a perfect world, I would bike or walk to the train station from my house in Mountain View and then bike/walk from the station to my place of work in Hillsborough. However, the train is too infrequent, and the timing is off for when I need to get to and from work. In addition, driving to work is significantly faster (~35-40 minutes) than public transportation at this point.

Public transit options are poor. Long travel times with many transfers.

I do not wish to be in the car with strangers. Driving is the fastest option door-to-door.

I drive my daughter and I to school each day from San Francisco. I am a teacher and she is a student at the same school. Each day I get in the car, I worry about accidents. There are many drivers that are swerving lanes and going too fast. I would recommend that 280 North bound has more police presence to avoid accidents.

I live in Alameda (the island). Getting to San Mateo involves three forms of transportation: ferry-bus-caltrain or bus-bart-caltrain. While this in itself is a bit annoying and takes up to 2 hours each way, it would be worth it if the price were reasonable. However, it costs me less to drive solo than to pay THREE different transit agencies THREE separate fares EACH way just to travel in the Bay Area. The ideal would be a direct form of transport from Alameda Island (or even the SF ferry terminal) to San Mateo and for one price (for example if I take the ferry from Alameda to SF Ferry terminal I should be able to take the bus onwards at no additional fee).

But really, the cost is the biggest thing. Even in NYC and its suburbs you can get around on one ticket for \$2.50 and because it is affordable people take public transit. It is crazy that I would pay \$28/day to get to work by public transit here (and it is cheaper for me to pay gas/toll each day to go solo)

Insufficient SamTrans service going East-West (and into hills)

Convenient

Lack of alternative transportation

Bus does not run on weekends.

No one else to commute with, that lives near me. I am also far from the train in Santa Clara County. Public transit is not as accessible, convenient, nor dependable. It is slower to use the train or public transit, than it is for me to drive alone.

For speed and convenience. Also, there is no regular public transport from Brisbane to SF.

No one in my area works close to my job

Not many coworkers live in the east bay

Alameda, is quite an expensive place. Please, provide us with the best and safe transportation.

Speed, convenience.

I go so infrequently. I take my dog.

Travel for work and it's only me going to a meeting in SM County

speed, safety, flexibility, convenience

Bike route from. South San Francisco Caltrain to Oyster Point companies not safe.

Shortest time

I can come and go as I please if I have my own car

Usually it's an errand with my dog that I'd drive alone - she has a vet specialist who practices in San Mateo county. Otherwise I ride BART

Hard to get carpool to/from my destination

Too dangerous to bike, and Caltrain service is too infrequent / slow.

Comfort and privacy of being in my own space. Not having to align to a bus schedule

Prefer to drive with others. But use vehicle to get where I want to go without having to use multiple methods of transportation

i have mobility issues and many times when using bart from Colma station on Bart, the elevators or escalators are not working

It is cheaper. I have a gas car. The train is 18 dollars round trip. This is without parking at the train station. Now that I don't have the commute shuttle to the train. I have to drive to the train, why not drive all the way???

I have mobility issues, and can't walk to or stand at a bus stop, or step up onto a bus, or into an SUV, or back seat of an Uber or Lyft or poss a taxi cab. I require door to door service because I can't stand/walk more than 10 mins due to a back injury.

Convenience

Infrequent buses

It would take me 1.5-2 hours to travel from my home in SF to College of San Mateo, where I work, using CalTrain plus the CSM shuttle. Driving takes 25 minutes. I would be willing to spend up to an hour to take transit rather than drive.

I have weird hours and none of my cows live near me

I occasionally drive alone (one time per month or less) when I am visiting a friend or going to an appointment after work, where public transit isn't an option.

There are not viable alternatives to crossing the bay. Ideally there would be a rail link between BART and Caltrain.

Ferry from Alameda to Oyster Bay goes to Jack London first which increase the commute time enough that it's the same time commitment as driving.

Hours of wk

No other choice from half moon bay. 30 years working in SF living in la honda and half moon bay, had to drive 30 to 45 minutes to Bart, hope for parking spot just to take subway in.

Train is too expensive especially parking and slow

I usually bags to carry, which are inconvenient to bring on transit. Also, sometimes I do errands like grocery shop along the way

Trains dont run frequently enough especially at night

Public transit is crazy slow and expensive. Switching between systems is far from seamless and 2x the cost.

Best option since ferry doesn't exist, no easy way to get to train station, bus timing for buses near me not convenient

□□□□□□□□□□□□□□□□

My child goes to school in SMC so while we mostly bike for drop off and pickup, we sometimes drive. We don't carpool as there are no families who live in our area.

Irregualr medical appt times at different doctors locations, that aren't easily accessible in a timely fashion from Pacifica into San Francisco. Many times with my disabled Multiple Sclerosis wife who uses a cane and has limited walking ability, not able to use public transportation.

Biking from Caltrain is unsafe. Car centric planning means I will die if I commute via bike. Guaranteed.

I work nights

to carry my bike to a BART station

Caltrain isnt frequent enough and inconvenient to board

More privacy and peace of mind

Caltrain doesn't service enough areas and buses don't have enough coverage and are too slow

Saves time

Train times to return to San Mateo County are very inconvenient and infrequent outside of weekday rush hours. Nighttime is the worst.

Transit isn't an option.

It is more convenient. It is also healthier.

Convenience

Sometimes I have to carry a lot of equipment and supplies I need for my volunteer work for the Food Bank. Other times, especially in the evenings, it's difficult to commute by public transit.

Helping elderly friend with shopping and other errands. Also, remodeling and vendor in Belmont

Bus - train transfer takes time. The connection is not efficient.

Reverse commute.

work early in the morning, or on call for emergency repair from the company. Also, some assignment on our job require us to work graveyard shift.

convenience and quickness. Dropping kids at school and driving to work over the bridge.

Company's shuttle bus schedule is at very odd times and require me to walk through sketchy neighborhoods. So, I primarily drive, mostly alone. Sometimes my neighboring coworkers and I will share rides if we are aware we have a similar schedule that day. Normally don't share rides since it takes time to coordinate.

Public transit to most locations takes drastically longer, buses are unreliable,

The trains don't run late enough or don't get close enough to my destination.

train has been very unreliable the past year or so, and I need to be on time

Infrequent service on Caltrain, especially at night or on weekends when most needed. Need easy overnight parking at Diridon to be able to travel from South San Jose to visit family and friends in Daly City and San Bruno overnight, especially for dinners or other nighttime events (movies, concerts, shows, etc.).

The San Mateo Bridge lacks any form of public transportation; trips from San Leandro or Hayward to Daly City or San Bruno are therefore most efficient by car. The commuter bus to SFO is only for airport employees but would be great if open to the public. Due to distance-based fares, there is no incentive to ride BART on a detour through the city since the cost of the ride becomes higher, there is a charge for parking at certain hours, and overnight parking is not allowed according to signage at the stations.

When traveling to the airport (SFO or OAK) by BART, there's an extra surcharge even though it's already slower taking the train than going by car - reducing the incentive to use it. If a family or group of friends are traveling together, the fare becomes even more prohibitively expensive than calling/splitting a rideshare. Seattle's train and Honolulu's bus have the same flat fare of the local metro to and from the airport, providing a very economical way for people to get to the airport, relieving the mental stressor of high-cost transit.

Because federal, state, and local governments have invested untold billions of dollars across more than half a century to make driving alone the default choice for transportation in America.

parking at caltrain is not free

I have to for work.

Flexibility with timing.

My destination is quite distant from

It is hard to connect from my home in Foster City to the Hillsdale station of Caltrain. I would like to bicycle to the station, but Hillsdale Blvd is not bicycle friendly.

Time is valuable

□□□□□□□□ Because there is not other options here.

Attending meetings/ events &no one else attending lives near me. It's also timely.

Cause the train only comes once a hour

Ferry times are far and few. If I need to stay at work past 5:20 I have to drive.

Sometimes my work schedule doesn't match with available transit options

Limited ferry schedule options

Last ferry is at 5:20. Sometimes that's not late enough. Sometimes there are night time functions to attend. I basically never do it but if traffic were better, I may do it more often. I love the ferry ti SSF, it's the best way to commute, but it is restrictive due to the very few rides on schedule.

I tend to leave for the office at odd hours.

Due to the time I have to be onsite for manufacturing meeting on Mondays.

I drive alone because currently there is no shuttle coming from the east bay. Driving to the nearest BART and taking the train then shuttle would add additional time and cost to my commute.

The train schedule is so infrequent

Ferry schedule limited and need to travel off schedule hours

When I need more flexibility for arriving or leaving from work that the ferry cannot accommodate, or if I have a doctor appointment

Flexible schedule

I typically drive alone when my work schedule doesn't align with the ferry schedule, like when I need to work later than 5 pm. The last ferry from south San Francisco to Oakland leaves at 5, so if I have a long day I typically drive across the bay bridge to work.

Some times I miss the ferry by 5-10 min.

Or if I have to take the kids to school... drop off time is 8:10-8:20 . There is no way to make the last ferry from Alameda or JLS to SSF.

I have some work days thst are either longer than expected or has more variability than what I can depend on public transit to handle.

It is faster and I don't need to sleep in.

- I can manage my timings and sometimes the ferry has been cancelled.
- Flexibility in schedule
- The distance is too far and takes too long to get to my destination by other forms of transport
- no better options
- Caltrain isn't frequent enough on the weekends
- I teach a class downtown once a week and it is mid-week, mid-day. It is safer for me to drive as I have parking at the destination.
- Car needed for work
- Public transportation is not economical, no reasonable time, too many transfers, and it's not safe, for me to commute between Solano County (Vallejo) to San Mateo County.
- convivence
- Convenience
- Would love a ferry from Richmond to SSF.

The convenience of not having to coordinate with other schedules.

Bad public transportation options

Speed, time, convenience

BART is filthy and dangerous. Fare jumpers cause the majority of the problems but BART continues (for decades) not to enforce the rules.

SamTrans no longer goes directly into San Francisco. The bus takes a very long time to get to BART and express busses are too infrequent. Bus shelters were all replaced with a useless version which provides no protection from the elements and their solar powered lights are drained by early morning making for a dark and dangerous environment.

Convenient and schedules are flexible.

Time of commute

Inability to easily reach places by public transit without multiple transfers

Save Time

Faster, gets me exactly to where I'm going, it's safer, public transportation is unpleasant (unhoused, deranged, unstable people) and smells bad.

Schedule

Time of travel and frequency of bus/train service

My work schedule. I sometimes start at 5:30 am. I'm a woman and am scared these days on public transport

RWC train station does not feel safe.
Buses do not feel safe

Easiest and quickest

Poor connectivity

Time of commute. I need to transfer three times to reach work.

- I live 1.5 miles from the nearest CalTrain station (and shuttle schedules are limited to peak commute times.) And there is often no way to get from the CalTrain stop to my eventual destination.
- I live 3 miles from the nearest BART station (and BART shuttle schedules are limited to peak commute times.)
- The SamTrans bus runs too infrequently in the evening or on weekends. If I miss a bus, it sometimes means waiting an hour for the next one.

Only way to get to work. All other types of transport take hours longer.

Parent, need easy ways to get to SF without long lag times between train and bike, or unsafe street last stretch

Transit is far and infrequent.

My schedule -- I don't have a lot of options for my employer shuttle, and my employer is not located near CalTrain

Flexibility with timing. Currently due to the train/bus schedule i have to stick to a very strict schedule on days that I transit

I have to drive to bus stop which is 20min away. I wish there was bus near my home.

1) Convenience. I can come and go as I please 2) Riding the bus is so expensive and takes 2x as long to get to my intended destination. If my employer offered a discount or reimbursement for every time I use public transit in my paycheck, it would incentivize me to put up with the hassle of riding public transit.

convenience and able to have flexible schedule

In order to take public transportation, I have wake up extra early to get to the train station to catch the train so will arrive on time at hilldale station to take the shuttle to get to my work. This amount of time is double the time I take if I were to drive alone to get to work.

My schedule varies and does not lend itself to carpooling.

Most efficient for time and cost

Flexibility of schedules. Not enough transport options.

Flexibility of arriving and departing, convenience/access.

Having to transfer from Caltrain to BART at San Mateo adds too much time to journey and trains/BART are not frequent resulting in more than double the amount of time to get into the city.

I occasionally drive alone because I miss my vanpool in the morning, or I need to stay late for work related events.

Comfort and Safety.

During the week - for work

On the weekend - social outings

Convenience. The work shuttle only comes once a day and it's too early in the AM (7:40 am) and PM (4 pm). I also get very motion sick taking the smaller shuttle bus that comes to my area. To take public transportation from the area of SF I live in (Twin Peaks) I'd have to take a bus (37) to the train to be able to take the SamTrans bus, or I'd have to take a couple buses to catch caltrain and then take a shuttle from caltrain to work. Currently it only takes me 30-45m to get to work driving, but it would take almost 2 hours if I took public transportation. Driving also gives me the flexibility to go to stores after work.

business schedule is fixed. not so easy to commute with other on the same schedule.

My company's shuttle stops do not service Alameda. Shuttle stops are in unsafe areas in Oakland and I will not leave my car or risk my personal safety to take the shuttle as offered.

We tried to create an Alameda vanpool and the cost ended up far exceeding the cost of driving alone, so the vanpool disbanded.

It's faster due to easier scheduling, currently the trains only run once per hour on weekends. It's also cheaper.

Public transportation from Pacifica to Walnut Creek is a no-go. It simply takes too long. I also have small children and need the flexibility to leave when I need to, so a carpool (fixed times to leave work) doesn't seem like a working solution. I'm from the NYC metro area and always commuted by bus, ferry, and/or subway before moving to the Bay Area. I took a bus to the ferry, ferried across the Hudson, and then walked to the subway. I wish we had a better public transportation system here.

I drive alone when I cannot take the company shuttle due to schedule. no other options to reach my destination by public transportation in a reasonable amount of time.

Different company building location or event.

All public transit options take at least twice as long as driving alone and generally require switching transportation modes at least once.

Public transportation is unreliable. Slow. Dirty. Dangerous. Freedom.

Takes too long to get to work otherwise. I would need to take Bart, then a train in San Francisco

I prefer to carpool or take the train but sometimes it's faster to drive alone. And sometimes my destination is not close to train. Or the timing is not convenient to take train.

work schedule

No reason for anyone else to be with me for most of my destinations.

Convenient. I drive into the City at 6:00 am. A 15 min. ride to the flea market. Need auto for possible purchases. I shop alone.

Because there are not good transit alternatives

I have little other choice. The current busses near me would add 45 min each way just to get to the bart station. At that point I just drive instead.

Easiest, most direct manner to undertake several errands

Poor Bus connections in my area. Also, there is no co-ordination between different samtrans bus routes and between samtran buses and caltrain or bart. This is the reason most bus routes have buses run empty

I did not choose drive alone. I have two small children who I have to drop off at school and then head to work. For me it makes sense to drive my vehicle than public transportation because of out car seat situation.

Porque llego más pronto

timing and location I need to go

If I could afford a car, I would drive alone.

Faster. I don't drive much but can get to appointments or grocery stores quickly and return home.

Varied schedule
Care for senior relative
No affordable public transit goes where I need to go

Brisbane has very little access to public transportation. The 292 is occasionally useful, but it doesn't run frequently at night or on weekends. The shuttle is useful only at commute hours.

It's easier, no one to commute with, no programs available in my areas closeby for me to join other commuters, no public transportation available where it's safe to leave my car

difficult public transportation from

If I have a late night at work because train less frequent at night to South San Francisco.

Embarrassingly shitty train service

I have to travel from Brisbane to the Presidio (NW corner of SF) - public transit options - shuttle van to bart to shuttle bus or shuttle bus to long bus ride- just take too much time. If Sam trans had a bus that went all the way there, or if there was a muni connection that was more time efficient (either from Balboa station or from 4th street caltrain station), it would make a big difference.

driving alone allows flexibility to meet my schedule restrictions

during rain weather

safer, more reliable, works at the times I want to travel

Car storage and convenience

I only have a 10 minute commute by car. It would take longer if I used any other mode of transportation. Also my schedule varies so it would be difficult to commute with anyone else.

Have to go into the office 5 days of the week.

Freedom, work hours can sometimes vary

I'm a senior (retired) and my schedule isn't 9 to 5. Almost impossible to carpool with anyone. I hate driving over 92 and as I get older I will consider taking public transportation.

Actually it would be with a patient for whom I'm a caregiver to her medical appointment.

I guess because it's easier. I don't have to make plans with anyone else.

Easier -- no need to coordinate with other schedules

No convenient other options

I am a doctor and own my own business so I have to be there on time to see patients. The patients can't show up to an empty office.

bart caltrain

I have a short commute to San Francisco.
It gives me the flexibility.
I love the 292 bus, but it is a long walk from my house. Sometimes I park at the commuter lot, which helps.

Public transportation to work takes 1.5-2 hours (1-1.5 if I drive to a bart station), driving takes 30-60 minutes. Thank you for helping to improve our public transportation options!

Work schedule doesn't allow for carpooling

Unsafe roads for bicyclists; would like to see the Bay trail completed and many more car free bike routes like Steven's creek trail.

I am a salesperson to individual retailers & my schedule varies wifely

No transit across the bay from Fremont to San Mateo, no efficient last mile transit

It's easier to drive alone as there are no true "mass transit" systems in the San Francisco Bay Area as do New York City. If there are more bus and subway/rail options, then I would be more than willing to use such modes of transportations. However, having lived here in the SF Bay Area for all my life (60 years), I will never see the day when the transportation infrastructure here in the SF Bay Area will be just as big as the one in Manhattan. It's very sad that the local SF Bay Area leaders and residents did not and could envision the benefits what a "good public transport system" can provide its residents and communities.

No other co-worker to travel with

there is no proper public transit between Cupertino and San Jose or CCSM or from San Jose to CCSM making it extremely difficult and time consuming to take then my own car

Easier to get to your destination as opposed to waiting for others to get ready.

Employer doesn't provide shuttle to workers. My work schedule may differ from co-worker.

have things to do

Lack of reliable last mile connections

infrequent trains and lack of bike infrastructure

flexibility in leaving

I am a senior living in Half Moon Bay. Very few timely options are available to us.

It's usually both faster and cheaper than public transit.

It's my only option, I don't choose to drive alone. Brisbane CA does not have any reasonable access to public transportation such as CalTrain or the Muni. Although there are shuttles, they do very little to help get access to the needed public transportation stations. It's such a pain that it's flat out not worth trying.... SMC's lack of public transport infrastructure forces me to drive alone. Please fix this issue and add more CalTrain stops at Brisbane (not Bayshore, that is too far) and extend the SF Muni into SMC boundaries.

Don't feel like I can rely on public transportation.

Dependent on my own schedule

I drive alone because car based infrastructure is the only transit that gets invested in, and heavy/light rail and street cars don't have enough routes nor frequency to even come close to competing. BUILD MORE TRAINS

Because it gets me to work quickly and no one I know works near me or the same hours as me.

Saves 1 hour per day total round trip

Ferry options from oyster point are limited

I am a single parent and I am the only one that is able to drive my kids around.

I start at 6am

My work schedule and locations vary. My transportation needs to be flexible.

Outside of peak commute hours, there are few 'last mile' options in Brisbane or at my destination to make Caltrain an option.

Taking the 292 would be a better option if had a dedicated lane along Bayshore/Potrero or had southbound options that bypassed the airport.

My schedule is erratic and my errands are varied. I also belong to a tennis club with locations in SF, Daly City, Burlingame, Redwood City and Santa Clara. My life is varied and it all requires driving.

I am a freelance musician and have rehearsals at various hours throughout the day (daytime and evening). It would be difficult to arrange a carpool with my schedule.

I have unpredictable schedule working as a first responder

There's only a single Caltrain or bus that comes by once an hour

No walkable access to Caltrain or muni from Brisbane.

Convenience and time efficiency

Time

My work is in Santa Clara County, and I need to arrive early in the morning 7am. There aren't direct rail routes between my home in San Mateo County and Santa Clara

Hard to get from SSF to the marina district in SF in a timely manner. Not a lot of people work in the Marina in SSF.

Time to destination

Takes longer to get where I'm going or too many connections by public transit.

The schedule, there is no way I could make it on time using Bart & Caltrain, but I would like to

More flexibility

Convenience and timing - cal train has terrible times and stops

Because the transit systems do not connect smoothly. On transit I need 2.5 hours from my house to my parents in Rockridge. Driving is about an hour.

Ferry schedule and frequency limitations

Take to long to use the bus to the train to the VTA or another bus, also mass transit does not run regularly in my area to make it useful (especially before I retired)

The trains and buses don't go to my destinations. The buses need to go extensively through the neighborhoods, ideally like countries such as Italy.

Train times are not always convenient and it can take quite a while. US 101 Express ways are expensive so there is not as much incentive to carpool with 2 people (even the discount is expensive)

no one else from this county is involved in this activity.

Most convenient -- my destinations are not easily connected by public transit and would take double the amount of time to reach using train/bus.

No public transportation

Not getting any input from others. Especially if I disagree.

The bus takes way too long. If there was a bus that went through Pacifica then went straight to the bart station, I would use it regularly. But it goes through Daly Coty also which takes so much time it is not worth using transit

Its fastest and most convenient way to go. No waiting on others. Having a car to pick up children from school.

It's the only safe, speedy option- safe from COVID, safe from violence

There are only 3 ferry rides from alameda to SSF per day. Most days I can catch the ferry at those times, but one more ferry both directions that leaves a little later would be helpful.

Takes too many connections to commute by public transit, takes longer, and need to rely on fewer scheduling options that aren't flexible.

Primarily when the ferry schedule doesn't fit my needs.

Too many connections required to get where I need to go on public transit and usually slower because of lack of route frequencies or needing to wait for a connection.

I only drive when I miss the ferry, so it's unscheduled.

Ferry times are not the most convenient. It would be nice to have a 9 am ferry. As of late I've noticed too that the South City route often gets a smaller boat, specifically the Bay Breeze, for the most popular morning ferry (unsurprisingly, the latest one, 8 am) and there's barely room for bikes.

If there will be a very early or late work day and it does not align with transit schedules

It is the fastest means of doing the commute. Also, I have kids and the last ferry in the morning runs too early for me to get there before it leaves if I drop off my kids at school. Schedule is too chaotic for carpooling easily.

Need a car while in sf/east bay

No good transportation to reliably get to where I need. Consistency and number of options per hour are important

Convenience

Because I need a bus to go to the San Francisco ferry so I can get on the Vallejo ferry

Commuting to work or to the ferry

Drive alone to work only if I'm going to work later or earlier than the ferry runs

Want to leave work at noon on some days but there is no transit at that hour.

CalTrain schedule doesn't work for my needs and doesn't get me to where I need to go. Transiting between competing transit orgs is uncoordinated and slow. My drive alone 30 minute commute takes 2 hours on public transit.

I don't like being around other people

Fastest method

Love the ferry

I like the time in my car alone and can leave when I'm ready to go.

I prefer to take the ferry to work. When the ferry is canceled due to mechanical problems or weather, I drive alone to work.

Limited Alameda to SSF ferry schedule in the morning. If you have a child in school, you physically cannot do school dropoff in the morning and catch a ferry in time.

Overall time savings. Currently, using buses or trains (Caltrain) is cheaper but too time consuming.

Missing last ferry time departure at 8:20am from Oakland

Scheduling issues with ferry

It's easier for me to get to from my house and I can leave work whenever I need to rather than being stuck on a timestamp

When ferry hours don't work I drive alone

Flexibility in when I go home.

When coming from SOMA mid-day it's faster and easier than bike + Caltrain to get to oyster point

Ferry cancelled for weather or mechanical difficulties

Ferry cancels or is not at a time that works for me due to a personal appointment or reason.

Covid safety measures have been relaxed for too much and public transportation is too high risk.

I live alone.

takes too long on public transit

I live in Pacifica, work in San Carlos. The commute by public transit is over 2 hours. The drive is 40 min with traffic. If we could get my commute down to an hour from Pacifica, I would do it! We need more transit infrastructure, but

I do not know anyone going to the city at that time.

schedule

no other option

At times

buses are not frequent enough

Convenience. Often I return home late in the evening, a time that public transit availability is often very limited if at all.

Generally my trips driving alone are visiting friends or family in Santa Clara county, at times when my husband and son can't join, and I am technically close enough to take the Caltrain south but the hours are too infrequent on weekends to work for my schedule and also there are rarely any available local connections from the station to my destination. There is also no bus from my house to the San Bruno Caltrain or BART stations without walking at least 45 minutes on a major hill, so even if I take the Caltrain or BART I need to drive alone to the stations first.

public transportation is too infrequent and missing connecting shuttles to destinations

Not having to work around someone's schedule. When able, take the bus or public transportation. I'm in San Mateo County and can drive to San Francisco, but I generally take the Bart.

Infrequency of scheduled service

Convenience and not restricted on time

Scheduling conflicts and flexibility

My normal drive is going from East Palo Alto to my partner's place, which is in San Rafael. The average transit time to San Rafael from where I'm located is upwards of three hours, and that is IF I manage to make every single transit connection. It simply takes too long. If there were a speedier rail service or more connection to the San Rafael area, then I would do that.

I also go to see Berkeley/my sister quite often, and I do try to take the transit between those areas because I find the BART to be relatively reliable. Unfortunately, getting to and from the BART back to my place of residence is a little bit more time consuming than I'd like. Essentially, if there were quicker transit times, I'd love to use those - I am a big fan of not driving, especially on 101! It's crazy out there!

faster and more convenient

Buses only once an hour and take 45 mins to get to BART. Then another 25 mins on BART. Driving takes 25 minutes total and I can leave any time.

Need the extra storage to bring bags and supplies

Destination not near transit stops

Bus schedule too infrequent

Convenience, bad last mile at Menlo park and in st

Public transit schedules are too infrequent or inconvenient

That's easy: Because mass transit in the Bay Area sucks, deeply. My wife once tried mass transit between San Mateo and San Anselmo, and she spent 8 HOURS on trains and buses for the round trip. In a car, it took 2 hours.

The distance is too long

Hours and location

Where I live in SF is not convenient to train travel (it would take me nearly as long to get to the train station in SF and board a train as it takes me to drive from SF to RWC.

Transit frequency and coverage are too limited now to get to places I want to go in Los Altos, Cupertino, Mountain View, Los Gatos, Santa Cruz, Redwood City and it's too far and/or too dangerous to bike on many of the roads.

I mostly travel to other counties on the weekends and aside from BART, public transportation has severely reduced service on the weekends so it's not really an option, especially going to Santa Clara County

I leave at 5:30 am so very few people travel into Peninsula at that time.

Convenience and speed.

There is no easier way for me to get between Hayward to Redwood city with public transportation.

I drive into work early, so thayvl can leave early.

Driving is stressful and dangerous. It is also expensive when factoring in gas, insurance, maintenance, and parking.

Convenience

It is the most convent and flexible way to travel

There is no public transport and haven't found anybody to match with my days and time to commute.

Convenience

It is much faster (20-25 min) compared with train 75min one way

It is the only method that gets me directly from Fremont to my work place at SFO. If there was a bus that went from Fremont to SFO, I would take that method.

Most direct route. It would double my transit time to take public transportation.

No other easy way of getting there

Caltrain is not frequent enough during the weekends. The bus lines in Santa Clara county usually stop at the Palo Alto transit center instead of, for example, going into Menlo Park, which houses a favorite bookstore or Redwood City, which has a nice movie theater downtown.

Different schedule than carpooling partners. Much faster than other options.

I fundamentally enjoy the freedom of choice associated with driving, as well as the process itself and the sense of camaraderie with my fellow drivers.

my travel is non work related, different times, different places

Aren't many options from Half Moon Bay!

There's no good way from the coast to plan around arriving where you want to be in a reasonable amount of time. If I only was giving up 15-30 min I'd consider it but on top of the potential delay of missing a connection, its impossible to plan around.

Public transportation does not go where I need, or the time on public transportation is too long.

No other option. I prefer public transit. But I only like rail/train. It is much quieter and smoother.

BART from the East Bay (Hayward) takes twice as long as driving. I often work late, making carpooling inconvenient.

I drive a small car and do not have much room for passengers. I usually have a specific destination in mind and I drive according to my own schedule and for my own purposes.

- Safety
- Convenience, ability to travel at own schedule
- Efficiency, faster than traveling by public transport
- Affordability

I commute from Tracy, CA (San Joaquin County) where I reside. Due to the long distance, right now, driving alone is the best option for my time management.

Flexibility

I only drive when I have to (pick up more than 1 person, transport a large item) or the weather is too wet in the morning. Its no more than twice a month.

Bike lanes largely do not exist and, if they do, I do not safe riding them. Often I am forced to ride with traffic and drivers pass too close for comfort. There needs to be bike lanes that are both separated and protected. There is no reason for the lack of bike lanes in a place with great climate, flat terrain, and an environmentally conscious population. In particular there is no safe way to cross woodside road by bike, and no safe route from Redwood City to Menlo Park or Palo Alto commerce. A protected and separated bike lane on El Camino Real would be ideal, preferably one that is built in less than 10 years. But also other bike lanes through the neighborhoods, not just sharrows.

Public transit is too expensive and takes too long. I do not have others near me that work near me

Shift worker-shift is 1pm-9:30pm

The bike routes are not safe enough and the rail line was abandoned.

If I need to make multiple stops that are not near Caltrain stops. If it's the weekend and Caltrain is only running once an hour. If Caltrain is only running bus bridges.

There are no protected biking routes available. I would love to bike instead of drive everywhere, but it isn't safe. Most of the biking infrastructure in the Bay Area is "share the road" and dangerous. I would take transit if I could, but it isn't well connected and doesn't run frequently.

Driving is sadly less expensive than BART. There are no frequent, direct bus routes that cross the San Mateo and San Francisco County lines.

Samtrans does not go anywhere I want to go at a time/frequency that is useful

While the Caltrain does go to Sunnyvale from San Mateo, the station is really far from my work. I wish BART was expanded.

If I need to quickly get somewhere.

Convenience.

Poor and dangerous portions of the bike route. Multi-modal train/bart connections that rarely sync, and are costly because it involves multiple transit types

Convenience and it's usually the quickest during a busy work day.

It is the most comfortable and convenient option.

It takes half the time to drive than to take the train. I would love to take public transportation if it wouldn't be so time consuming

No other practical way.

Convenience

Time efficiency

I have considered public transit, however, i would have to transfer three times (Muni to Caltrain to Commute.org shuttle) and it would take me three times as long compared to driving.

My schedule changes frequently, so I would have difficulty planning to carpool

Because our transit is not reliable, does not connect on a East to West route with out time consuming changes from train to bus. We should get rid of buses entirely, no one rides them. Every bus I see since the pandemic may have one rider at most. Complete waste of money that we subsidize buses and transit that is not used. Not to mention the waste of gas and diesel.

No good transit option to the east bay

Have had maybe 8 bad experiences on BART with threatening passengers both on platforms and platforms. Historically BART platforms and some trains have been dirty. Don't like taking night trains back from SF, Also, some of the places I go to I would have to walk a distance from BART or walk through unsafe areas. When I drive to the South Bay from Mid Peninsula many of the destinations are not easily reached by public transit.

Visiting friends or social events at times requiring driving. Most efficient.

More flexibility on when to get to and leave work, more reliable transportation, less delays, shorter commute time

I need to drive alone to get to BART, or to get to other places where is no public service.

Going at my own time

I usually travel for recreation and desire to arrive and depart on my own schedule.

BART doesn't start running to/from Millbrae that early or that often after 8p anymore so not as convenient anymore and is a real pain when a train gets canceled which happens quite often. Before when trains ran more often to/from millbrae even if a train got canceled it wasn't that bad.

My hours are unlike anyone else I know. I live in a town with absolutely ZERO public transit routes, and it is a 47 minute walk to the nearest public transit site (El Camino Real Muni bus stop) - and over an hour to walk back. BTW, walking in this town is extremely dangerous, given that cell phone coverage is spotty (in case of getting hit by a car), there are no streetlights and very few streets with sidewalks, it is very hilly, and the roads are very curved (not straight). The places where I work also have no public transit stops within reasonable walking distance. So my 45 minute round trip commute would become at least a 4 to 5 HOUR nightmare. Aside from my disability, a bicycle is not any kind of an option, even in good weather, both for the reasons above (narrow, winding streets with no streetlights or bike lanes even as a possibility given how narrow the streets are), but also because these streets have extremely steep grades.

Normally travel with spouse but on occasion I travel alone

Ease, faster than public transport, don't have to put up with crazy people

Fastest

Easier

the train does not go everywhere we want. My husband uses a wheelchair, so connecting is difficult

Transportation alternatives are very poor

Usually, the times are more convenient and flexible.

Don't have many other people who live near me and commute to San Mateo County

No other commuting options.

Quiet, smell free, and a/c or heating when I want it.

I don't have anyone to drive with me. Also, as an adjunct professor my schedule is unpredictable. Finally, I am a solo parent and have strict times I must drop off and pick up my child which squeezes my work/commute time.

Schedule convenience

Time and flexibility

Convenient

the trains are scary and take too long to go across to oakland or hayward or newark.

Public transportation takes much longer than if I drive and often is not located within walking distance of where I need to be

My work schedule doesn't align with coworkers that I know live near me.

Quicker than other options

Driving is expensive and parking is hard to find in San Francisco. It would be more convenient to commute to SF by train. There needs to be more frequent, faster trains

The shuttle bus schedule is not

My carpool partner only works 4 days a week. Public transit options are not viable for my work schedule.

If I only need to go between my home (Oakland) and office (downtown Redwood City), I can take BART/Caltrain. But if I need to go anywhere else in San Mateo County that isn't along Caltrain, I need to drive because the bus is slow and infrequent. I would prefer to take transit for 100% of my trips, if possible.

Drive alone at times when public transportation options are unavailable or limited

Cost. In the past, if taking Bart...we get free transfer to Samtran or Muni. Even a discount bus transportation after Bart will make a difference. Thought it might cost more driving, but it's not much of a difference if I have to pay extra for Samtran or Muni. Time is money too. Also, they need to police the train more often. I don't feel comfortable taking transportation right now with so many homeless and crime.

flexibility

No transportation across the bridge

I like to have the flexibility of coming and going.

Driving is still 30 to 45 minutes faster than taking BART each way from Oakland. BART has slowed service (all trains stop at SFO for 10 minutes and no more red line express train to Millbrae) and reduced train frequency on the Red Line (formerly 15 minutes now 20), making it more difficult to take transit to San Mateo County. Also there is little to no police or security presence on BART in San Mateo County. It is rare to not be on a train with someone smoking, suffering from mental illness, or causing problems. Why would I not drive?

I don't work same schedule as most of my East Bay co-workers and I often have afterwork meetings in the Peninsula

convenience and cost (last mile connection costs make transit significantly more expensive than driving alone)

So I have the freedom to leave anytime I want

bike lanes either do not exist or are not well separated from traffic and i do not feel safe

I have to have access to my car all day for work, non of my co-worker live near me.

convenience work solo

I am usually visiting family by myself.

No weekend service

time, convenience

Convenience

BART is filled with homeless/drug addicts. Caltrain is very unreliable and not flexible.

My jobh&t NV

convenience

Lack of proper connections to transit from East Bay to san mateo county.

The BART/Caltrain connection in Millbrae is tough. Need to catch a very specific BART train in the morning to catch the one Caltrain that stops by my office. It's feasible and I do it sometimes, but usually my car is the most convenient option.

I try to carpool with co-workers when I can, but they are not always available. I'd prefer to not drive alone if I can help it.

Convenience. Timing of caltrain doesn't match my schedule well, and then I also need to transfer to a shuttle to get close to my office. Also I hear Caltrain is not very reliable with accidents, trees on tracks, etc.

Convenience

Accessibility and safety

No one else going my way

I live in San Mateo and usually drive alone just to get to the Caltrain station, though occasionally I drive to my office in San Francisco if there's a logistical need to have my car. Typical work commute is car to Hillsdale Caltrain to Muni Metro, then a short walk.

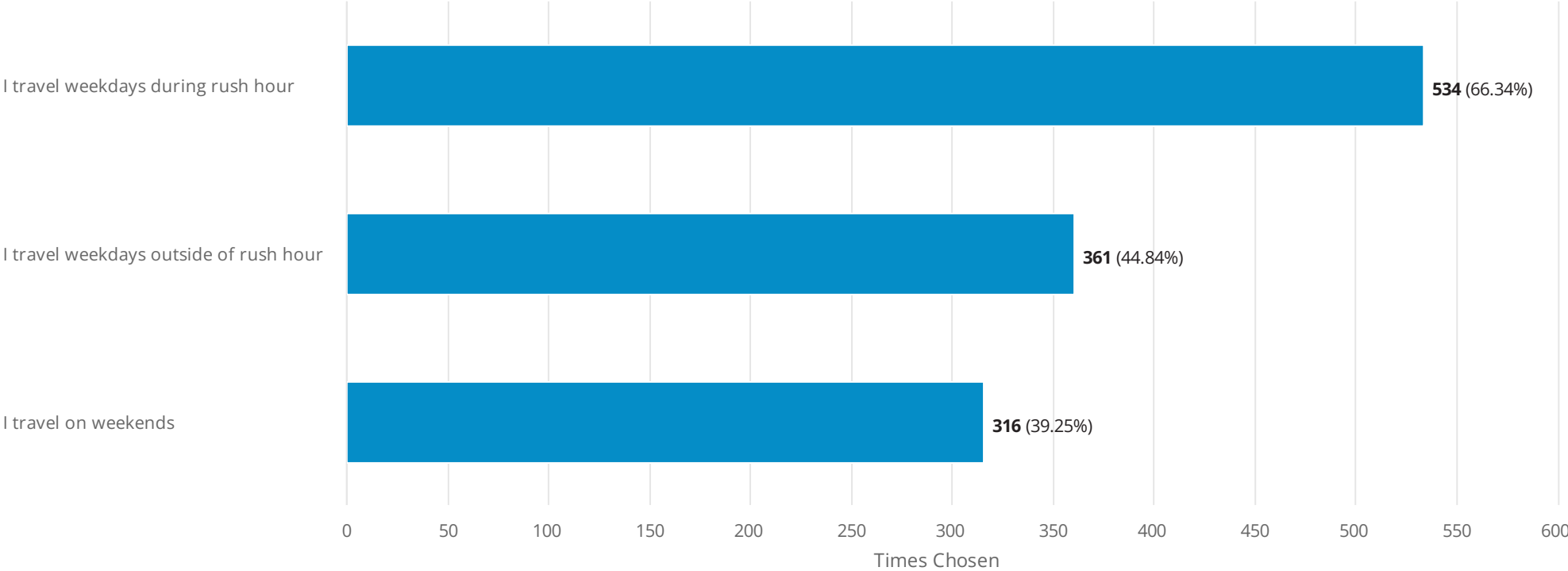
Outside of my work commute I often drive to Santa Clara and SF Counties. On occasion I'll park at BART and take transit into SF from there.

if train isn't running

Its fast and I don't have to wait for a train or bus. Our transit options reliability needs to be improved.

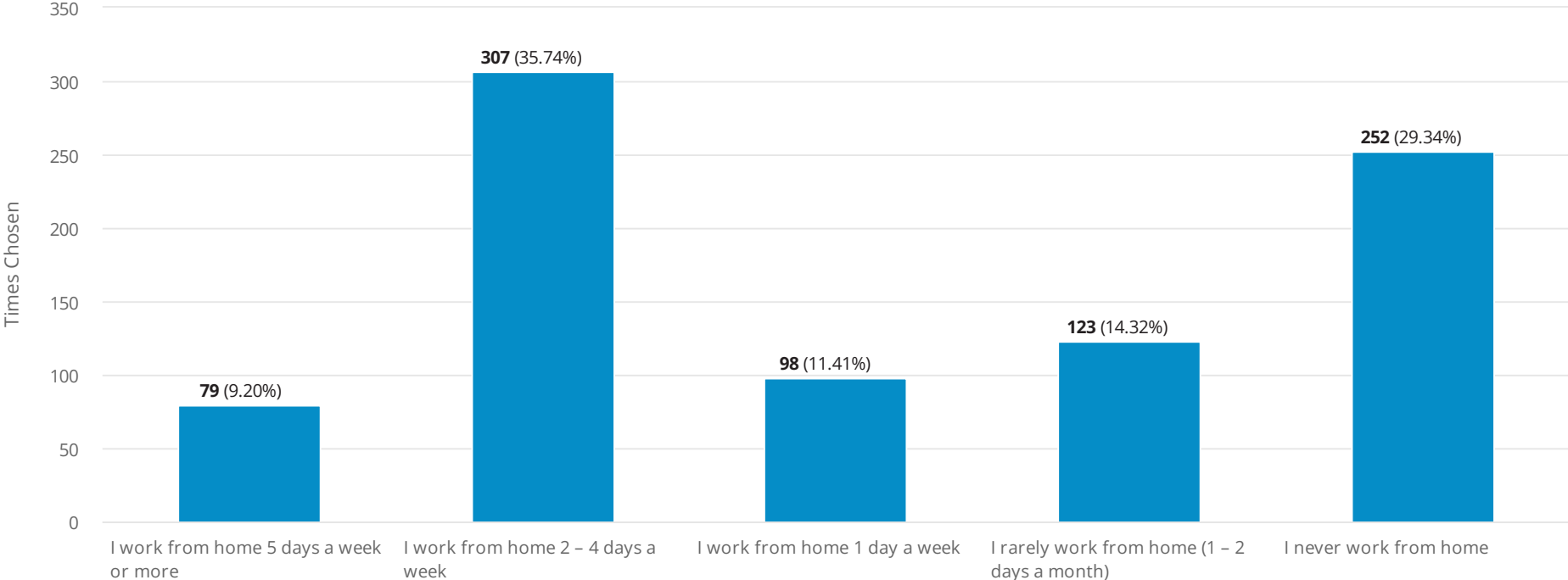
Which statement best describes when you travel between San Mateo County and Alameda, San Francisco, and Santa Clara Counties?

Number of responses: 805



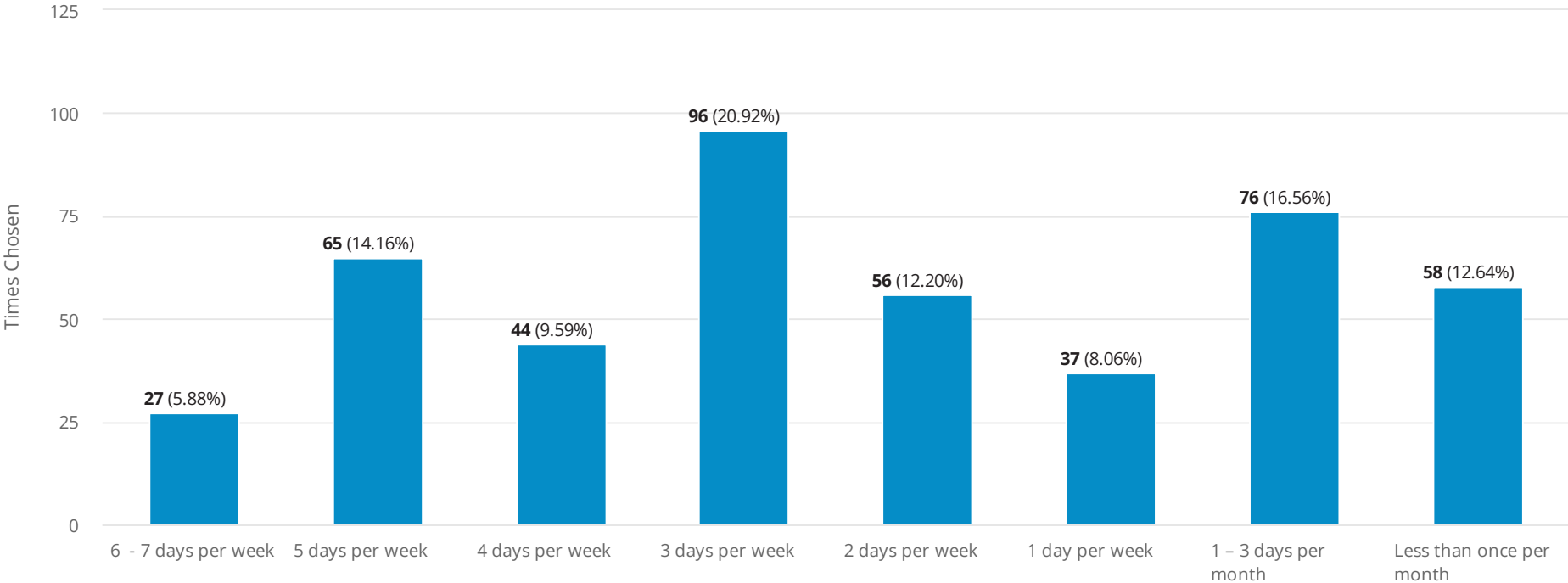
How often do you work from home? Select the statement that best applies to you.

Number of responses: 859



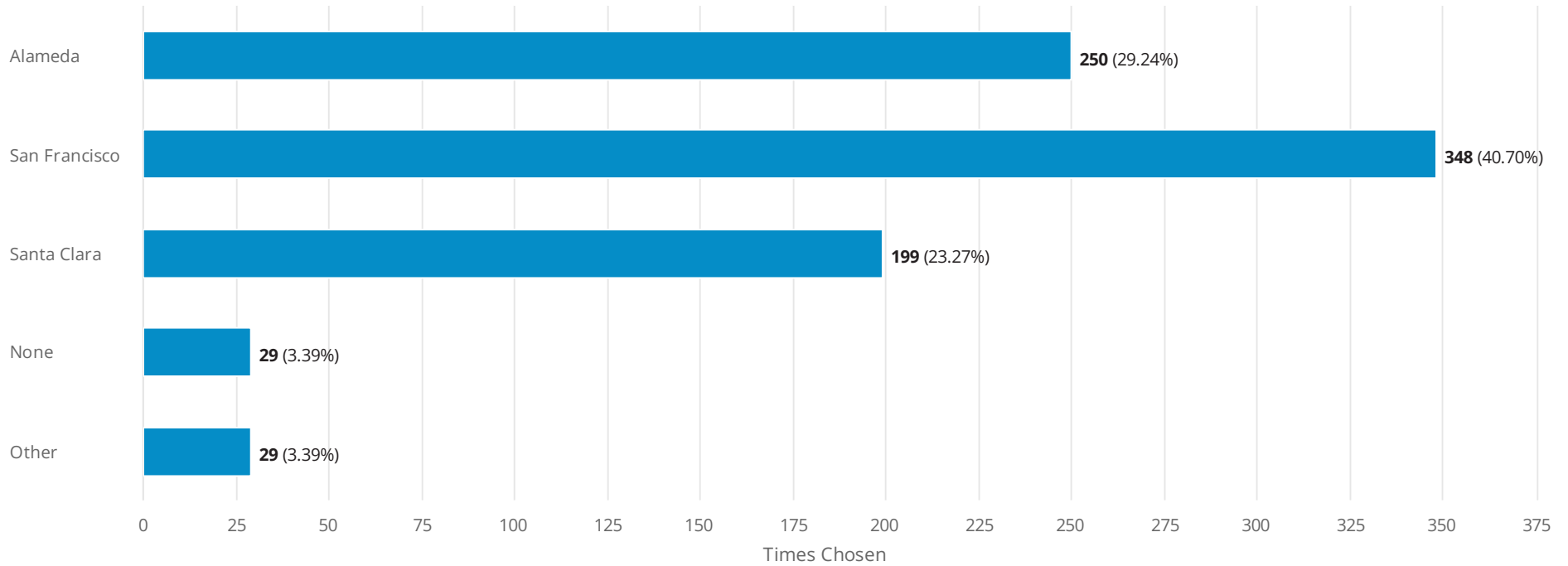
How often do you take public transit between San Mateo County and another county?

Number of responses: 459



Which county would you like to be prioritized for improving travel connections with San Mateo County?

Number of responses: 855



"Other" text answers:

San Mateo

San mateo

Daly City

Not sure, but I support better public transportation everywhere

daly city, colma

san francisco to san mateo

sacramento

contra costa

Solano

Other

San Joaquin

Santa Cruz County

contra costa

Within San Mateo county would be my first priority.

Marin

San Mateo

San Mateo

napa/solano

south bound to north,both sides

Contra costa / north alameda county

Why do I have to choose?? I need to go to all these places and I'd really rather not drive myself!

San Mateo

Oakland

To bart

All of the above. We need an INTEGRATED SYSTEM of mass transit

San Joaquin

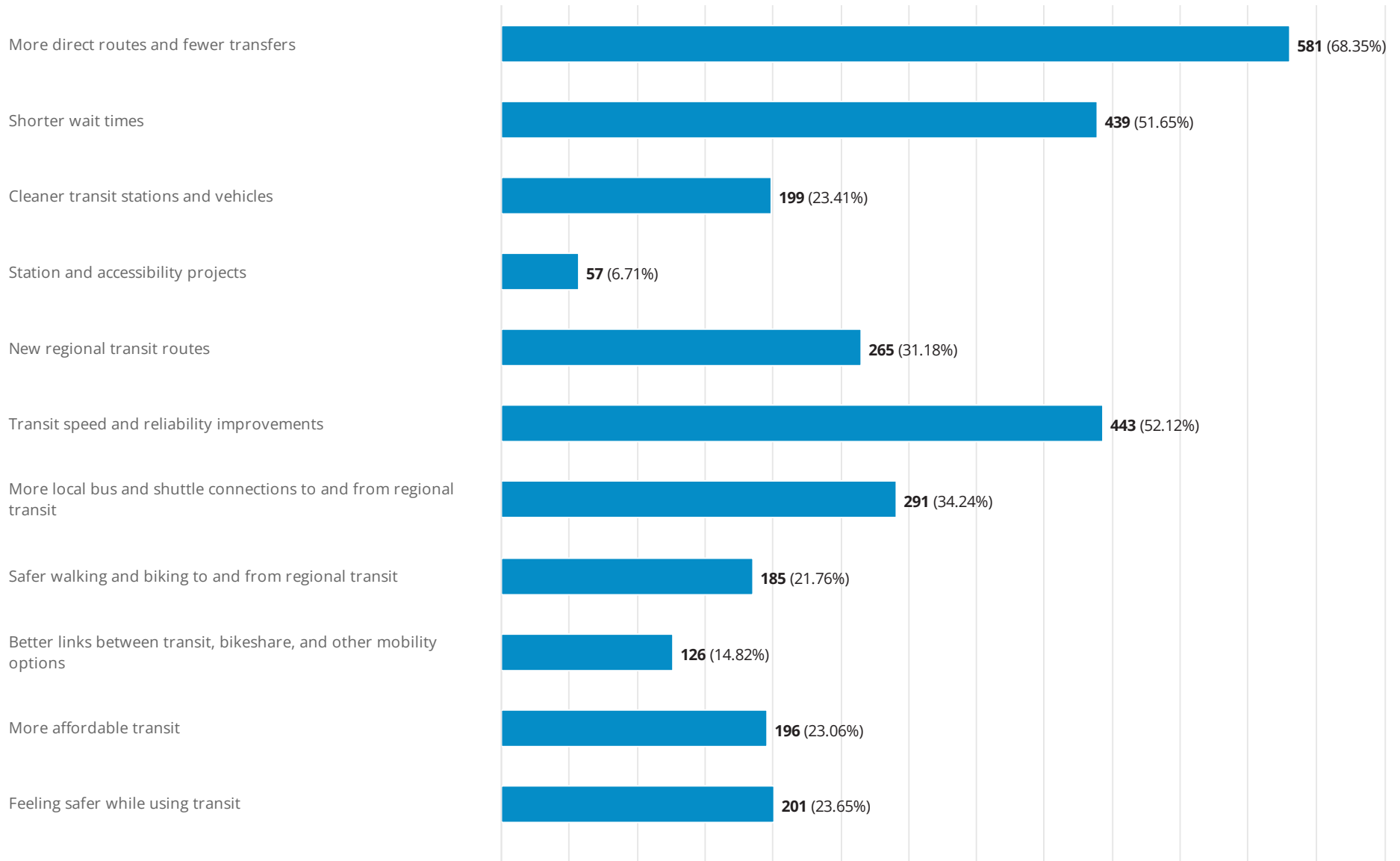
San Mateo County

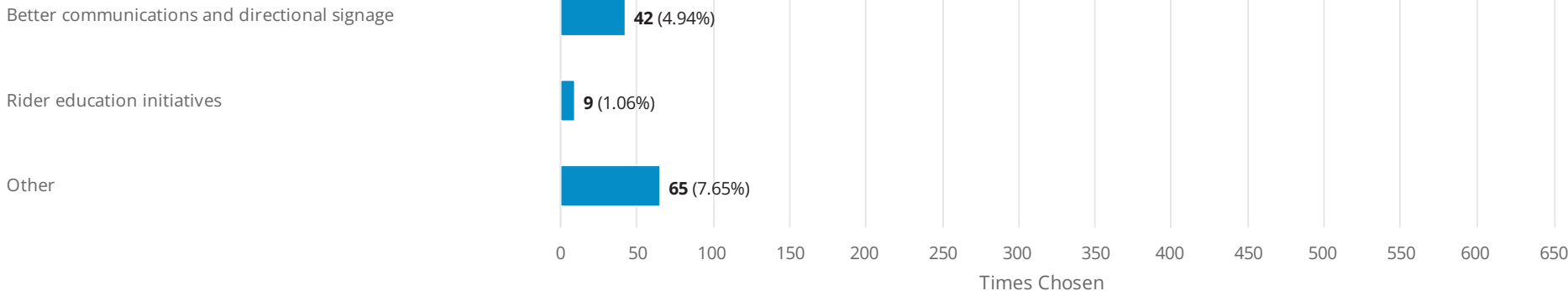
Solano

San Mateo

What would make you more likely to use public transit to travel between San Mateo County and other counties?

Number of responses: 850





"Other" text answers:

- Better integration between transit agencies
- none
- Walk times to transportation and between transportation need to be 15 minutes or less and doable with luggage or shopping bags.
- No travel
- Allow me to bring a 10 ft strut (back to back double slotted).
- Do not even consider destroying families and taking homes to make it easier for people who live far away to drive to work. This plan is criminal.
- handicap shuttle door to door
- Being able to load my bicycle onto the train.

San Mateo Bridge Crossing Buses (Hayward to SM/FC)

Never. How do I bring my tools with me?

280 North is not safe in the morning. Too many drivers breaking driving rules by swerving and speeding. It is really scary. We need more police presence every morning.

none

Bike Link lockers

Increased frequencies on lines to my neighborhood

Por ejemplo en el ECR mejorar las paradas del bus ya que en lugar de mejorar las volvieron más inservibles y difíciles para la gente mayor y enferma.

sam trans from colma bart station has no stop going north till Wendy's. over mile no stop. live on A st.

Less dangerous car infrastructure

Schedule coordination (how is this not an option)?

nothing

None. My commute is 20 minutes across the san mateo bridge.

base on this information does not work for me as I stated, my company may need me during all hours and I don't transit working 24/7

Ad campaign about new transit options

segregated and connected bike lane along Hillsdale Blvd

BART safety

I'm pretty satisfied with the ferry

More ferrys

Add a fourth AM trip to SSF 9:00, and a 4th trip back to Alameda at 2:20pm

Get to work on the top of the hour.

Add later ferry after 520 oyster point to Oakland. Like add a 620

None

Free parking at BART stations

I don't want to go into the City unless I can't help it

More frequently running trains

All

Other

Repair the elevator at Bayshore Caltrain

More direct routes to Airports

Restore deleted ECR stops

On time Connections / Transfers

Nothing

More ferries/times from Alameda to South SF; ferry option to/from Harbor Bay and south SF weekdays/rush hour

More frequent trips and later

More ferries to south San francisco

Mid-day ferry

An additional ferry run between Oakland and SSF in the late morning and from SSF TO Oakland in the evening around 6:30pm.

a mid morning ferry

Ferry service from SF to SSF, other ferry options

More frequent availability throughout the day

More ferry departure time options. Would love a 220pm departure from oyster point to Oakland.

Bette Covid safety measures

Better samtrans service to bart

accurate and reliable data on arrival times

Wifi

Nothing. It is infeasible to improve public transit to and from low density areas.

The homeless and mentally unstable remain a problem.

Pay once; get to destination using one form of transportation

- none of the above. I like the flexibility of driving.
- None of the above
- Nothing
- flexible timing
- More frequent routes during off peak hours
- Shuttles to and from business office complex's near a station
- Other
- More flexibility in the scheduled BART/Caltrain connections so I have more than one departure time option. I don't mind making a transfer. Would just like more flexibility/departure time options.
- Never

How else could your regional transit experience be improved?

Number of responses: 346

Text answers:

As a recent transplant to the Bay Area who loves our diverse people and landscapes and geography I want to be able to travel around the region easily on transit but I feel that I am forced to use a car. In particular, service frequencies, speed, and reliability are frankly embarrassing. Caltrain's electrification and the associated speed improvements are great, but Caltrain needs to focus on regional transportation and leave local transportation to buses (i.e. no more "local" trains), instead, we need dedicated bus lanes on el camino and BRT from Daly City to Palo Alto like the ECR rapid, but day-round and more frequent. Caltrain would be free to run more frequent trains since the slow local trains would no longer set the upper speed limit, and the more frequent and reliable ECR rapid would also increase caltrain ridership, since it would attract riders that would otherwise drive

Getting across the bay to Fremont, Hayward, Oakland, etc. is a struggle. Really we need a light rail line. Buses are okay, but without dedicated bus lanes they get stuck in traffic.

Merge Caltrain with BART

Availability of more reliable options that are easily accessible.

Have joint fares and coordinated schedules. Only in US, particularly the Bay Area, is transit so balkanized and unusable.

More Brisbane Commuter Shuttles to BART

no additions from what was already selected

highest priority needs to be improving speed, reliability and wait times

Implement VMT fees to fund transit. Combine BART, Caltrain and Muni and other agencies and have MTC operate as the region's planner. Exempt all transit projects from CEQA. Build lots of dense housing around transit stations. Implement Transit-Oriented Development like in Tokyo. Offer to pay transit operators an incentive per new rider

The main improvement, of course, would be to have one transit system. At least the clipper card has made travel easier than in previous times.

Consistency between BART, Commuter Rail, and VTA

Get WiFi and charger outlets onboard. At the very least on Caltrain.

Frequency

Better communication of Caltrain delays

I am retired and have a reasonably flexible schedule. Still, I cannot get where I need to go, when I need to go in any reasonable amount of time due to timing with and the number of connections. Fix that and I will gladly take public transit.

Express buses

Not applicable

I would need to drive 10 minutes to Skyline to pick up a bus or shuttle, so there needs to be somewhere to park unless you are offering a doorstep pick up. This is a rural area in La Honda.

Free shuttles between BART & Caltrain stations. The ability to transfer between Muni, BART, Caltrain & SamTrans for free within a 2 hour period and do so without limits.

Frequency & connections like London's tube

Express bus from Linda Mar in Pacifica to SF

More direct routes from East Palo Alto to CalTrain stations

More train services to SF. More frequently train service, particularly on the weekends

Allow me to bring a 5 gallon gas tank onto a the train or bus to bring to my job site.

Affordability / faster routes/ closer access

Better training for licensed drivers

Dumbarton rail at caltrain-like frequencies to connect Fremont, Newark, and Union City, including connections to BART, Capitol Corridor, and ACE, to destinations across the Bay such as Redwood City and Palo Alto, including connections to CalTrain.

The bus and train be on time , also Bart safety

Less bumpy/swaying ride

People could work close to where they live.

Have 7 day transbay service on the Dumbarton and San Mateo bridges and have them run early in the morning into late night.

More seats for disabled. Not just seniors. I use a walker and when the elderly bring their shopping carts, and mothers bring strollers, it's an awful ride.

Caltrain really needs to work on its communication with riders

If I could get my eBay onto the train and then off of the train on any train that came by, I'd be really excited to go from San Francisco into San Mateo County and spend trips going to different towns in bicycling outside of San Francisco after riding there on the train. Right now I feel stuck in San Francisco.

More frequent trains

More East/West transit (all of ours is North/South)

More shuttle options available from within San Francisco. Currently, can only use the Genentech shuttle from Glen Park

Bus and/or shuttle connections where the times overlap

Do not micro manage nor give the people special privileges.

24 hour service

Caltrain has a narrow corridor which makes it difficult to reach destinations that are not near stations.

BART line from San Leandro to San Mateo -- so a BART line that more or less runs where the 92 currently runs.

Improved electronic signage at train stations showing real time updates on routes. Similar electronic signage at bus stops with arrival times and route info. More frequent trains at all stops to improve reliability. Safer bike lanes and routes for bike commuters and youth. Bike repair stations at each

caltrain station or some bus stops for bike emergencies en route.

Turn major bus routes on SamTrans into light rail (with areas for bicycles). Would reduce energy use and increase bicycle capacity

faster routes, cheaper fares, better land use around stations, better (timed) transfers

Buses should come in time

weekend routes. better timing.

Honestly so many of these options are really good ways to improve. Of the ones I haven't selected, I know safety is a key issue as well as timed transfers.

Needs soap and paper towels in the restrooms. They weren't any in the Bart stations I've visited so far.

Better, safer bike lanes. More public transport in Brisbane (easier access to the Caltrain station?)

electric trains

Senior passes

add BART across the Bay withyfkng through SF

Because of Covid, I have been granted an alternative 4-day work schedule. My route from home in Alameda to work in Brisbane is unique with arrival at work occurring at 7:30 a.m. leaving after 7:00 p.m. on 2 days and flexible on another - the 4th day is work from home. So finding an ideal commute

via public transit is difficult and unrealistic (currently is a bus to Bart to shuttle), hence my preference to drive alone. Thanks!

Nicer station agents/

Have working outside lighting at all stops. Driver can not see person waiting for the bus if the bus station stop has no lighting.

Easier to get information on transit routes and schedules

I think more complete traffic lanes would improve transit. I'm not sure what the formal term for this is, but regional improvements in "full" traffic lanes - like a lane with a car, bike, and pedestrian lane that protects everyone from accidents - would definitely help people get to and from places and encourage people to use transit more.

Improve safety. Reduce inequality leading to desperate conditions.

More frequent Caltrain service from Lawrence Caltrain, and better bicycle infrastructure.

Bring back 30 minute service to Alameda De Las Pulgas neighborhood of San Mateo

I want to be able to go from my home (or place am originating the ride) directly to where I want to go--and be able to make multiple stops of my choice along the way

make sure that escalators and elevators are operational

I would prefer the train, I loved it when I had the shuttle BRING IT BACK!

Offer appt based script or ride service between home and to and from transportation hubs; benches with arm rests to help get up from seated position for accessible seating. More lighting at night. Large font Signage to advertise how to reach a Transit Supervisor or Ride Svc. Sufficient bench seating on board for mobility challenged.

Siendo más humanos.

Safety, cleanliness, accessibility

Larger bus signs. Easier to locate bus stops

I work at Genentech. If Genentech provided transit to a regional train station, I would be likely to plan my schedule so I could use it. I dislike driving into work.

create a rail link between Alameda County and San Mateo County

Bus and train options are available at a relatively short distance but the short trip to get to and from pushes up the cost.

Bus lane on 101

Free parking at stations

More frequent

(1) Build offices/labs next to transit stations. Currently, so many new offices/labs seem to be 3 miles away in the middle of nowhere - which always adds another 30+ mins of commute time. (2) Caltrain and BART need to better sync their schedules at Milbrae. (3) I really wish that there would be

prioritized local transit, e.g bus lanes and local trams. Currently, the buses/shuttles just get stuck in traffic.

Could use a less awful way to get to the western part of SF, the bart/caltrain lines serve the eastern side well enough, but driving winds up being the most timely option for getting to places like the sunset

Trains from SF on weekends are too few, so can't rely on return trip.

One ticket to get where you want to go at a reasonable cost. Transfers between Caltrain /BART/Muni becomes are not practical from a cost point of view. Owning a car is cheaper and much faster. It should at least be cheaper. There should be a single ticket system based on base fare + distance across all Bay Area transit.

Get the homeless and drug addicts out of the stations Clean the trains so they don't smell

□□□□

Reduce cost of Caltrain and bart

Safe and secure parking for cargo bikes

raise the rates so bus riders pay their true fare share of expenses, not all taxpayers

Bring back the senior shuttle in Brisbane!!!!

Slower cars.

More scheduled busses

bigger discount for senior

Trains every 5 minutes

Increasing the frequency of public transport and ensure quick arrival

Better routes

More frequent and faster speeds and more coverage

More frequent service during evenings

Do not allow nonpayers on board.

Better options across San Mateo bridge, better connection timing with Caltrain/BART

Run more express busses from San Francisco and San Mateo. I take a local 292 Samtrans and it takes almost two hours.

Need direct buses from Foster City to Milpitas Ranch dr daily mornings and evenings

Why is there not more express buses from San Francisco to major transit hubs in Palo Alto and Santa Clara. Then could transfer to local buses.

Indicate the exact arrival time instead of saying in two or three minutes.

grade separate caltrain! it can't go fast with so many grade crossings

24/7

Better time co-ordination between Bart and SamTrans. It is infuriating for an hourly bus service to leave one or two minutes before a train arrives.

It should be free. I pay taxes for all these roads and I don't have a car. These car drivers almost kill me and give me asthma but I have to walk and pay for them to be mad at me for crossing the road.

More and safer parking at transit or park and ride locations. When I used to carpool cars were constantly broken into at the park and ride lots - and they filled up very early.

I would like to see ferries come to the San Mateo county from East Bay areas. Also I would like to see better parking options at transit stations. Lastly, how we are being charged at the express lane isn't clear. Ideal if there were a meter on the transponder that shows how much we're charged during the ride.

Better access throughout San Francisco from the 4th and King CalTrain station. Most travel to San Francisco requires a transfer to BART, which is often unpleasant to ride, and the schedules of CalTrain and BART don't always match up, especially outside of commute times.

More bus or train services

Reliability and better connections

Feeling a sense of urgency from people in leadership roles in transit that every trip that takes people more than 1 or 2 hours each way in the Bay Area should be made as efficient and/or affordable as possible.

BRT along El Camino Real. Regional safe bicycle network within San Mateo County.

Transit across the county line to reflect how people actually travel, not a technical jurisdictional boundary.

Bike lanes everywhere

I would go to the East Bay much more often if there were bus service, especially if equipped with bike racks.

Bicycle and pedestrian centric traffic lights.

Approve Seamless Bay Area recommendations for transit connections.

More rail options. Caltrain is great but limited in scope. Would love to see a reinvestment in rail expansion like the Paris region or even LA Metro

connect Bart from Millbrae down the Peninsula to San Jose and beyond

Frequent trains and more bullet trains to SF

Reinstate Harbor Bay to Oyster Point ferry route

Maybe a midday ferry

More options for ferry services between Oakland and SSF

Definitely with a later ferry schedule. Maybe a 6:20 option?

Direct ferry from Alameda SeaPlane to SSF would Blair my commute time on half

Ability to have a subsidy or ability to use clipper on Amtrak. Currently travel from Sac County to San Mateo County.

More ferries!

Ferry from Berkeley

Would luv the ferry to have clippercard machines to buy or add money to cards at ferry stations

Later SSF ferry departures in the afternoon

A slightly later ferry in the evenings returning from south San Francisco to Oakland (6 pm). Better timing/coordination of South San Francisco shuttles from the ferry and Bart. The ferry shuttle sometimes waits up to 10-15 minutes to leave because the ferry is early. Conversely, the Bart shuttles don't account for Bart delays, so I often miss the shuttle and have to wait 30 minutes for the next one.

Add a fourth AM trip to SSF 9:00, and a 4th trip back to Alameda at 2:20pm

I need to be at work at 8 on Wednesday. Currently the ferry leaves five minutes past 7 from Alameda. If it could be 5 minutes earlier that would help.

Reduce the cancellation and better internet connections

Electric ferries or ferries with quieter cabins/less vibration.

Honestly I'm super happy with the ferry. I just wish there were more routes

Provide convenience amenities at stations (i.e. vending machines and kiosks)

We need a program similar to "Silver Ride" in SF for seniors needing transportation to medical procedures that will require them to be sedated. As it is now, San Mateo has nothing like that and our population is aging quickly. Seniors can't take cabs or ride shares because once someone is sedated, hospitals will not release them to anyone but a relative, friend, or bonded/insured/pre-screened service.

Shorter intervals when school ends

Put BART police phone number in BART cars. Have BART security at stations to prevent people from entering without paying. Maybe have BART workers walk through BART cars for safety.

A Ferry from Solano to Redwood city. My dream!

A BART station in San Mateo

Public Transportation in San Mateo is horrid- The minute you come up with a schedule that works that is the same minute the schedule changes. The shuttle are too infrequent and I can't get too work on time ever do to that. The caltrain station is terrible and does not work well with southbound Bart schedule period. Horrible transferring experience do to non matching Bart to Caltrain station.

Fare integration

More options from southern Alameda County to San Mateo. Bus routes across the 92, or ferry service, that does something similar.

Better transportation from San Mateo coast to inland.

More links across the bay!! Going from the peninsula to east bay (BART) is way too hard. We need better bus service on the weekends to see friends there.

There used to be an AC Transit bus across the San Mateo bridge but it has unfortunately not been operating since COVID.

It's a pipe dream, but Bart service across the San Mateo bridge. Can't access the peninsula easily from the east bay without driving.

Stop wasting money on task forces, studies and endless plans and DO SOMETHING

Coordinating the timing between different types of transit

better timing of connections, single fare for an entire trip.

Better Bart connectivity and preferably Bart expansion

make it easy and clear signage, bike lane

rapid transit on El Camino Real and into SF. Currently bus to SF takes too long.

Add little covered areas for more bus stops.

more shuttle bus from local area to the train station.

Protected bike lanes

Low transit speed and ride frequency are the main reasons that I do not use CalTrain to travel between Santa Clara and San Mateo counties, so any improvements on this front would make mass transit at least as favorable as solo driving.

Extend BART to San Mateo.

I work in Foster City. It would be great if BART came closer to work, and I could ride my bike from BART to work.

Eliminate grade crossings for Caltrain.

Ferry service from Alameda to Foster City

Every road (especially major roads) is a massive barrier to free movement, public safety, and cohesive communities. Please increase inherently efficient and safe public transit so we can start undoing the mistakes of our past.

Most important improvement would be public transportation over the San Mateo Bridge. For example a bus between East Bay BART Stations and San Mateo County destinations would be useful. Takes way to long to connect to the penninsula via BART+Caltrain.

when transferring from one bus route to another that the other bus, or train waits for passengers. Often times now Caltrain will close the door in your face if you are running for the train. That is bad service and disrespectful to passengers

elevators that work

I would love to have the option to bike and take the ferry from South San Francisco to Oakland. Currently that ferry route is unusable to me because there is only one option going the right direction in the morning and one in the evening, and they're only 8 hours apart which means I wouldn't be able to work a full day. If the morning route were moved ~30 minutes earlier and the afternoon route ~1 hour later, that would make the route feasible for me.

It can't.

It is not safe to bicycle in San Mateo county

On bus routes that run infrequently, the buses should hold for up to five or minutes to ensure that the connecting bus has arrived. (This issue perhaps arises for me most at the Linda Mar Samtrans transfer in Pacifica.)

Fewer park and ride stations and more amenities within walking distance of stations

Senior prices (as current); frequent trains/busses; comfort when riding any public transit

If I could teleport directly -- Now THAT would be a VAST IMPROVEMENT!

Improve connections and schedule between different bus systems and with trains region wide

How can we make it easier for working parents with small children?

better access to bridges north

Transit to Bart would help

Fix the elevators at Bay Shore Caltrain. Fix all the elevators, escalators, and turnstiles on Bart. Better Google Maps integration with the Bart and Caltrain shuttles in Brisbane. Upgrade the Bart information signs. Start running electrified Caltrains.

We are 100 years behind compared to developing countries so anything is an improvement

European style trains

speed and reliability; affordable (if not free) parking options at stations

Transit to trails

Better ways to cross the DB bridge on the weekends. EPX expanded to Palo Alto transit center could give me a 1 seat ride to the airport. Getting to the airport is generally quite difficult and I dislike Uber because it's expensive and scary to be driven by a random person. I would love if the 296 moves closer to hillsdale so I can visit half moon bay.

Standardization across transit authorities/agencies; more catered transit options

Our public transit needs more routes or lines.

Use of new technology, connections to the coast

More options for Half Moon Bay and the coastside.

Connection

Design the regional transit system like Ney City's regional transit system.

Maintenance on highways more frequently

very expensive

I have no efficient way to take a bus from my house to Bart. Buses have limited coverage and are too infrequent to be relied upon. I realize this is a funding issue -- but i'm not going to add an 45-90 minutes to my commute when I can drive 10 minutes to get to a BART parking lot.

enforce stricter rules on the conditions for riders

Frecuencia del transporte, la hora de espera para abordar es mucho tiempo de espera

There's only 1 bus that goes through Brisbane on a regular basis, which is really frustrating considering Caltrain goes right through Brisbane, but there's no stop. I think a Caltrain stop in Brisbane would be incredible, and I would definitely use it often

closer stops to where I need to go

more caltrain service, closer bart stations

Passengers must be required to pay fares. Bus drivers must feel safe doing their jobs.

A ferry from south sf to richmond would be incredible

More transit options

would like to see the Bay trail completed and many more car free bike routes like Steven's creek trail.

Options for rural riders

Please please add stations in Brisbane... we need a station in town we can access by foot. Bayshore is just too far and is unusable by the small city.

Better ways of communicating problems/delays

<https://sfstreetcars.co/> we already knew how to make convenient mass transit, build trams/light rail with routes that go everywhere people live, work, and relax

Improve time it takes for T line from Bayshore to Chinatown

1. If transit operators would stop focusing on the standard commute. 2. (Caltrain) Station maintenance. 3. Better support for bicycles.

Public transit is not an option for me.

I would appreciate a train schedule that runs trains more frequently so I don't have to schedule my day around transit times.

For Brisbane residents, extend muni south on bayshore. Add walking path from bayshore&sunnydale intersection to Caltrain Bayshore station.

Better weekend service

Could do small vans that are like super shuttle where people commuting across the bay bridge essentially carpool but it's need based like Uber pool used to be.

Repair pot holes, add bike lanes, enforce traffic regulations

Merge all Bay Area transportation into one, have consistent time tables, increase frequency to every 5-7 minutes. Keep train stations and bus stops clean, earthquake safe. Increase security patrols on trains and fine or jail repeat offenders of illegal drug use and sexual assault cases. Decrease Clipper app downtime significantly, especially during special events - the transportation agencies lose money every time the payment system is broken. Have employees

Timed transfers - not even SamTrans' own systems (SamTrans & Caltrain) time their connections! It's SHOCKINGLY BAD

Bring back the 398 which provided a direct route from San Carlos to the airport. Transferring to other buses is difficult and time consuming.

Increased FREQUENCY. (The questionnaire doesn't explicitly say "frequency" ...)

BART trains that don't stop at SFO going north/south-bound to Millbrae.

Coordinate CalTrain and BART

Restore deleted ECR stops. It takes me longer to get to/from stops and if anything I seem to have to wait longer for a bus!

Build a great subway system that connects all the cities. May people less reliable on driving.

Allow eating and drinking again on public transportation

Frequency! The busses, caltrain, and the ferry are too infrequent. BART barely comes often enough during rush hour

You question about age on the next page is missing Ages 65-74 which is where I fall under

Safe, convenient, reliable, clean, quick from home to destination

Some of the ferries are old and are not a comfortable ride

Repair/maintain our existing roads

More ferry options.

Mainly more departure times in AM and more space for bikes on the boats.

Ferry from Berkeley to south San francisco

Coordination between transit options. Frequency. Quality of transportation.

Later route. Last ferry leaving South SF is at 5:20 - could use one more after that

Being able to get from South San Francisco to the San Francisco ferry

Push alerts on the app for any delays or cancelations for routes we take

Earlier and later ferry routes

More frequent stops in San Carlos, fewer outages, and no more surprise single-tracking changes just as you get to the top of the stairs!

I start work at 6am like lots of techies. Need to be able to leave at noon some days.

The fact that there are 27 different transit orgs covering 12 counties is ridiculously inefficient. BART needs massive amounts of expansion and updates. VTA light rail is almost slower than walking.

An additional ferry run between Oakland and SSF in the late morning and from SSF TO Oakland in the evening around 6:30pm.

705 am ferry to SSF has been frequently cancelled lately; with only 3 ferries each day it should be more reliable

More use of the newer, quieter, bigger, and faster ferries and less use of the older ones.

San Bruno needs free shuttles around the city, like South San Francisco has

Mid-day ferry options

It would be great to have more ferries between Jack London -> SSF

More routes for ferry and more shuttle stops

Would love more ferry departure time options. Would love a 220pm departure from oyster point to Oakland.

Sometimes the ferry goes very slow in the shipping lanes, or waits for another ferry to leave the Oakland Jack London Square dock. This waiting 10 minutes floating just offshore is a waste of commuter time. Captains need to be able to dock and unload passengers asap, otherwise they make everyone late. This is super annoying...to get across the Bay in 30 minutes, then take 25 minutes in the shipping lane.

More direct routes from East Bay to South San Francisco and definitely more times from Oakland Jack London Square to South San Francisco.

Not having to transfer so much. It would help to be able to get to several areas in San Francisco once on the train in the city.

Later nighttime schedules esp on weekends

increase frequency and speed to be on par with other international metro

Would "call on demand" similar to Ready Wheels be feasible?

I really have no issues

Safety and cost. I'm from the Bay Area and cost have gone up. When the cost is lower it's more likely to be used. Otherwise I can take that money and get a car.

Bring Bart to San Mateo county and combine all the regional transit agencies

I think that transit in the Bay Area is generally good, just a little slow and unreliable. I think that a lot of job issues currently could be solved if more people signed up to be bus drivers/train drivers/etc. I also recently

a route that connects Pacifica to SF by going up 35 to the great highway or sunset

An express bus up the coastside to San Francisco.

No additional comments.

More frequent service. Studies repeatedly show that more service means more users. Additionally, noise pollution is so bad. The sound the samtrans buses make when they pull and adjust the bus height - intolerable. People cover their ears when they see the bus approaching.

Minimize crowding and voice volume while on cellphone

Sharing more ideas on where to go. I've been doing more trips into SF for fun and would like more ideas on what's available (for fun) in other parts of the Bay Area, especially on weekends.

Listen to riders. Interview riders. Samtrans

You should consult with experts who have already created successful systems, not put Band-Aids on already existing, and failing, systems.

The newest line goes to East Palo Alto but doesn't stop at the Palo Alto Caltrain. That makes 0 sense. That's a transit hub.

i am retired. my friends and i like to travel to SF, Alameda and Santa Clara counties for museums, fabric & yarn shops, restaurants. it is very challenging to use public transit for these activities because of the complicated "last mile"

Let me roll my bike onto the train: I can't lift and carry it easily. Provide secure bike parking at stations. Give me the option of renting a bike at my destination. Run trains at least 2x per hour every day, 7 days/week. Faster, better service to SFO, SJC, OAK from Santa Clara and San Mateo counties. It shouldn't take 1-1/2 hours to get to SFO from Menlo Park! Improve overlap and continuity of service for both VTA and SamTrans Rapid bus riders, beyond Palo Alto in both directions. Regular, effective transit options to get to San Mateo and Santa Cruz coastal towns from Caltrain stations as well as along Highway 1 to all major recreational areas. One integrated fare system for the above. Signage and customer support at train stations to help with wayfinding to connecting trails and destinations. Improve safety, connectivity for Bikes and peds on state roads like 84, 82, and Highway 1.

Free transfers between systems

Connecting alameda to san mateo county with a one train or ferry station.

More stuff around stations: shops, housing, and jobs. More around stations means less of a need for shuttles from stations.

One ticket to take me anywhere in bay area

Making 92 two lanes from 280 to downtown half moon bay. The traffic is crippling and ruins travel

Safer when using BART and affordable.

Provide wifi at stations and in trains. This would give me about one additional hour of productivity.

More public transportation Options from half Moon Bay

Bike and pedestrian infrastructure feeding into transit hubs. Caltrain that runs 5x an hour all day, every day. Caltrain that doesn't have service delays or cuts. Caltrain level boarding. More intuitive and frequent BART service between SF, Millbrae, and SFO. VTA Rapid buses that go into San Mateo County, instead of terminating at Palo Alto. SamTrans Rapid buses that go further into Santa Clara County, instead of terminating at Palo Alto. Fare integration between all transit agencies. Large amounts of secure bike parking at train stations and other transit hubs. Large amounts of micromobility rental and parking options at train stations and most bus stops. Safe, direct bike/ped routes from stations to the Bay Trail, Ridge Trail, other trails, and other nature amenities. Public restrooms and water fountains at transit stations. Food concession at major stations.

Efficiency

Needs to take less time than driving.

Remove tolls from 101 and fix the 380/101 interchange

Improve roads by fixing potholes

Public transit needs to be made lot more frequent - especially Caltrain.

All of the above

More destinations/focused and denser development near transit stations/high service corridors like Stevens Creek and El Camino Real. Adding bike share options at every Caltrain Station would be great too, and allow for quick connections. Lastly frequent inter region transit (specifically Caltrain) on weekdays and weekends - like every 10-20 minutes would make using it much more approachable

Bathrooms at CalTrain stations.

More accessibility, lower cost, more parking.

I would consider more jobs in San Mateo County if there were public transportation from Caltrains to the business. As it is, many places in San Mateo County are inaccessible by public transportation.

Cleaner transit stations and vehicles; more direct routes and fewer transfers

I want transit agencies to encourage and make convenient commutes for passengers with scooters and e-bikes. This would expand the ridership. For me, I like to drop my elementary school child off using my bike, and then proceed direct to Caltrain. Hoisting my bike onto some trains is about as much as I can safely lift, and would be beyond the limit for many potential riders. Also some conductors are unclear on the rules and push back on large bikes (even though I try to be as considerate as possible, and my bike is under the stated max dimensions). In short, more accessibility for e-vehicles = more riders, fewer car commuters.

Bike lanes. Every major road should have a protected and separated bike lane. This would improve safety and encourage cycling. Bikes are cheap to buy, cheap to use, healthy form of transportation, and environmentally friendly. The current infrastructure does not support cycling.

Caltrain that runs +3x an hour all day, every day. Caltrain that doesn't have service delays or cuts. Caltrain level boarding. More intuitive and frequent BART service between SF, Millbrae, and SFO. VTA Rapid buses that go into San Mateo County, instead of terminating at Palo Alto. SamTrans Rapid buses that go further into Santa Clara County, instead of terminating at Palo Alto. Fare integration between all transit agencies. Large amounts of secure bike parking at train stations and other transit hubs. Large amounts of micromobility rental and parking options at train stations and most bus stops. Safe, direct bike/ped routes from stations to the Bay Trail, Ridge Trail, other trails, and other nature amenities. Public restrooms and water fountains at transit stations. Food concession at major stations. Frequent rapid buses between Caltrain stations and the coast. Frequent buses along HW1

A single system (i.e. like NYC's subway system where you don't have to transfer outside of system)

Friendlier, more helpful conductors on Caltrain and BART.

By combining the very inefficient Samtrans with VTA

My workplace is no longer accessible by public transit. I bike between transit and the office. But if there were on-demand transit getting from transit to the office, it would help and get more of my colleagues to use transit.

more crossbay connections

Make bike routes continuous. To SFO it is dangerous. The bike lane disappears where N. McDonnell meets the United Operations ware house. The bike lane abuts faster traffic in Brisbane too. The general feel is industrial, hazardous, and depressing. Consider a pedestrian bridge mid-Millbrae to connect to SFO over 101

clear and easy to use apps with accurate arrival/departure times

More destinations near train stations.

Increased density around transit stations to reduce walking distances

It would need to be at least as fast as getting there by driving alone.

Higher frequency weekend transit service (e.g. Caltrain is 1x/hour on weekends, beginning service at 9am)

More routes and expansion.

knowing that transit would be on time

Add rail transit on the east side of US101

More transit police in stations

Make it safe at night to wait and to travel on buses, BART or CalTrain

I think Bart should circle the bay, not have to get a train, and then have good feeder lines to areas away from bart.

BART is ridiculously LOUD!

Eliminate the taxes that support this inefficient system.

More law enforcement so people don't smoke on BART

Improve road conditions. Improve timing of traffic lights along El Camino Real to make traffic flow better. DO NOT expand the use of bike lanes, turn-only lanes, and roundabouts on major commuting roads (e.g., no bike lanes on El Camino, but perhaps on another parallel street). Eliminate carpool lanes on congested highways. Encourage local employers to have staggered work hours (e.g., some start at 7 AM and go through to 3 PM, others 9 to 5, and still others 11 to 7) to improve traffic flow.

Closing the whole system down

Ferry

Online demand for shuttle

Better trains and train systems

monthly cost assistance

Multiple timed Bus options from downtown Berkeley to Downtown San Mateo, with shuttles directly to my work, College of San Mateo.

Open the Atherton Train Station as I am in North Fair Oaks and it would be the easiest.

actually have trains or faster transportation that crosses the bridge other than the bus.

Bring back the Samtrans 398 route

Would love a connection from the East bay (Newark/Fremont, Union City) to Caltrains

Better coordinated transfers between operators to reduce wait times.

Faster service

If it can increase the shuttle bus route from Burlingame to South San Francisco (Osyter Point Blvd) area, there are many biotech and office in that area

A daily public bus connection utilizing the Hayward-San Mateo Bridge

Stop canceling routes between counties.

one regional card for transit and parking for all systems

Quick Brisbane connection to caltrain and muni on weekends higher frequency.

There is no reasonable way to commute from the ferry to BART or Caltrain. Connections are slow and poor. There should be an express bus from the ferry terminal to Millbrae BART immediately after the ferry arrives and departs.

It is easy for me to get across the Dumbarton Bridge but you get from Menlo Park to NFO it is time consuming

bike lanes

Having bus stops where one doesn't feel being run over (see Millbrae ECR bus stops)

Weekend and evening service, better last mile connections

More options for crossing the bay - Portal extension of Caltrain to downtown SF, timed transfers between BART and Caltrain, bus or ferry service options for San Mateo Bridge routes, weekend service for Dumbarton Express

Denser development around transit stations

the time-cost of using caltrain is prohibitive.

Millbrae needs shuttles from neighborhoods to transit center

The cost to change transit systems is nuts. It is cheaper and faster to drive.

Better transit connections to King Street Caltrain station in San Francisco from downtown Bart stations.

If employers in San Mateo County would move and consolidate around major Caltrain stations.

Reduce politics

Reintroducing the San Mateo Bridge bus between San Mateo and Hayward

Sorry but you seem to be focused on inland and ignoring the coastal towns (Half Moon Bay and others) . It is not possible to provide input given that bias.

Caltrain's real-time transit information is grossly behind the times. Especially during an incident when there's been a strike on the rails. The Twitter notifications just don't cut it. The customization of alerts is fine - great in fact - but there just has to be a better system moving forward. I sometimes opt for BART just so I don't have to risk a delay that seems to have assurance of when I'll arrive at my destination.

Better first and last mile options to get to major transit centers, and better connection to Alameda County

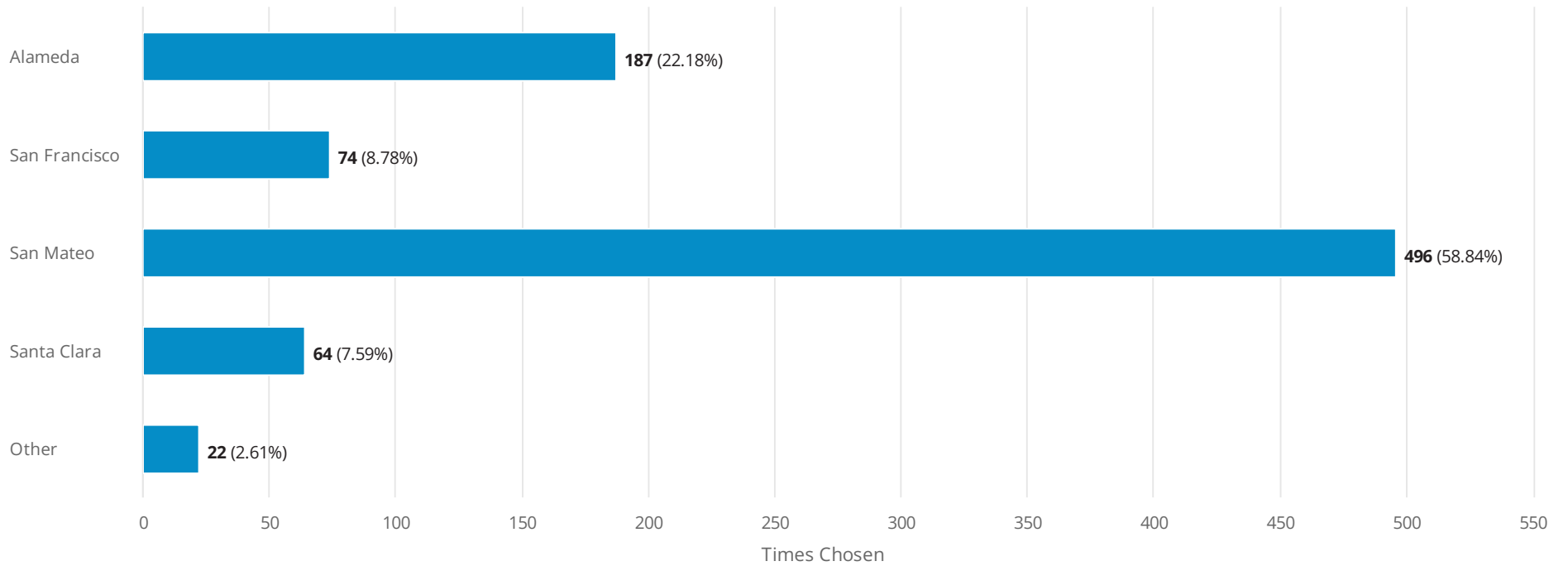
protected bike lane to caltrain station so I can safely bike, more frequent times between 7:30-8am, it's hard to make it to SF for a 9am meeting even if I leave the house at 7am, nice that caltrain parking is cheap, free would be nicer, shuttle in the neighborhoods to caltrain would be great, the current shuttle doesn't come to my neighborhood

More trains and buses more often. It's really simple. Also, it must go everywhere.

Connect Caltrain to other regions, such as the East Bay and the Salinas area.

Which county do you live in?

Number of responses: 843



"Other" text answers:

Contra Costa

Daly City

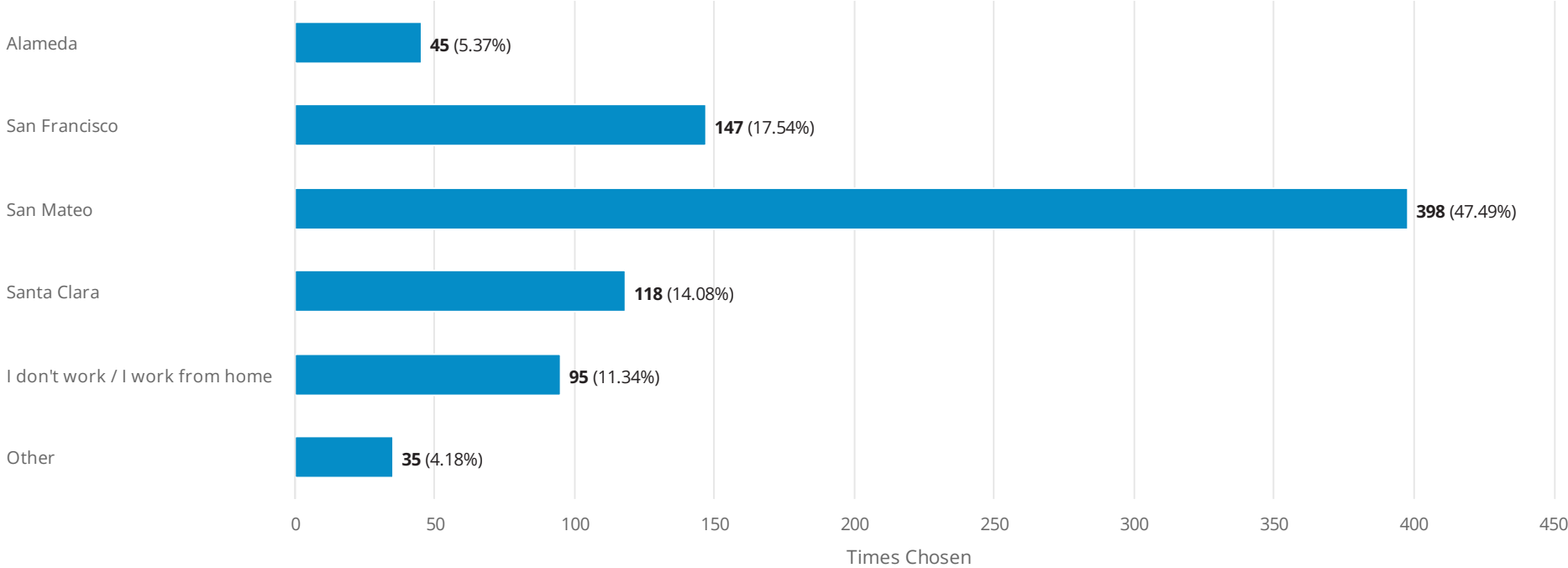
daly city

San josuin
sacramento
contra costa
Solano
Other
San Joaquin
san Joaquin
Contra Costa
San Benito
contra costa
Contra Costa
San Leandro

Vallejo
Contra costa
Solano
San Joaquin
Solano
Sacramento
Contra Costa

Which county do you work in?

Number of responses: 838



"Other" text answers:

all counties. Foolish question.

Retired

Retired

No trabajo necesito el transporte para mis citas médicas, farmacia.

Marin

Retired

Daly City

retired

South San Francisco

retired

retired so not working at all

Marin

Marin

Contra Costa - Richmond, California

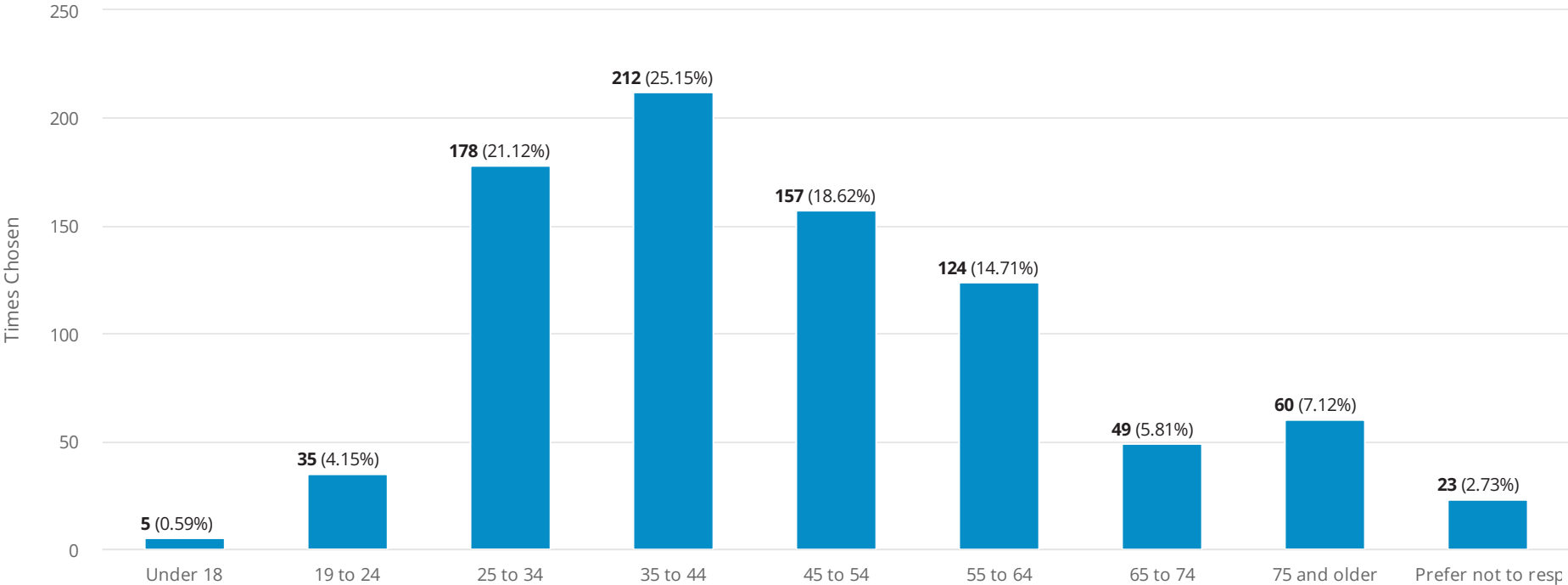
I go to school in Alameda County

Retired
Santa Cruz
Retired
Both San Francisco and Santa Clara
Retired
Retired
Retired
Retired
N/A
San Francisco, 1-3 days/month San Mateo
I ride transit and drive to volunteer.
Retired

Other
San Mateo and Santa Clara counties
Work location moves around
retired
Retired
I am retired
San Francisco / San Mateo / Santa Clara
Contra Costa

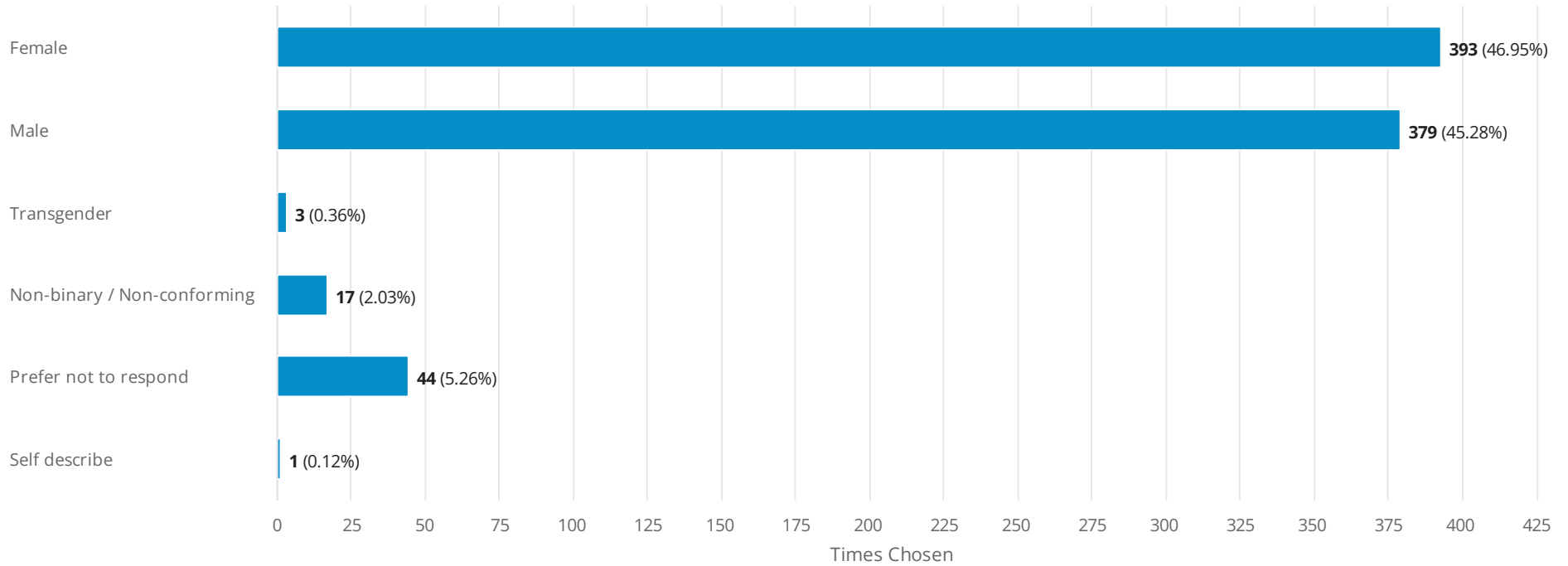
What is your age?

Number of responses: 843



I identify as:

Number of responses: 837

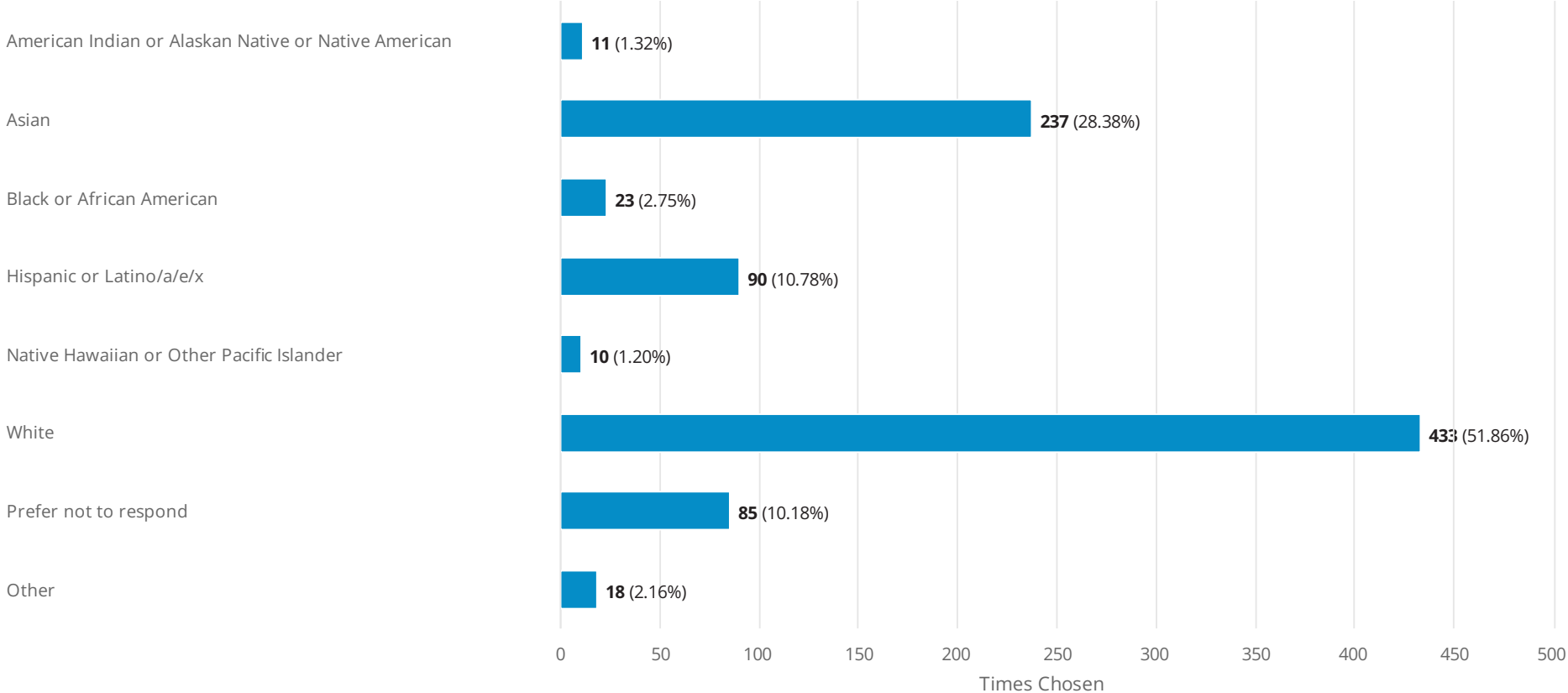


"Self describe" text answers:

Lesibian Penguin

Please indicate your race/ethnicity. Select all that apply:

Number of responses: 835



"Other" text answers:

"mestizo" mixed race Colombian-American and Nasa (Páez)

Latina

Filipino

Other

Human

Human

America in America

American

Jewish

Other

Other

MiddleEastern

Puerto Rican & Irish

Multi

None of the above.

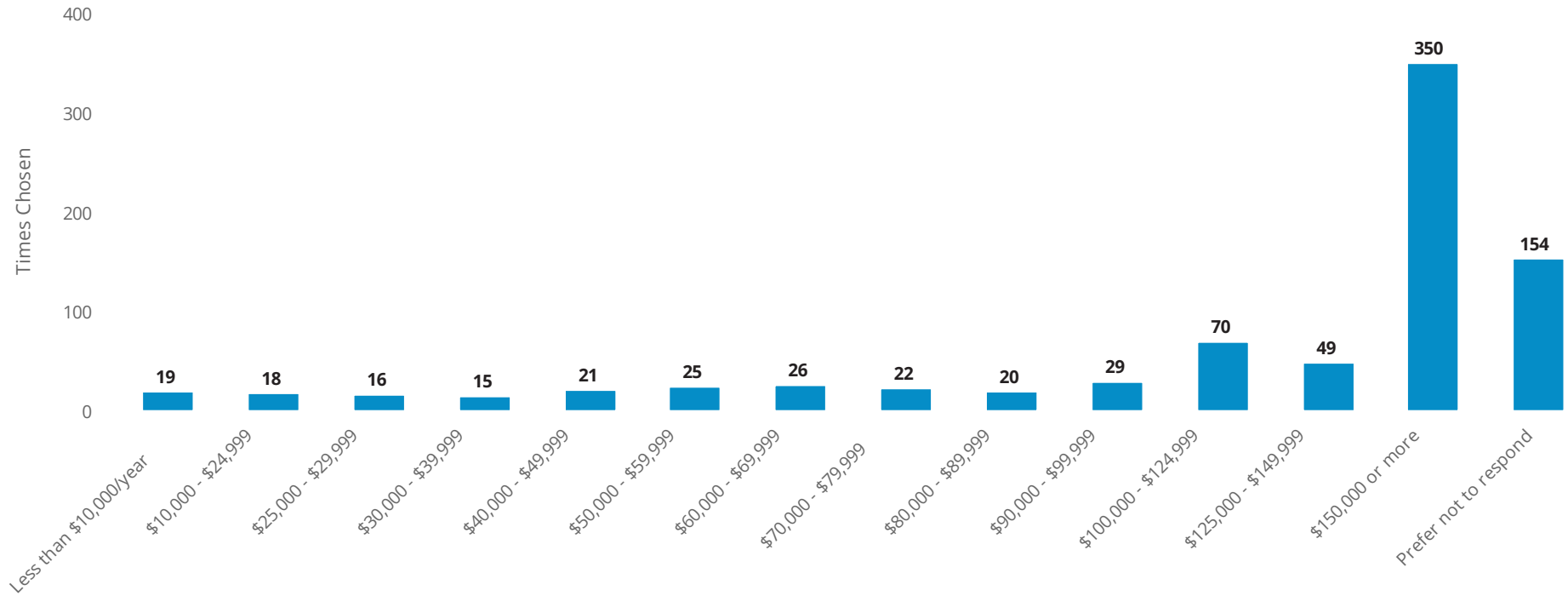
Greek Irish

mixed

Arab American

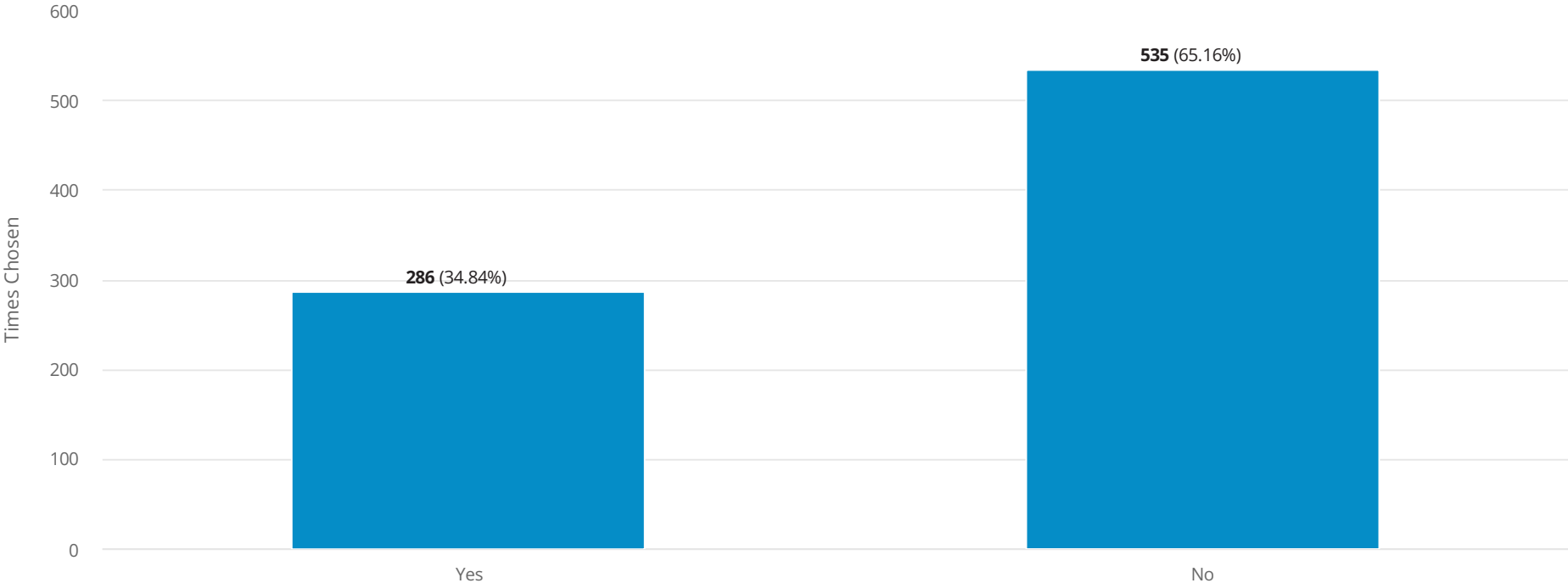
What is your estimated annual household income?

Number of responses: 834



Do you want to receive updates about this project and information on how to attend public meetings and events?

Number of responses: 821





SAN MATEO COUNTY
**Transportation
Authority**

Appendix 4: Small Group Meeting Summaries



Regional Transit Connections Plan

Labor Groups Meeting

Wednesday, March 13, 2024

12:00 p.m. – 1:00 p.m.

Attendance

Meeting Participants

- Jenni Almedia, Union Community Alliance, TIP Program Manager
- Des Green, San Mateo Building Trades
- Lupe Gutierrez, SEIU Committee on Political Education
- Katherine O'Malley, SCIU Assessor's Office

Project Team

- Charlsie Chang, SMCTA
- Danielle Berger, Kearns & West
- Katy Kennedy, Kearns & West
- Kay Cheng, WSP
- Mikaela Sword, WSP

Introductions

Two participants noted that they work remotely and the other two participants indicated that they drive alone to commute to work.

RTC Program Overview

Charlise Chang, SMCTA, provided an overview of SMCTA, its funding programs, and other current/planned projects.

Chang then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.
- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

Chang noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program’s Framework and Plan Development will carry into September 2024.

Chang concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Danielle Berger, Kearns & West, led the group through a series of discussion questions; these questions and participants’ responses to them are summarized below.

When do you/those you work with typically travel to work in San Mateo County?

- All participants indicate that they generally commute between the hours of 8 a.m. and 5 p.m.
- Jenni Almedia: I sometimes commute to work on Saturday’s and there is a high variability in the length of commute on those days.

When do you/those you work with typically travel to work in San Mateo County?

- While participants generally travel alone, some indicated they periodically use other means to commute to work.

How do you/those you work with travel between San Mateo County and other counties for work?

- Katherine O’Malley: Both myself and a coworker that lives nearby both alone to work. Driving alone allows me to do things after work in San Mateo, like go to the gym or visit family in the area.
- Lupe Gutierrez: Some of my coworkers carpool, but most drive alone due to needing to coordinate transportation for children. I used to live a three-minute walk from work. A lot of commute patterns tie back to access to affordable housing. People cannot afford to live near where they work which increases transportation issues.
- Almedia: My coworker lives near me and sometimes we carpool, if necessary, but we have different schedules, so it is difficult to coordinate.

- Des Green: I drive alone. Most of my coworkers live in other areas and have different schedules. I would like to take CalTrain, but it is not easy to get from the train station in San Mateo to our office without taking Uber, which then defeats the purpose of having a cost-saving option to travel to work.

What would make you/those you work with more inclined to use transit?

- Almedia: Better links between transit. There are no transit stations near where I live. It would be great not to have to drive and my commute choices are limited due to my disabilities. I would not know where to start to try to take public transportation to work. If I were to take public transportation, a vanpool/work shuttle would be needed to complete my commute.
- O'Malley: More direct routes. There is a BART station in Castro Valley but there is not a direct route to Redwood City. I would also have to transfer from BART to CalTrain, which sounds like a nightmare. Regardless, I would not want to park my car at the Castro Valley BART station due to concerns with car stealing and safety.
- Gutierrez: BART has received feedback about safety and security concerns. Our counties need to invest in more direct routes.
- Green: I would take CalTrain, but I would have to wake up very early to catch a bullet train or the ride would take very long. Better transportation options from the transit stations to business centers. Those options also need to be cost effective.
- Gutierrez: We have an emergency ride system for free rides, but now the county will reimburse you. The new process is less accessible for lower-income communities. Having a car allows flexibility, especially for people with children.

How much do you spend on tolls and gas?

- Gutierrez: \$7/day on tolls. \$60/week for gas.
- Almedia: \$14/day for my family; my husband also commutes to San Mateo so it doubles. I pay closer to \$100 for gas.
- O'Malley: \$7/day, sometimes I will use the Express Way which increases the cost. I have a hybrid vehicle so I fill up about once a week, which costs at least \$80.
- Green: I'm not sure but I pay about \$200/month for FastTrack. I fill up on gas weekly, around \$60/tank.
- Gutierrez: I would like to invite SMCTA to present at the May COPE meeting. If you could extend the deadline, you could present and get more responses to the survey. I will talk to the organizer to see if it is possible to present at the April meeting.



Regional Transit Connections Plan

Labor Groups Meeting

Wednesday, March 14, 2024

5:00 p.m. – 6:00 p.m.

Attendance

Meeting Participants

- Freddy Cabrera
- Joel Harris
- Julie Lind
- Tamara Perkins
- Noelle Sakamoto
- Rosa Shields
- Vincent Wells

Project Team

- Charlsie Chang, SMCTA
- Patrick Gilster, SMCTA
- Danielle Berger, Kearns & West
- Juan Cabrera, Kearns & West

Introductions

In terms of transportation to work, participants gave varied responses from driving alone to using different forms of public transportation like buses and BART.

RTC Program Overview

Patrick Gilster, SMCTA, provided an overview of SMCTA, funding programs like Measure A and W, and other current/planned projects.

Gilster then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

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Gilster noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program’s Framework and Plan Development will carry into September 2024.

Chang concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Danielle Berger, Kearns & West, led the group through a series of discussion questions; these questions and participants’ responses to them are summarized below.

How often do you/those you work with travel to San Mateo County for work?

- Most participants indicated traveling to work 3-5 days per week, with a few traveling 1-2 days.

When do you/those you work with typically travel to work in San Mateo County?

- Participants generally travel to work during weekdays. This is done both during and outside of rush hour and may vary on a given day for a given participant.

How do you/those you work with travel between San Mateo County and other counties for work?

- Driving alone, vanpooling/work shuttle, and carpooling were the top three responses given by participants.
- A participant mentioned their decision on which mode of transportation they take depends on whether they will leave work early, which leads them to drive alone or take vanpools, depending on the availability of seating.

What would make you/those you work with more inclined to use transit?

- Shorter times, more direct routes, and transit stops closer to home and work were amongst the responses given by participants.

- Reliability improvements along with more shuttle and local bus connections were also of interest to participants.
- Tamara Perkins mentioned they would like more efficiency in the transit system as it takes them more than two hours to get home.
- Freddy Cabrera expressed interest in having direct and reliable routes, including a non-stop option.
- Rosa Shields echoed the desire to have efficiency improvements.
- Julie Lind mentioned partnerships with larger employers would be beneficial for opportunities to provide services.
 - Gilster mentioned that outreach to larger employers is being done.
 - Lind suggested that the project team makes sure large employers serve everyone and not just primary employers.
 - Gilster clarified that the programs being funded are meant to benefit the public at large and not just benefit large employers.
- Participants expressed importance in reducing the commute time when using public transportation.

How much do you spend on tolls and gas?

- Shields: \$60, four times each week.
- Cabrera: tolls should be free when carpooling and should be expanded.
- Lind: \$100 for bridges per week.
- Wells: \$650 - \$700 per month on gas and bridges.
- Harris: \$600 on gas and bridges.
- Sakamoto: A lot, bridge, tolls, and not a gas efficient car.
- Perkins: Bought a plug-in hybrid car because of transportation costs, \$250 on gas, bridges and express lanes.



Regional Transit Connections Plan

Stanford University Meeting

Thursday, March 14, 2024

3:30 p.m. – 4:30 p.m.

Attendance

Meeting Participants

- Lesley Lowe – Director of Transportation
- Shweta Bhatnagar – Senior Director of Government Affairs
- Tony Divito – Transportation Operations Coordinator

Project Team

- Charlsie Chang, SMCTA
- Danielle Berger, Kearns & West
- Matt Marvin, Kearns & West

RTC Program Overview

Charlise Chang, SMCTA, provided an overview of SMCTA, its funding programs, and other current/planned projects.

Chang then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
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- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

Chang noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program’s Framework and Plan Development will carry into September 2024.

Chang concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Danielle Berger, Kearns & West, led the group through a series of discussion questions; these questions and participants’ responses to them are summarized below.

Approximately how many employees do you represent?

- Stanford University has ~20,000 students, faculty, and staff.
- Stanford Research Park has ~20,000 staff members.
- Stanford Hospital has ~10,000 staff members.

If your company has requirements for working from the office, how many days a week do staff work from the office?

- Hospital employees, public safety, and janitorial staff must be in-person for all their shifts.
- Requirements for Research Park employees vary based on their department.
- The External Relations Division is in-person 1-2 days a week.
- Based on traffic data, you can generally say staff are in-person about three days a week, primarily on Tuesdays through Thursdays.

How do your employees travel to and from work?

- Stanford completes a commute survey every year. From the most recent survey:
 - 38% drive alone.
 - 20% are biking.
 - 18% telecommute.
 - 10% take local buses.
 - 10% take Caltrain.
 - 4% carpool.

If your company provides commuter benefits, approximately what percentage of employees participate in this program?

- All employees have access to commuter benefits and roughly 62% participate in this program in some capacity.
- Students have access to campus shuttles and incentives to bicycle programs.
- There are no parking subsidies on campus.

What counties are your employees commuting from?

- Employees are commuting from the counties of Alameda, San Francisco, and Santa Clara.
- The majority of Stanford University employees are commuting from San Mateo and Santa Clara counties.
- The majority of Stanford Hospital employees are commuting from Alameda and Santa Clara counties.

Do you collect information on your employees' commute or travel modes?

- Yes, Stanford has been collecting this information for the past 20 years.

If you answered yes to the following question, what do you think would make your employees more inclined to use transit?

- Specific factors included:
 - Improvements to SamTrans Way2Go program.
 - Shorter wait times, more frequent routes, and regular/timely updates on service disruptions, particularly for Caltrain.
 - Cleaner transit stations and vehicles station improvements.
 - Safer walking and biking to and from regional transit stations.
- Participants also noted the following:
 - How Caltrain ridership amongst their employees would change with modifications to Caltrain's schedule with the integration of electric trains, particularly at the Palo Alto station.
 - Costs of transit passes are a considerable factor in deciding which passes to provide to employees, specifically, those for SamTrans Way2Go program. These costs are not the behalf of the commuter but rather the employer.
 - Improvements to the Palo Alto Transit Center are a priority, especially improved circulation of and additional routes for local bus lines.
 - Stanford has been in communication with VTA, SamTrans, Caltrain, and the City of Palo A lot regarding the Quarry Road extension project. Participants requested to be kept in the loop as RTC progresses and how it could fund the Quarry Road extension project.



Regional Transit Connections Plan

Kaiser Permanente Meeting

Friday, March 15, 2024

2:30 p.m. – 3:00 p.m.

Attendance

Meeting Participants

- Stacey K. Wagner, Public Affairs Director, Kaiser Permanente San Mateo County

Project Team

- Charlsie Chang, SMCTA
- Patrick Gilster, SMCTA
- Amy Linehan, SMCTA
- Danielle Berger, Kearns & West
- Juan Cabrera, Kearns & West

Introductions

Danielle Berger, facilitator from Kearns & West, led the round of introductions.

RTC Program Overview

Patrick Gilster, SMCTA, provided an overview of SMCTA, funding programs like Measure A and W, and other current/planned projects.

Gilster then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.

- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

Gilster noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program’s Framework and Plan Development will carry into September 2024.

Amy Linehan concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Berger led a series of discussion questions; these questions and participant’s responses are summarized below.

Approximately, how many employees do you represent?

- Wagner could not provide an exact number given the number of employees that work in Kaiser around the region. She mentioned each hospital has three different shifts and estimated that there are ~5,000 employees, with half of those employees working at the Redwood City Medical Center.

If your company has requirements for working from the office, how many days a week do staff work from the office?

- Wagner noted that, given Kaiser’s work is generally patient facing, remote is not an option. The exception to this is for virtual appointments. As such, most of the employees are working in-person.

How do your employees travel to and from work?

- Travel to and from work varies by department. Wagner mentioned most employees drive alone to work due the need to address health emergencies of patients.
- Wagner said commuting on the bus is challenging for employees due to the long commute times.
- Wagner provided anecdotal accounts of employees walking and using their bicycles to get to work.

If your company provides commuter benefits, approximately what percentage of employees participate in this program?

- Wagner said she is not sure if Kaiser provides commuter benefits, but she does know it offers free shuttles from the South City BART Station.

What counties are your employees commuting from?

- Wagner noted that employees are commuting from across the Bay Area region.

Do you collect information on your employee's commute or travel modes?

- Wagner mentioned she is not aware if any information on employee's commute or travel is collected.

If you answered yes to the following question, what do you think would make your employees more inclined to use transit?

- Improvements to BART.
- Twenty-four-hour service schedules to accommodate the various work shifts of employees.



Regional Transit Connections Plan

Genentech Meeting

Wednesday, March 20, 2024

11:30 a.m. – 12:15 p.m.

Attendance

Meeting Participants

- Andre Huff, Transportation Specialist, Genentech

Project Team

- Charlsie Chang, SMCTA
- Patrick Gilster, SMCTA
- Amy Linehan, SMCTA
- Danielle Berger, Kearns & West
- Juan Cabrera, Kearns & West

Introductions

Danielle Berger, facilitator from Kearns & West, led the round of introductions.

RTC Program Overview

Patrick Gilster, SMCTA, provided an overview of SMCTA, funding programs like Measure A and W, and other current/planned projects.

Gilster then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.

- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

Gilster noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program’s Framework and Plan Development will carry into September 2024.

Amy Linehan concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Berger led a series of discussion questions; these questions and participant’s responses are summarized below.

Approximately, how many employees do you represent?

- According to Huff, there are over 10,000 employees at Genentech.

If your company has requirements for working from the office, how many days a week do staff work from the office?

- Huff explained that Genentech has a requirement to be in the office 3-5 days of the week. Employees are divided into groups those groups have designated days in the office.

How do your employees travel to and from work?

- According to Huff, employees use all modes of transportation. Huff provided the numbers below:
 - ~1,900 badge swaps on buses.
 - ~1,450 badge swaps on transit connectors like the ferry.

If your company provides commuter benefits, approximately what percentage of employees participate in this program?

- Huff said the following commuter benefits are provided to employees:
 - Access to free shuttles and ferries.
 - Reimbursement on all transit.
 - Emergency rides home.
 - Carpools/Vanpools.
 - Incentives for alternative commute modes.
 - EV charging on site.
 - Coming soon: bike share.

- *What counties are your employees commuting from?*
- Huff mentioned Genentech employees commute from all over the Bay Area region.

Do you collect information on your employee's commute or travel modes?

- Yes, Genentech collects information on employees' commute and travel modes.

If you answered yes to the following question, what do you think would make your employees more inclined to use transit?

- According to Huff, improving the connectivity between modes of transportation would be beneficial for employees to reduce travel time.
- In addition to reliable connectivity, affordable transit would also encourage more employees to use transit.
- Huff mentioned it would be beneficial for employers to partner in investing and expanding other services like on-demand shuttles and bike share programs.



Regional Transit Connections Plan

Google Meeting

Wednesday, March 20, 2024

1:00 p.m. – 2:00 p.m.

Attendance

Meeting Participants

- Michael Wooley-Ousdahl, Transportation Planning and Operations Manager, Google

Project Team

- Charlsie Chang, SMCTA
- Patrick Gilster, SMCTA
- Amy Linehan, SMCTA
- Danielle Berger, Kearns & West
- Juan Cabrera, Kearns & West

Introductions

Danielle Berger, facilitator from Kearns & West, led the round of introductions.

RTC Program Overview

Patrick Gilster, SMCTA, provided an overview of SMCTA, funding programs like Measure A and W, and other current/planned projects.

Gilster then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.

- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

Gilster noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program’s Framework and Plan Development will carry into September 2024.

Amy Linehan concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Berger led a series of discussion questions; these questions and participant’s responses are summarized below.

Approximately, how many employees do you represent?

- Wooley-Ousdahl mentioned there are around 25,000 Google employees in the region, with 2,500 of those being YouTube employees in San Bruno.

If your company has requirements for working from the office, how many days a week do staff work from the office?

- According to Wooley-Ousdahl, while Google’s requirements for working from the office varies across departments, there is a baseline requirement of working from the office a minimum of 3 days per week.

How do your employees travel to and from work?

- Woodley-Ousdahl responded with “all of the above” to the list of transportation modes. He said, generally around 50% of employees commute by means other than driving alone.
- Shuttle ridership continues to improve every month at Google.

If your company provides commuter benefits, approximately what percentage of employees participate in this program?

- According to Woodley-Ousdahl, Google provides a range of commuter benefits, and about 50-70% of employees take advantage of those benefits.

What counties are your employees commuting from?

- Woodley-Ousdahl mentioned Google employees traveled from all surrounding counties, including Marin County. Based on shuttle ridership data, Woodley-Ousdahl provided the following estimates:

- 35% from San Francisco County
- 45% from Santa Clara County
- 10% from San Mateo County
- 8% from City of San Bruno

Do you collect information on your employee's commute or travel modes?

- Google does collect information on employee's commute or travel modes using a rolling survey and tracking habits. This survey is generated weekly.

If you answered yes to the following question, what do you think would make your employees more inclined to use transit?

- According to Woodley-Ousdahl, direct routes, efficiency, and travel time are priorities for Google employees.
- Additionally, safety throughout all modes of transportation, including walking, are important to consider.



Regional Transit Connections Plan

Newark Promotores, Community Based Organization Meeting

Wednesday, March 25, 2024

4:00 p.m. – 5:00 p.m.

Attendance

Meeting Participants

- Miriam
- Olivia
- Diana
- Alejandra
- Kitty
- Maria
- Emma

Project Team

- Charlsie Chang, SMCTA
- Danielle Berger, Kearns & West
- Juan Cabrera, Kearns & West

Introductions

Juan Cabrera, facilitator from Kearns & West, led the round of introductions. Most participants indicated that personal cars are their primary mode of transportation. Some noted using public transportation but find it to be inefficient and difficult to rely on.

RTC Program Overview

Cabrera provided an overview of SMCTA, funding programs like Measure A and W, and other current/planned projects.

He then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.
- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

Cabrera noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program’s Framework and Plan Development will carry into September 2024.

Cabrera concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Cabrera led a series of discussion questions; these questions and participant’s responses are summarized below.

What is your connection to San Mateo?

- Most participants mentioned their connection to San Mateo is related to work/school and visiting family/friends that live in San Mateo County.

With what frequency do you or members of your community travel to other counties for work, school, errands, or other reasons?

- Participants indicated traveling to other counties 3 to 6 days per week.
- Some participants mentioned they frequently travel during the weekend to visit family.

If you or members of your community travel to other counties, when do you usually travel?

- The participants indicated traveling to work during and outside peak hours.

How do you or members of your community travel between San Mateo County and other counties?

- When traveling between San Mateo County and other counties, participants mentioned using their personal cars or carpooling with family or friends.
- One participant mentioned public transportation is not reliable, which makes it difficult to use for work. They fear they will be late for work.
- A participant, employed at Google as janitor, mentioned Google has transportation services that they cannot access.

What would make you or members of your community more inclined to use transit?

- Most participants indicated having more direct routes, shorter waiting times, and more regional connections would incline them to use transit more.
- A participant mentioned that the waiting time for public transportation is too long and having more connections is very important.
- Another participant shared a similar issue with waiting times. They mentioned missing the bus by just 2 minutes leads to an extra wait time of 30 minutes.
- One participant shared the feeling of being unsafe at bus stops and that signage of routes being unclear.
- A participant indicated the importance of expanding public transportation and reducing the number of cars on the roads to greatly reduce contamination and help our environment.



Regional Transit Connections Plan

El Concilio of San Mateo County

Thursday, April 25, 2024

12:00 p.m. – 1:00 p.m.

Attendance

Meeting Participants

- Amy Arrellin
- Litzy Cortez
- Elia Amenta
- Ana Aguilar
- Marvin Bamaca
- Delfina Sanchez
- Patricia Calderon
- Julisa Gonzalez
- Maria Nepita Hernandez
- Kenia Najjar M
- Teresa Perez
- Laura Rubio
- Aurelio Huizar, El Concilio Program Manager

Project Team

- Charlsie Chang, SMCTA
- Jenniver Vazconcelo, Kearns & West

RTC Program Overview

Jennifer Vazconcelo, Kearns & West, provided an overview of SMCTA, its funding programs, and other current/planned projects.

Vazconcelo then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.
- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

Vazconcelo noted a draft existing conditions analysis and project inventory has been completed. Community and stakeholder engagement began in February 2024 and is expected to conclude in April 2024. A Capital Improvement Program is expected to be completed in May 2024 while the Program’s Framework and Plan Development will carry into September 2024.

Vazconcelo concluded by describing planned stakeholder and community engagement activities.

Group Discussion

Vazconcelo then led the group through a series of discussion questions; these questions and participants’ responses to them are summarized below.

What is your connection with San Mateo County?

- Most participants reside in San Mateo County and primarily commute by car, with minimal bus usage.
- One attendee arrived via bus to the meeting, while the rest drove.

How often do you/those in your community travel to another county for work, school, errands, other reasons?

- People generally travel to other counties 1-2 days per week or less frequently, mainly for recreational purposes.
- Weekday travels are often for work during rush hours, while weekends see recreational outings outside of peak hours.

If you/those in your community travel to another county, when do you typically travel?

- Weekday travel occurs during rush hours for work, while weekend trips for leisure are usually outside peak times.

How do you/those in your community travel between San Mateo County and other counties?

- Personal cars are the preferred mode of transportation due to convenience, especially for families with children, and to avoid lengthy waiting times.
- Some participants, however, rely on public transportation and carpooling.

What would make you/those in your community with more inclined to use transit?

- Participants identified several factors that would encourage more transit use, including:

- Proximity of transit stops to residences and workplaces.
- More direct routes.
- Reduced wait times
- Education on transit options
- Affordable fares.
- Enhanced local bus and shuttle connections.
- Reliable schedules.



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Appendix 5: Pop-Up Event Summaries



RTC Pop Up Summary: February – June 2024

Date	June 18, 2024
Project	Regional Transit Connections Plan (RTC)
Subject	Community Engagement: Pop-Ups

Pop Ups Overview

The Engagement Team held 10 pop ups in the project area, listed in Table 1. Counties and areas reached included:

- East Bay/Alameda County (5)
- San Mateo County (4)
- Santa Clara County (1)

Pop up locations, types, and times were designed to reach a range of communities. Each event was designed to share information about the Regional Transportation Connections effort and to learn about the public’s travel behaviors to help SMCTA shape project funding priorities. Participants were encouraged to complete an online survey to provide input on their travel behaviors and what they’d like to see in the future.

Each pop-up was scheduled to run for roughly 3-4 hours, and between 2-4 staff were present at each.

FORMAT & MATERIALS

Pop ups were designed either as tables at community events or as canvassing opportunities where staff would engage the public on transit routes and at stations within the project area.

Canvassing Format

Staff held four canvassing pop-ups. Staff brought survey cards into transit stations and onto regional transit vehicles to share survey information with the public. Canvassing activities took place onboard the South San Francisco ferry route to/from Oakland and at BART stations/on BART in Fremont and Hayward.

Tabling Format

Staff hosted tabling booths at six events. Along with survey cards, tabling booths also included interactive poster boards and a map of the project area for participants to engage with.

Materials

- Survey Card (100)
 - QR codes on survey cards had specific collector links to track engagement from in-person events.
- Interactive Poster Boards (2)*
- Table Map (1)*
- Fact Sheets (100 English, 50 Spanish, 50 Chinese)
- Activity Stickers *

* Indicates use at tabling events only.

SCHEDULE

The schedule for RTC pop ups was developed with the following considerations:

- Reaching audiences in a variety of neighborhoods within the project area.
- Reaching desired and diverse community members, including those with a primary language other than English
- Proximity to relevant major corridors
- Expected reach/attendance at local events

2024 Date	Pop-Up	Format	City	Number of Activity Participants
Thursday, March 21	Ferry Station	Canvassing	South San Francisco	N/A
Tuesday, March 26	BART Station	Canvassing	Fremont	N/A
Thursday, March 28	BART Station	Canvassing	Hayward	N/A
Wednesday, April 3	Ferry Station	Canvassing	South San Francisco	N/A
Wednesday, April 10	Downtown San Leandro Farmers' Market	Table	San Leandro	14
Thursday, April 11	Daly City Certified Farmers' Market	Table	Daly City	25
Saturday, April 13	Love Our Earth Festival	Table	East Palo Alto	32
Saturday, April 20	Pacifica Whalefest	Table	Pacifica	30
Sunday, April 21	Earth Day Festival	Table	Palo Alto	12
Saturday, April 27	Downtown Library – Author's Event	Table	Redwood City	9

Table 1: Pop Up Schedule

Key Takeaways

Tabling events included opportunities for visitors to participate in a dot-voting activity. Some also submitted comment cards to add context to their activity responses. Comment cards were submitted from four of the six tabling events.

General sentiments toward the project were neutral to positive, as many people had improvements they'd like to see in the region's transit. The most common themes that arose in the comment cards were County Connections, Travel Mode/Multi-Modality, and Accessibility.

COMMON THEMES AND SENTIMENTS

County Connections

At least 18 visitors to the pop-up booths were concerned with better and more direct connection routes between and within counties. One person noted that there's a "drastic difference" in the ability to get around in comparison to San Francisco. The following examples were cited by respondents for how to improve regional transit:

- Bus from Pacifica to downtown San Francisco.
- Ferry from San Mateo County to Alameda County.
- Micro-transit connections from Palo Alto (Santa Clara) to Menlo Park (San Mateo).
- Buses between San Francisco and Stanford.
- Ferry between South San Francisco and Oakland or Oakland airport.
- Palo Alto Transit Center to San Francisco International Airport (SFO) and San Jose airport.
- Discontinued VTA line 22 from Palo Alto to Menlo Park.
- Discontinued SamTrans bus through Paige Mill Road.
- Connections between San Mateo bridge and Dumbarton bridge.

Multimodal Travel

At least 17 of the 30 comment cards speak directly to modes of travel that the commenters are currently using. These visitors often indicated using multi-modal methods to get around, and some specifically cited a desire for more options moving forward.

- At least one person referenced a need for better "micro transit" options, like "Palo Alto link."
- One person from Palo Alto referenced an app called "GoGo [Grandparent]," which is a ride-share app designed for seniors' mobility needs.
- A couple of people referenced vanpool and work shuttles as additional options for getting around.
- A Pacifica resident suggested having local buses to shuttle residents to rail stations.

There were multiple comments specific to people who bike as a mode of transportation. Comments about cycling were focused on the following:

- Infrastructure available for bringing bikes on other transit modes.
- Options for riders to track which busses have bike racks.
- Two people at the San Leandro pop-up recommended improvements to bike lanes and closing gaps (potentially in the Bay Trail bike path).

Accessibility

Accessibility was highlighted in around nine of the comment cards. Some of these comments were specific to needs for seniors and people with disabilities and included suggested improvements like more bus stops and more reliability. One person mentioned that they would like to take transit but can not due to lack of accommodations for their wheelchair, and said they hope future CalTrain ramps can accommodate wheelchairs 4ft long.

Some comments spoke to geographical accessibility, including:

- Concerns that El Camino Real and 101 have great transit, but away from the corridor it's "slim pickings," and much more difficult to navigate.
- From a cyclist, concerns that the Bay Trail on the "San Mateo side" has better access than East Bay.
- Many people go between Palo Alto and Menlo Park to receive health services, and they would be benefitted by better transit options between the two.

Travel Reliability and Frequency

At least eight visitors to the pop-up booths mentioned challenges with transit reliability or long wait times.

- At the San Leandro pop-up, someone mentioned the transfer from Daly City having a long wait. They also mentioned that the wait for paratransit is "too long."
- At the Daly City Farmers Market, someone mentioned that the bus has an over one-hour wait, and that they'd like more reliable transit options.
- Someone at Palo Alto shared a desire for "better real-time train times, especially with CalTrain."

Affordability

At least eight of the 30 comment cards received were related to affordability. One person shared that the cost of paratransit (\$10) is expensive. Among participants' desires for addressing affordability were:

- Services for people with low incomes, including seniors who may be on fixed incomes.
- More affordable and/or free shuttles from CalTrain station.
- Free transit to expand opportunities.
- Reducing or removing parking fees at BART and CalTrain stations.

Rider education

Various forms of rider education were highlighted in about four of the thirty comment cards as transit improvements. Examples of rider education people wanted to see included:

- Better signage, website, and announcements.
- Transit etiquette for youth (i.e. seat priority for elderly, behaving in public spaces, etc.).
- Free education services that include financial health planning for people with low incomes.
- Education on how to read transit information and Estimated Time of Arrival (ETA) on Google Maps.

Safety

Three of the comment cards spoke specifically to safety concerns, including:

- CalTrain Millbrae station is unsafe.
- Broken glass is a safety issue in bike lanes.
- Background checks for shared community shuttles/vanpools.

Other/Miscellaneous

A few comments were made regarding infrastructural improvements, community inclusion, and commuting needs.

- One commenter stated that they prefer more traffic congestion relief, and that the current state of housing density isn't conducive to transit improvement.
- Two commenters shared a desire for community inclusion. One, a resident of South San Francisco, said they are interested in volunteering. Another, who owns St. Mark's Medical Transport, said they'd like to collaborate better to help fill transit gaps for the Filipino and low-income elderly communities they serve.
- One commenter said they'd like to see better connections between work and employer hubs.

ACTIVITY BOARD FEEDBACK

The tables below display the total tally of responses to questions on the pop up activity boards.

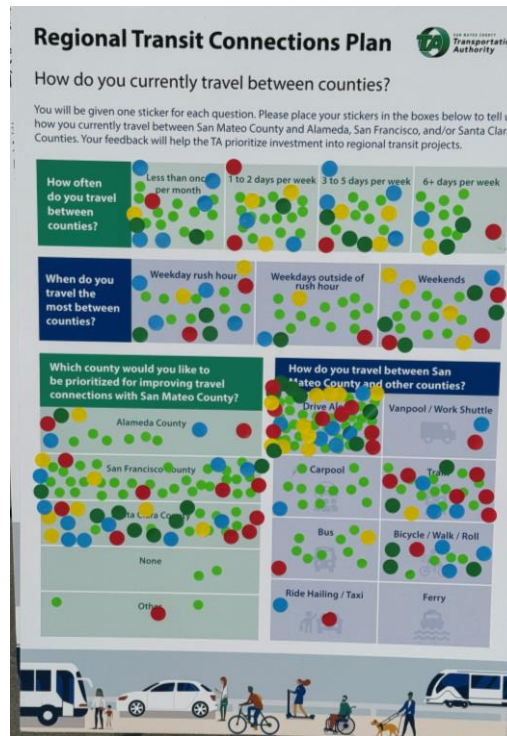
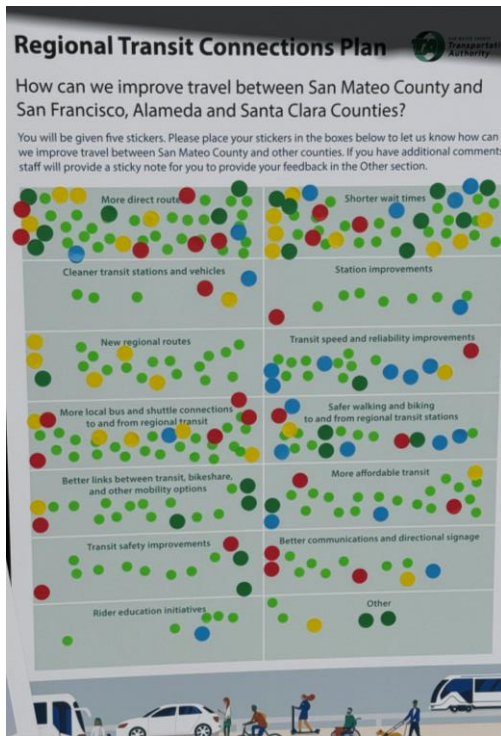


Image 1: Pop Up Activity Boards

How often do you travel between counties?

Frequency of travel	Feedback/Tally
---------------------	----------------

Less than once per month	46
1 to 2 days per week	53
3 to 5 days per week	37
6+ days per week	27

Table 2: Travel Frequency

When do you travel the most between counties?

Times of travel	Feedback/Tally
Weekday rush hour	43
Weekdays outside of rush hour	41
Weekends	60

Table 3: Travel Times

Which county would you like to be prioritized for improving travel connections with San Mateo County?

County	Feedback/Tally
Alameda	34
San Francisco	79
Santa Clara	53
None	3
Other	4

Table 4: Travel Connections

How do you travel between San Mateo County and other counties?

Mode of travel	Feedback/Tally
----------------	----------------

Drive alone	108
Carpool	32
Bus	31
Ride hailing / Taxi	2
Vanpool / Work shuttle	2
Train	51
Bicycle / Walk / Roll	19
Ferry	5

Table 5: Mode of travel

“How can we improve travel between San Mateo County and San Francisco, Alameda and Santa Clara counties?”

Form of improvement	Feedback/Tally	Form of improvement	Feedback/Tally
More direct routes	78	Shorter wait times	81
Cleaner transit stations and vehicles	24	Station improvements	14
New regional routes	30	Transit speed and reliability improvements	43
More local bus and shuttle connections to and from regional transit	65	Safer walking and biking to and from regional transit stations	45
Better links between transit, bikeshare, and other mobility options	30	More affordable transit	50
Transit safety improvements	36	Better communications and directional signage	22
Rider education initiatives	12	Other	13

Table 6: Transit Improvements

Evaluation

RESULTS

There was a total of 933 responses to the survey. From that number, 153 people participated through a link received at one of the pop ups, equating to 16.4% of the total respondents.

- 118 pop up respondents completed the survey between March 21 and April 9, 2024, during canvassing and prior to tabling events.
- 33 pop up respondents completed the survey between April 10 and April 30, 2024, from the start of tabling events through the close of the survey.

LESSONS LEARNED

- Additional indicators on the comment cards to signify the tone of a comment (i.e. an area for improvement, a satisfactory or positive current condition, etc.) could be helpful for summarizing context from future events.
- Dedicating certain color stickers for different events would also help for summarizing responses to poster board activities.
- A count of total visitors to the booth would be helpful for contextualizing what percentage of visitors also participated in the activities.



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Appendix 6: Virtual Public Meeting Summary



Regional Transit Connections Plan

Virtual Community Meeting

Wednesday, April 3rd, 2024

Overview

The San Mateo County Transportation Authority (SMCTA) convened a virtual community meeting for the Regional Transit Connections (RTC) Program on April 3rd, 2024, from 6:00 – 8:00pm. The meeting was held via Zoom and noticed through SMCTA’s virtual communication channels, including social media and press releases. Meeting materials are available online on SMCTA’s website here: <https://www.smcta.com/RTC>

Introductions

Danielle Berger, facilitator from Kearns & West, welcomed attendees and led introductions of the project team.

RTC Program Overview

Patrick Gilster, SMCTA, provided an overview of SMCTA, application of local funding programs like Measure A and W, and SMCTA’s other current/planned projects. Gilster explained that Measure W created a new SMCTA program category as part of the expenditure plan, 10% of the revenue going toward the RTC program.

Gilster then described the RTC Program, explaining that its purpose is to develop guidance for a new grant program will fund transit improvements that connect San Mateo County with San Francisco, Alameda, and Santa Clara Counties. Its goals include:

- Understanding the transportation habits between San Mateo County and adjacent counties.
- Identifying regional transit improvements that can improve the experience for inter-county travelers.
- Identifying regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

He concluded by giving an overview of the RTC plan schedule, the upcoming steps that will be taken throughout 2024. This includes a community and stakeholder engagement campaign, the drafting of a Capital Improvement Program (CIP), and development of the RTC's framework.

Existing Conditions Summary and Project Inventory

Erik Bird, Senior Transportation Planner at WSP, provided an overview of the existing conditions summary and project inventory. Bird presented the high-level findings in the existing conditions report focused on intercounty transit services provided by Bay Area Rapid Transit (BART), San Mateo County Transit District (SamTrans), and Caltrain among others. In addition, Bird presented a list of plans and studies that were reviewed to compile an inventory of capital/operational projects and program/policy recommendations for rail, express bus, or ferry services that could be eligible for the RTC Program.

Community & Stakeholder Engagement

Amy Linehan, Government and Community Affairs Officer for SMCTA, led the community and stakeholder engagement section of the presentation, providing a list of upcoming engagement opportunities including pop-up events and group discussion meetings.

Group Discussion

Berger led the group through a series of discussion questions; these questions and participants' responses to them are summarized below.

Where do you regularly travel to outside of San Mateo County and how do you get there?

- One participant mentioned traveling to San Francisco and Fremont on a regular basis. They use Caltrain to San Francisco and drives to Fremont, as it is the fastest way to get there according to his experience.
- Another participant mentioned they travel frequently to San Francisco, Santa Clara County, and Alameda County. In their experience, traveling to Alameda County using public transportation is long and slow because of delays in transit schedules in infrequent service.

Where would you like to go on transit outside of San Mateo County that you cannot right now?

- Participants expressed a desire use transit to travel from San Mateo County to Alameda County, including Fremont specifically. Doing so would be facilitated by improvements to the bus schedule across the Dumbarton Bridge. Weekend availability, faster routes, and bus lanes on the Dumbarton Bridge were the improvements suggested provided by the participant.

What would make it easier for you to take transit to/from San Mateo County?

- Participants mentioned faster routes, bus lanes, better wayfinding, and increased transit frequency are improvements that would make it easier to take transit.
- One participant expressed the importance of decreasing transit travel times to entice people to use transit.
- Reliability was another improvement participants agreed would make it easier to take transit.
- One participant expressed investing in the Redwood City Transit Station to make service more reliable and increase the frequency of transit routes.

During this discussion, participants asked whether Caltrain and Fastrack would be eligible for these funds to make services more frequent and reliable. Gilster explained that these funds are available to regional service providers and are eligible as long as they are increasing and improving their transportation services.

Is there a type of regional transit (ferry, bus, trains, etc.) that you think should be prioritized for improvements, and why?

- A participant mentioned improving Caltrain service, availability of buses, and reliability of transit broadly.
- Participants agreed investments in buses, like the Dumbarton Express, should be prioritized. Adding connections as well as making transportation more accessible and affordable should be a priority as well.
- One participant expressed the need to make regional transportation more reliable. They mentioned transit improvements from San Mateo County to Alameda County are essential for those who travel frequently to both counties.



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Appendix 7: Working Group Meeting Agendas



Regional Transit Connections Plan

Working Group Meeting #1

Monday, February 12, 2024

2:30pm – 4:00pm

Zoom Information

- Meeting Link: <https://kearnswest.zoom.us/j/81728888423?pwd=IS3y4CTNWa4DxCJsEVQUZprSfZaS40.1>
- Dial-In: (833) 548-0276
- Meeting ID: 817 2888 8423
- Passcode: 643645

Time	Topic	Lead
2:30pm	Welcome, Introductions, and Agenda Review	Danielle Berger, Facilitator
2:40pm	Regional Transit Connections Plan Overview <ul style="list-style-type: none"> • Current SMCTA Projects and Programs • RTC Program Overview and Timeline 	Patrick Glister, SMCTA
2:55pm	Existing Conditions Summary <ul style="list-style-type: none"> • Overview of Existing Regional Transit Network • Key Findings • Project Inventory Summary 	Erik Bird, WSP
3:20pm	Community and Stakeholder Engagement <ul style="list-style-type: none"> • Activities and Key Audiences 	Amy Linehan, SMCTA
3:30pm	Next Steps & Action Items <ul style="list-style-type: none"> • Working Group Meeting #2: Capital Improvement Program • Existing Conditions Report Review • Project Inventory Review 	Patrick Glister, SMCTA
3:40pm	Questions and Wrap Up	All

4:00pm	<i>Adjourn</i>	
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Regional Transit Connections Plan

Working Group Meeting #2

Wednesday, May 8, 2024

3:00pm – 4:00pm

Zoom Information

- Meeting Link: <https://kearnswest.zoom.us/j/86505328517>
- Dial-In: (669) 444-9171
- Meeting ID: 865 0532 8517

Time	Topic	Lead
3:00pm	Welcome, Introductions, and Agenda Review	Danielle Berger, Facilitator
3:05pm	Project Status <ul style="list-style-type: none"> • Schedule • Future Working Group Meetings 	Patrick Glister, SMCTA
3:10pm	Recap of Working Group Meeting #1 <ul style="list-style-type: none"> • RTC Program overview and timeline 	Patrick Glister, SMCTA
3:20pm	Existing Conditions Summary and Project Inventory <ul style="list-style-type: none"> • Recap Working Group members’ feedback 	Erik Bird, WSP
3:30pm	Draft Capital Improvement Program (CIP) <ul style="list-style-type: none"> • CIP overview 	Erik Bird, WSP
3:40pm	Group Discussion <ul style="list-style-type: none"> • Of the projects listed: <ul style="list-style-type: none"> ○ What is missing? ○ Is there any incorrect information? ○ Should any be removed? • How would you assign priority to the projects identified? 	All
3:55pm	Next Steps & Action Items <ul style="list-style-type: none"> • Working Group Meeting #3: Program Framework and Community Engagement Recap 	Patrick Glister, SMCTA

4:00pm	<i>Adjourn</i>	
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Regional Transit Connections Plan

Working Group Meeting #3

Thursday, May 30, 2024

3:00pm – 4:00pm

Zoom Information

- Meeting Link: <https://kearnswest.zoom.us/j/81070854043?pwd=tmUMMybvCiuigOdkKuWsUpviOmDK2j.1>
- Dial-In: (669) 444-9171
- Meeting ID: 810 7085 4043

Time	Topic	Lead
3:00pm	Welcome, Introductions, and Agenda Review	Matt Marvin, Facilitator
3:05pm	Project Status <ul style="list-style-type: none"> • Schedule • Future Working Group Meetings 	Patrick Gilster, SMCTA
3:10pm	Public Engagement Feedback <ul style="list-style-type: none"> • Overview of audiences engaged and key feedback 	Matt Marvin, Facilitator Mikaela Sword, WSP
3:30pm	Group Discussion <ul style="list-style-type: none"> • Engagement Feedback • Potential Policy Considerations <ul style="list-style-type: none"> ○ Program Goals ○ Program Structure ○ Program Frequency 	All
3:55pm	Next Steps & Action Items <ul style="list-style-type: none"> • Working Group Meeting #4: Review draft RTC Plan and assess priority projects 	Patrick Gilster, SMCTA
4:00pm	Adjourn	



Regional Transit Connections Plan

Working Group Meeting #4

Tuesday, July 30, 2024

1:00pm – 2:00pm

Zoom Information

- Meeting Link: <https://kearnswest.zoom.us/j/88213111547?pwd=3IGIXTMbxpMezAqh9a7xZhKbAewCx1.1>
- Dial-In: (669) 444-9171
- Meeting ID: 882 1311 1547
- Passcode: 861989

Time	Topic	Lead
1:00pm	Welcome, Introductions, and Agenda Review	Danielle Berger, Facilitator
1:05pm	Project Status <ul style="list-style-type: none"> • Schedule • Future Working Group Meetings 	Patrick Gilster, SMCTA
1:10pm	Program Guidelines and Evaluation Criteria	Patrick Gilster, SMCTA Erik Bird, WSP
1:55pm	Next Steps & Action Items	Patrick Gilster, SMCTA
2:00pm	Adjourn	



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Appendix 8: Draft Plan Comments

APPENDIX 8: DRAFT PLAN COMMENTS

The Draft RTC Plan was published online on Monday, August 26th, 2024, and was available for public and stakeholder comment until Friday, September 20th, 2024. The draft RTC Plan was made available online with an easy-to-use virtual platform that enabled participants to place comments directly in the document online without having to download it. The virtual platform was available through the TA’s website. The project team also made a presentation to the TA Board of Directors on Thursday, September 5th, 2024. Thirty-five comments were received on the plan.

Table 17 provides a summary of comments received during presentations and online through the virtual tool. The table also documents how comments were answered or addressed by the project team.

Table 17: Draft RTC Plan Comments

Number	Comment	Resolution	Commenter
1	Page 2: “Recommendations 2030” should be renamed to be clearer. Also we should say Dumbarton Highway Bridge to clarify.	Project name in Table 8 and Table 16 updated to Enhanced Dumbarton Express Bus Service and Extended Rail Service.	Chris Espiritu, SamTrans
2	Page 2: Test	No action taken.	David Pape, Caltrain
3	Page 3: No parentheses on some abbreviations. Check for consistency	Parentheses are included for acronyms/abbreviations that are used more than once. No action taken.	David Pape, Caltrain
4	Page 8: The analysis covers demographics, income profiles, and commute patterns, but lacks any mention of customer experience. Since service quality is a key goal of the Measure W program and part of the evaluation criteria, including data on user satisfaction/service quality will be valuable.	Customer satisfaction and service quality information varied between agencies and individual agencies will need to show how a potential project addresses the individual agency’s customer experience issues when submitting for a future grant application/request. No action taken.	Jennifer Raupach, WETA
5	Page 10: 1.1. Table 1: WETA’s 2023 average weekday ridership = 7,839. Table 1 shows 2022 numbers for WETA. Please revise the weekday ridership, percentage change, and the text that describes WETA’s ridership recovery. Per 2023 ridership, WETA is one of the operators that show strong recovery since pre-pandemic.	Table and text updated to reflect increased 2023 ridership.	Jennifer Raupach, WETA

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6	Page 23: Move this project towards the end of the list. That way, all express bus projects are grouped together.	Express Bus Capital Upgrades project moved below US 101/SR 92 Mobility Hub in Table 8 and Table 16.	Chris Espiritu, SamTrans
7	Page 23: Dumbarton Corridor Transitway - can we update this to how we list it in the RFP to "Dumbarton West Busway Corridor Project" and we should update the description to match this. SamTrans can provide a paragraph if you need it.	Name of project updated to Dumbarton West Busway Corridor Project in Table 8 and Table 16. Description updated per email from SamTrans.	Chris Espiritu, SamTrans
8	<p>Page 23: Per previous comments this project has been broken into two phases. It should also show both Capital and Operating as it includes both, with phase 1 being just O&M costs. Below are the details of the project.</p> <p>Phase 1 (increase 4tphpd to 6tphpd) no capital costs, \$562M in total incremental O&M costs</p> <p>Phase 2 (increase 6tphpd to 8tphpd) \$729M in total incremental O&M costs and \$1862M capital. Total project costs for Phase 2 \$2592M</p> <p>This is consistent with what MTC is assuming for PBA50 and T50+</p> <p>Note: Capital improvements include additional EMU fleet; level boarding at station platforms; more train storage; minor track work; station improvements; and hold-out rule elimination at two stations. A few of these improvements are listed as separate projects, such as level boarding, because they could be pursued separately, but are needed in order to operate 8tphpd.</p>	Project split into three phases in Table 8 and Table 16, two for operations and one for capital.	David Pape, Caltrain

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9	<p>Page 23: 3. CIP Summary List of Projects, Project Inventory, and Project List (Table 8, Table 12, Table 16)</p> <p>3.1. CIP list should align with projects and programs referred to in the WETA 2050 Service Vision Plan and Expansion Policy</p> <p>3.2. What does “eligible sponsor” mean? There are several projects listed with incorrect information and it is unclear as to what data source were used:</p> <p>3.2.1. The second SSF terminal: This project was led by the City of SSF, and WETA is not involved or an eligible sponsor.</p> <p>3.2.2. Existing SSF terminal: For electrification, refer to WETA’s zero-emission CEC blueprint.</p> <p>3.2.3. Hovercraft project: WETA only led the feasibility study; being listed as an eligible sponsor seems incorrect. Refer to WETA’s hovercraft feasibility study for details/findings.</p> <p>3.2.4. Redwood City Ferry Terminal, service operation, and vessels: Refer to the Port of Redwood City’s Ferry Terminal Business Plan and EIR for sponsor and cost details.</p>	<p>3.1: Additional projects would still be eligible in the future as long as they are consistent with the intent of the RTC Program. The CIP is a snapshot in time of project needs. No action taken.</p> <p>3.2: Eligible sponsor indicates which agency is eligible to apply for the RTC Program as the lead transit agency applicant. This does not indicate that a specific agency is responsible for project development or funding. As part of the CIP development, we asked each transit agency to identify if they were supportive of the projects which may be developed by a separate agency but will benefit the transit agency. For instance, the Redwood City Ferry Terminal project is being developed by the City of Redwood and the Port of Redwood City. However, WETA is the eligible sponsor who could apply to this program on behalf of the City of Redwood and Port of Redwood City who could be the implementing agency. No action taken.</p> <p>3.2.1: See comment above about eligible sponsors. No action taken.</p> <p>3.2.2: Project information can be updated closer to a Call for Projects cycle. No action taken.</p> <p>3.2.3: This project was included in the initial project inventory but is not part of the final CIP. No action taken.</p> <p>3.2.4: Project information can be updated closer to a Call for Projects cycle. No action taken.</p>	Jennifer Raupach, WETA
10	<p>Page 27: Can this fund service planning? I think that should be a consideration given the requests for expanded service, improved transfers, etc.</p>	<p>RTC Program funds may not be used to support existing operations and are intended to support new or expanded services. No action taken.</p>	David Pape, Caltrain
11	<p>Page 28: SFMTA submittals may not be included in Plan Bay Area. Please more clearly define “should align.”</p>	<p>RTC Program submittals should align with PBA 2050+ goals and don’t necessarily need to be included in the plan. No action taken.</p>	Steve Boland, SFMTA

Number	Comment	Resolution	Commenter
12	Page 28: SFMTA submittals may not be included in Plan Bay Area. Please more clearly define “should align.”	RTC Program submittals should align with PBA 2050+ goals and don’t necessarily need to be included in the plan. No action taken.	Steve Boland, SFMTA
13	Page 28: To make sure I understand. The program covers systemwide projects but only for the portion located in San Mateo? For example, we have a PA overhaul project. If we apply for this funding, it will only be applicable to the stations in San Mateo? Confirming it is the intent.	As stated in the plan, RTC Program funding will only contribute up to a “fair share contribution”, which may be calculated based on the proportion of a project located within the County for capital projects. So, projects will receive greater proportions of funding if they’re located primarily in San Mateo County. Funds for the other station can be considered as match for the overall project. No action taken.	David Pape, Caltrain
14	Page 28: Are enhancement projects eligible in the RTC? A lot of SOGR project are actually enhancement at the same time. For example, a project that replaces an asset that reached the end of its useful life with a new asset that is better, will increase the reliability of the system and increase the capabilities of the system. Ex.: A funded project is the VMS Replacement. It was to replace the old obsolete VMS with new VMS with more capabilities. Would it be eligible?	As stated in the plan, operations funds may not be used to support existing operations and are intended to support new or expanded services. Expanded services may include increased frequencies, customer experience programs, or service level augmentation for existing routes. No action taken.	David Pape, Caltrain
15	Page 29: Again, the SFMTA’s preference would be for a two-year cycle.	This will be taken into consideration. No action taken.	Steve Boland, SFMTA

Number	Comment	Resolution	Commenter
16	<p>Page 29: Higher levels of frequency, shorter wait times, and reliability/improved transit speeds were all cited as desired transit improvements or improvements that might attract riders. It's great to see operations may be funded through this program, however, Caltrain faces some unique challenges that very likely make service expansion applications impossible. First and foremost Caltrain's biggest need is funding to maintaining existing service. However, if we were in a position to increase service we still face the challenges of finding an equivalent funding source in adjacent counties to cover the proportionate share of service costs, higher costs for increased rail service, and limitations on subsequent applications for future cycles.</p>	<p>Given the relatively small RTC Program funding amounts, these types of projects may be more appropriate for a different funding program. No action taken.</p>	<p>David Pape, Caltrain</p>
17	<p>Page 29: Can you provide more details on the 'Call for Projects,' including the timeline and process? Even high-level information would be helpful.</p>	<p>This will follow the standard Calls for Projects process which generally consists of a six-month process from Call for Projects release to program adoption. The TA strives to announce all Calls for Projects at the beginning of each calendar to help jurisdictions plan and budget for matching funds. Generally, once a Call for Projects is released sponsors get two months to prepare and submit applications, the TA gets two months to review applications, the following month the draft program awards get presented to the TA CAC and Board, and then the final program of projects gets adopted in the subsequent meeting. No action taken.</p>	<p>Jennifer Raupach, WETA</p>

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18	<p>Page 29: Would pilot projects, for market testing or operation viability for alternate fuels, be eligible for funding?</p> <p>Would transit access programs for existing services qualify for funding? WETA plans to develop a transit access policy that supports ridership growth and first-last mile solutions as part of the 2050 Business Plan.</p>	<p>Pilot projects similar to the ones listed may be eligible but most likely would not score as highly as others. Transit access programs would be eligible as a first/last-mile project. No action taken.</p>	<p>Jennifer Raupach, WETA</p>
19	<p>Page 29: Please see previous comment.</p>	<p>This will be taken into consideration. No action taken.</p>	<p>Steve Boland, SFMTA</p>
20	<p>Page 29: To clarify, there is no limitation on the number of cycles for micromobility ops? In the ops policy section it says a project is no longer considered new after two cycles and can only apply for one round of subsequent funding. Does that not apply here?</p> <p>Also does this require the same level of match stated in the ops policies?</p>	<p>Operations projects are no longer eligible for RTC Program funding if they have received funding from two Call for Projects cycles. This applies to all projects. For micromobility, if RTC funds are used to create a program then the micromobility program would be eligible for up to \$2M each cycle with no limit. This compromise was established to find a more sustainable way to provide an operating subsidy for micromobility to promote transit access but at a reduced level then the operating subcategory. No action taken.</p>	<p>David Pape, Caltrain</p>
21	<p>Page 29: It's great to see the program provides an opportunity to seek funding to develop an access improvement plan without a required match</p>	<p>Noted. No action taken.</p>	<p>David Pape, Caltrain</p>

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22	<p>Page 29: In MTC’s experience with the Baywheels program, our estimated operating cost for a small city with a limited number of bikeshare stations (about 10) is estimated to require approximately \$500,000 per year to support operations. The proposed limitation on \$2 million to support on-going programs would limit expansion of the program. MTC would recommend adjusting the on-going operations support to be eligible for up to \$5M to align with the rest of the first/last-mile request maximums since CFPs will occur on a four year basis.</p>	<p>This is acceptable, the TA agrees to remove the lowered maximum for bikeshare support and align it with the overall first/last-mile category maximum.</p>	<p>Laura Krull, MTC</p>
23	<p>Page 34: Clarify this sentence: this list includes projects that are not eligible. Suggest saying that Table 12 is inclusive of all projects submitted by eligible project sponsors. This list includes projects that are not eligible through the RTC. And maybe add a column that shows which one “made the cut”.</p>	<p>Text updated and column added to Table 12.</p>	<p>David Pape, Caltrain</p>
24	<p>Page 34: If certain projects are determined to be no longer valid or feasible, there should be a mechanism to make some modifications to the CIP List. Or do adjustments to the CIP List require recirculation to the Working Group or TA Board? Otherwise, agencies may be locked into this CIP list specifically with projects that may not have a path forward.</p>	<p>The CIP provides examples of projects that would be eligible for RTC Program funding. Evaluation of project submittals will occur during the Call for Projects process. No action taken.</p>	<p>Chris Espiritu, SamTrans</p>

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25	<p>Page 34: 3. CIP Summary List of Projects, Project Inventory, and Project List (Table 8, Table 12, Table 16)</p> <p>3.1. CIP list should align with projects and programs referred to in the WETA 2050 Service Vision Plan and Expansion Policy</p> <p>3.2. What does “eligible sponsor” mean? There are several projects listed with incorrect information and it is unclear as to what data source were used:</p> <p>3.2.1. The second SSF terminal: This project was led by the City of SSF, and WETA is not involved or an eligible sponsor.</p> <p>3.2.2. Existing SSF terminal: For electrification, refer to WETA’s zero-emission CEC blueprint.</p> <p>3.2.3. Hovercraft project: WETA only led the feasibility study; being listed as an eligible sponsor seems incorrect. Refer to WETA’s hovercraft feasibility study for details/findings.</p> <p>3.2.4. Redwood City Ferry Terminal, service operation, and vessels: Refer to the Port of Redwood City’s Ferry Terminal Business Plan and EIR for sponsor and cost details.</p>	See comment 9.	Jennifer Raupach, WETA
26	Page 35: Dumbarton Corridor Transitway - can we update this to how we list it in the RFP to “Dumbarton West Busway Corridor Project” and we should update the description to match this. SamTrans can provide a paragraph if you need it.	This is just the initial project inventory; we will update the project name and description in the final list of projects in Table 8 and Table 16. No action taken.	Chris Espiritu, SamTrans
27	Page 35: Same comment as Table 8.	This is just the initial project inventory; we will update the project name and description in the final list of projects in Table 8 and Table 16. No action taken.	Chris Espiritu, SamTrans
28	Page 35: Same Comment as listed in Table 8.	This is just the initial project inventory; we will update the project name and description in the final list of projects in Table 8 and Table 16. No action taken.	Chris Espiritu, SamTrans
29	Page 41: Should this reference the recommendations from the completed plan?	It’s uncertain which plan this is in reference to. No action taken.	Chris Espiritu, SamTrans

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30	Page 42: This is not a SamTrans-led/owned project. Possibly MTC or CCAG?	While this project may not be led by SamTrans, they would need to apply for RTC Funding since they are an eligible sponsor and MTC and C/CAG are not. No action taken.	Chris Espiritu, SamTrans
31	Page 42: Revise Project Name to DTSC Recommendations 2030.	Name updated in Table 8 and Table 16.	Chris Espiritu, SamTrans
32	Page 42: Revise to: Further enhance bus service on the Dumbarton Highway Bridge and extended rail service (rail shuttle from Newark to Union City)	Project description updated.	Chris Espiritu, SamTrans
33	Page 43: See comment listed on Table 8.	See comment 7.	Chris Espiritu, SamTrans
34	<p>Page 44: 3. CIP Summary List of Projects, Project Inventory, and Project List (Table 8, Table 12, Table 16)</p> <p>3.1. CIP list should align with projects and programs referred to in the WETA 2050 Service Vision Plan and Expansion Policy</p> <p>3.2. What does “eligible sponsor” mean? There are several projects listed with incorrect information and it is unclear as to what data source were used:</p> <p>3.2.1. The second SSF terminal: This project was led by the City of SSF, and WETA is not involved or an eligible sponsor.</p> <p>3.2.2. Existing SSF terminal: For electrification, refer to WETA’s zero-emission CEC blueprint.</p> <p>3.2.3. Hovercraft project: WETA only led the feasibility study; being listed as an eligible sponsor seems incorrect. Refer to WETA’s hovercraft feasibility study for details/findings.</p> <p>3.2.4. Redwood City Ferry Terminal, service operation, and vessels: Refer to the Port of Redwood City’s Ferry Terminal Business Plan and EIR for sponsor and cost details.</p>	See comment 9.	Jennifer Raupach, WETA

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