Infinite 131

Transportation Demand Management Plan

Prepared for:
City of South San Francisco
June 2024

FEHR PEERS

Table of Contents

Introduction

This report presents a Transportation Demand Management (TDM) Plan, per City of South San Francisco Zoning Code Chapter 20.400, for the proposed research & development buildings known as the Infinite 131 Project, herein referred to as the "Project." A description of the proposed project is included on the following pages.

The City of South San Francisco TDM Ordinance strives to accomplish the following goals:

- Reduce the amount of traffic generated by new nonresidential development.
- Ensure that expected increases in traffic resulting from growth in employment opportunities in the City of South San Francisco will be adequately mitigated.
- Reduce drive-alone commute trips during peak traffic periods by using a combination of services, incentives, and facilities.
- Promote the more efficient utilization of existing transportation facilities and ensure that new developments are designed in ways to maximize the potential for alternative transportation usage.
- Establish an ongoing monitoring and enforcement program to ensure that the desired alternative mode use percentages are achieved.

The City requires the Project to enact a TDM program to achieve a maximum drive alone commute mode share of 50 percent pursuant to the City's Municipal Code Chapter 20.400. Additionally, the Project must implement annual monitoring of a site-specific trip cap. These requirements are consistent with a Tier 4 classification (large office/R&D project) under the TDM Ordinance and also meet the TDM requirements established by the City/County Association of Governments of San Mateo County (C/CAG).

This TDM Plan identifies a set of strategies, measures, and incentives to encourage future tenant employees at the Project to walk, bicycle, ride transit, or carpool when commuting to and from work. In order to accomplish this goal, this plan presents a range of proven strategies and measures.

Project Description

The Project would construct 1,632,000 square feet of research & development space, 21,000 square feet of conference space, a 20,000 square foot fitness center, 27,000 square feet of restaurant space, and 4,050 square feet of daycare space, for a total of 1.704 million square feet across seven campus buildings. The Project includes 2,976 proposed stalls, including 50 accessible spaces and 1,339 electric vehicle capable spaces. The Project is located adjacent to the Infinite 101 development, a recently entitled 696,000 square foot R&D. campus that would function as a separate phase to the Project. Upon completion of both the Infinite 101 and Infinite 131 developments, the two sites would function as a single campus. **Figure 1** illustrates the Project location, while **Figure 2** depicts site circulation.

Figure 1
Project Location

Figure 2
Project Site Plan

Project Setting

Transit Connections

The following transit services operate within South San Francisco near the Project site. Existing transit services are shown in **Figure 3**. Descriptions provided in this section reflect transit operations in Fall 2023.

BART

BART provides regional rail service between the East Bay, San Francisco, and San Mateo County, with connections to San Francisco International Airport and Millbrae Intermodal Station to the south, San Francisco to the north, and Oakland, Richmond, Pittsburgh/Bay Point, Dublin/Pleasanton and Fremont in the East Bay. Two BART lines serve South San Francisco Station: the Yellow Line connecting Antioch with San Francisco International Airport, and the Red Line connecting Richmond and Millbrae. Each BART line operates every 15-minutes throughout the day. The closest station is San Bruno BART Station, located approximately one mile southwest of the Project site in neighboring San Bruno.

Caltrain

Caltrain provides passenger rail service on the Peninsula between San Francisco and San José, and limited service to Morgan Hill and Gilroy during weekday commute periods. The South San Francisco Caltrain Station is located approximately one mile north of the Project site and San Bruno Caltrain Station is located approximately one mile south of the Project site in neighboring San Bruno. Both stations are served by local and limited trains from around 5:00 A.M. to 12:30 A.M., with approximately 30-minute headways during peak periods and 60-minute headways during off-peak periods. In early 2022, Caltrain relocated the South San Francisco Caltrain station several hundred feet to the south to provide a more direct connection to downtown South San Francisco. By late 2024, Caltrain plans to complete its electrification project to support the operation of faster and more frequent rail service on the Peninsula, and expects to modify its schedules accordingly.

WETA (San Francisco Bay Ferry)

The Water Emergency Transportation Authority (WETA) provides weekday commuter ferry service between the Oakland/Alameda ferry terminals and the South San Francisco Ferry Terminal at Oyster Point (known as the San Francisco Bay Ferry). There are three morning departures from Oakland/Alameda to South San Francisco, and three evening departures from South San Francisco to Oakland/Alameda. The South San Francisco Ferry Terminal is located approximately 3 miles to the northeast of the Project site.

SamTrans

SamTrans provides bus service in San Mateo County. There are no existing SamTrans bus stops within a reasonable walking distance of the Project site.

SamTrans *Peak Period Frequency*

- Every 15 minutes or less
- Every 20 - 30 minutes
- Greater than 30 minutes

Other Transit Service

- BART
- Caltrain
- Free South City Shuttle
- Bayhill Shuttle

- Project Site
- City Boundary

Figure 3

Existing Transit Service

First/Last Mile Shuttle Connections

There are currently no existing shuttles serving the Project site.

Bicycle and Pedestrian Connections

The Project site is located adjacent to US 101, a navigable slough, and existing industrial and parking facilities, which heavily constrain bicycle and pedestrian connectivity. Produce Avenue has a continuous sidewalk along the west side of the street that connects to the intersection with San Mateo Avenue and Airport Boulevard. People walking or biking to or from the site currently must use this route. At buildout, the Project has proposed a new trail connection with Shaw Road. Shaw Road has a sidewalk on the north side of the street to the west of the right-of-way and on the south side of street in both directions; there is no existing street crossing of Shaw Road at the right-of-way.

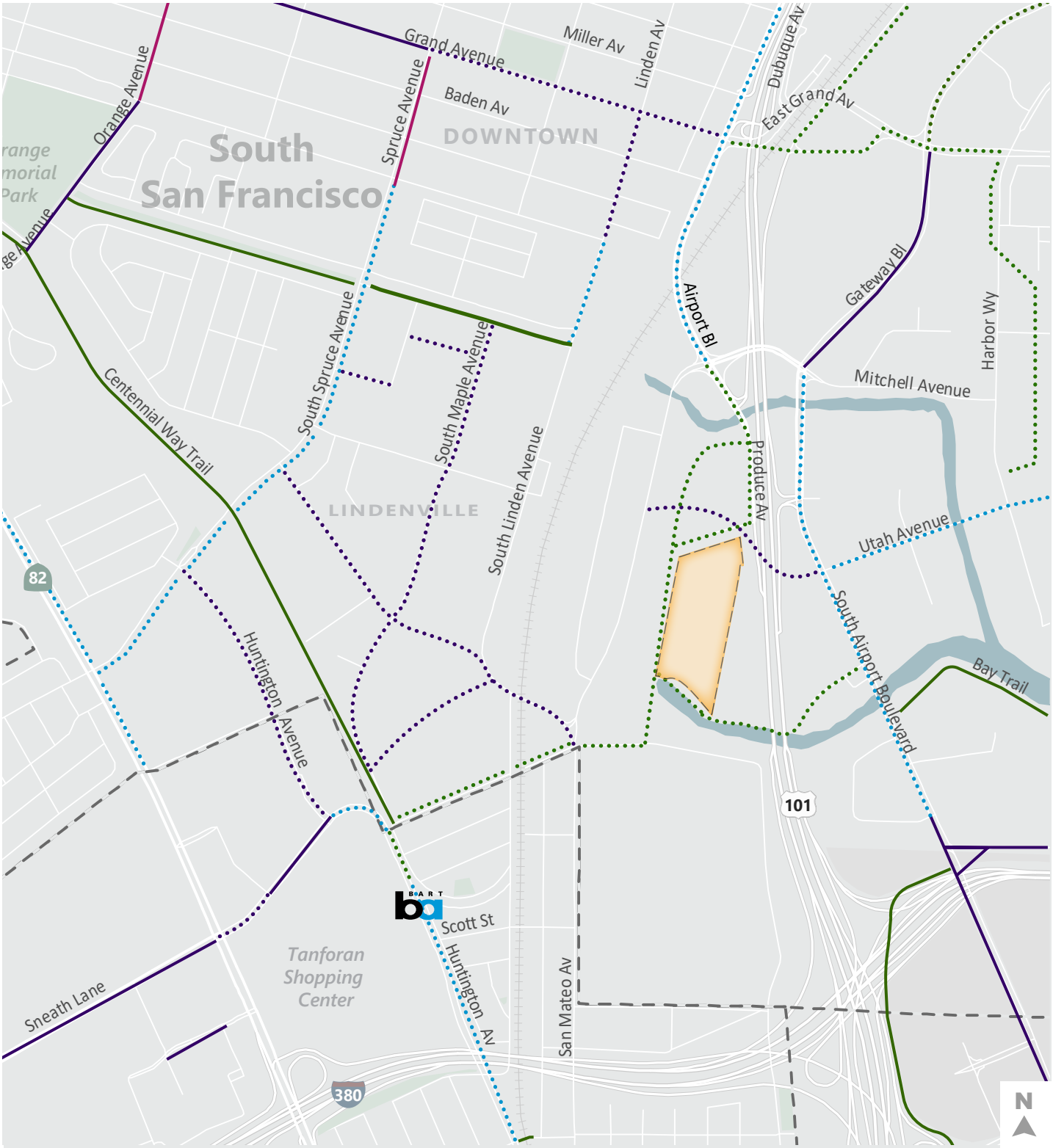
While the City continues to expand its bicycle and pedestrian network, the area surrounding the Project has historically experienced low volumes of pedestrians and bicyclists due to commute lengths, lack of continuous low stress facilities, and lack of network connectivity to residences and transit stations.

To address the gap in the bicycle and pedestrian network near the Project site, the City has proposed a bicycle and pedestrian bridge and trail in the vicinity of the Project site in its *Active South City Bicycle and Pedestrian Master Plan*. The trail would connect the Bay Trail and Centennial Way Trail via the Navigable Slough, Shaw Road, and an eventual grade separation of Caltrain at Tanforan Avenue. **Figure 5** illustrates existing and planned bikeway facilities as well as sidewalk infrastructure gaps in South San Francisco.

San Mateo County TDM Resources

The Project would have access to trip reduction services offered by Commute.org. Commute.org is a public agency whose mission is to reduce the number of drive-alone vehicles traveling to, from or through San Mateo County. The agency's goal is to help residents and commuters find alternatives to driving alone that are less stressful, less costly, and better the environment. The agency provides information and commute planning assistance to employees, employer programs, and city transportation demand management partnerships. Commute.org also provides first/last mile shuttle services in the East of 101 Area. **Figure 4** illustrates some current promotions and services offered by Commute.org that are open to all employees in San Mateo County.

Figure 4: Commute.org TDM Promotional Programs



Project Site

City Boundary

Existing Bikeways

- Class I Shared Path
- Class II Bicycle Lane
- Class III Bicycle Route

Planned Bikeways

- Class I Shared Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

Figure 5

Bicycle Facilities

Proposed Transportation Demand Management Program

This section summarizes the Project's proposed TDM program as presently envisioned in the planning process. When applying for a Certificate of Occupancy, the applicant shall submit a compliance form and appropriate attachments finalizing the TDM program and documenting how the program will be implemented before the site reaches 50% occupancy.

Proposed TDM Program

The City's TDM Ordinance has two components: a points-based planning checklist and annual performance monitoring thresholds. As a Tier 4 project, the Project is required to submit a completed TDM checklist that achieves a minimum threshold of 50 points, consistent with achieving a 50 percent drive alone mode share target (via survey) and compliance with an onsite trip cap (via counts).

As illustrated in Table 1, the Project would implement all required measures per the City's TDM Ordinance, including the following:

- 50% Transit Pass Subsidies and Pre-Tax Transit Benefits
- Participation in Commute.org Programs
- Carpool/Vanpool Programs and Parking
- Bicycle Storage, Showers, and Lockers
- Designated TDM Coordinator
- Bicycle and Pedestrian-Oriented Site Access
- Encourage Telecommuting & Flexible Work Schedules

The Project would also implement the following optional measures:

- Enhanced Shuttle Commitment
- Fully Subsidized Transit Passes
- Active Transportation Gap Closure
- Transit Capital Improvements
- On-Site Pedestrian-Oriented Amenities
- Bicycle Repair Station

Each measure is described in detail below.

Participation in Commute.org Programs

The Project will partner with Commute.org to provide TDM marketing services and promotions via its Certified Development Program (https://commute.org/resources/developers/). Commute.org offers a wide array of programs and marketing support to all eligible employers, property managers, and cities within San Mateo County. Key services that the Project will participate in include the Commute.org ride-matching program (designed to aid in carpool and vanpool formation); Guaranteed Ride Home services; and general educational and promotional programs and materials. The Project's designated TDM coordinator will obtain a certificate of participation from Commute.org each year as part of the annual monitoring and reporting process.

Carpool/Vanpool Programs and Parking

The Project will ensure that employer tenants offer carpool and vanpool programs that include subsidies or other monetary incentives (e.g., gas card after carpooling for a given amount of time, or parking subsidies for carpools), dedicated carpool and vanpool parking, as well as ride-matching services to help facilitate these shared trips. Elements of the carpool program (such as use of the regional ride-matching program) will be provided in partnership with Commute.org.

Bicycle Storage, Showers, and Lockers

The Project will provide safe and convenient bicycle parking per City code requirements, as well as showers, changing rooms, and lockers. The Project is proposing to provide short-term bicycle parking spaces and long-term bicycle parking spaces in excess of code requirements. Short-term bicycle parking will be located near main building entrances and will be easily accessible.

Designated TDM Coordinator

The Project will designate a TDM coordinator. This individual may either be an employee of the Project's property management or contracted through a third-party provider. The TDM coordinator shall provide oversight and management of the program's implementation.

In addition, the TDM coordinator will provide lists of mandatory and optional measures to all individual businesses. Tenants will be obligated (via lease language) to provide a point of contact for the Designated TDM Coordinator. The TDM Coordinator, in turn, will verify that tenants are implementing all required measures as part of the annual monitoring and reporting process.

Bicycle and Pedestrian-Oriented Site Access

The Project will enhance bicycle and pedestrian access by providing new connections and onsite circulation paths. The Project will provide pedestrian walkways between all core buildings and bicycle routes through the site. Bicycle access will primarily be provided via a new trail along the Navigable Slough connecting to Shaw Road.

Encourage Telecommuting & Flexible Work Schedules

The Project shall encourage employers to allow telecommuting at least one day per week to reduce overall vehicle trips, unless an employee's job functions cannot be performed from a remote location. When employees commute to work, employers shall encourage flexible work schedules that help shift travel outside of peak hours. Uptake of remote work, telecommuting, and flexible work schedules will be monitored via survey.

Enhanced Shuttle Commitment

The Project will provide first/last mile shuttles to the San Bruno BART Station and South San Francisco Caltrain Station. Since no shuttle routes are present near the Project site, the Project sponsor will establish new routes. A minimum of one vehicle would be dedicated to each route (two vehicles total) with service at least every 15 minutes during the AM and PM peak periods (totaling a minimum of six hours per day). The proposed shuttle routes are shown in **Figure 6**, though actual circulation patterns around the campus may vary.

New shuttle services should adhere to the City's suggested practices identified in its Transportation Analysis Guidelines:

- The Project sponsor is encouraged to work with Commute.org as a shuttle manager and participate in the San Mateo County Transportation Authority's Shuttle Call for Projects grant program.
- Shuttle services should be free and open to the public.
- Stops should be located "on the way" to enable more linear routes with minimal route diversions.
- Stops should be located along streets within the Project site. Stops in parking lots should be avoided to avoid adverse effects on travel times.
- Stops should be spaced at least 800 feet apart. Fewer stops consolidated around major ridership generators are generally preferable to ensure efficient operations.
- Stops should connect to accessible sidewalks and crosswalks with convenient paths of travel to nearby land uses.

Fully Subsidized Transit Passes

The Project will offer public transit passes or subsidies up to the IRS transit benefit maximum (currently $280 per person per month). This may be implemented through either a direct voucher program provided by the property manager, or through lease terms obligating employers to provide said subsidies. Should the measure be implemented through lease obligations, the designated TDM coordinator will be responsible for confirming that all employers are offering said benefits as part of the annual monitoring and reporting process.

Active Transportation Gap Closure & Transit Capital Improvements

The Project's Transportation Impact Analysis identifies several improvements to active transportation and transit conditions via Mitigation Measure TRANS-1:

> ***Mitigation Measure TRANS-1: Advanced Implementation of Transportation Improvements Identified in General Plan, Lindenville Specific Plan, and Active South City Plan***
>
> *The project shall implement and/or fund, as indicated below, the following improvements identified in the General Plan, Lindenville Specific Plan, and Active South City Plan:*
>
> 1. *Signalization of the U.S. 101 Off-ramp/Produce Avenue and U.S. 101 On-ramp/Produce Avenue/Terminal Court Intersections.*
>   *The project shall implement two new traffic signals along Produce Avenue to improve traffic operations, safety, and bicycle and pedestrian access to the project site. The traffic signals shall be located at the intersections of the U.S. 101 off-ramp/Produce Avenue and U.S. 101 on-ramp/Produce Avenue/Terminal Court. The traffic signals shall be accompanied by changes to lane configurations, sidewalks, crosswalks, and bicycle facilities identified by the City to achieve consistency with adopted plans and policies.*
> 2. *Redesign of the Produce Avenue/San Mateo Avenue/Airport Boulevard Intersection*
>   *The project shall implement a redesign of the Produce Avenue/San Mateo Avenue/Airport Boulevard intersection to improve traffic operations, safety, and bicycle, pedestrian, and transit access to the project site. A partial redesign of this intersection is already funded by the 100 Produce, 124 Airport, and 40 Airport projects, which will include removal of slip lanes on the northeast, northwest, and southwest corners. The project's redesign shall include the reconfiguration of turning lanes, improvements to pedestrian and bicycle facilities, and the addition of bus stops and shelters for SamTrans Route 292, as identified by the City.*
> 3. *Construction of a Class IV Separated Bikeway from Baden Avenue to Terminal Court via Airport Boulevard and Produce Avenue*
>   *The project shall implement a Class IV separated bikeway on Produce Avenue and Airport Boulevard from Baden Avenue to Terminal Court, connecting the Caltrain Station to the project site. This bikeway would close existing gaps between the project site, Caltrain Station, and downtown South San Francisco, enabling continuous bicycle travel separated from auto and truck traffic. Improvements would include construction of a two-way facility along the west side of Produce Avenue from Terminal Court to Airport Boulevard/San Mateo Avenue, transitioning to a pair of one-way facilities through the Caltrain crossing to Baden Avenue.*
> 4. *Signalization of the San Mateo Avenue/Shaw Road/Tanforan Avenue Intersection:*
>   *The project shall implement a new traffic signal at the intersection of San Mateo Avenue/Shaw Road/Tanforan Avenue. This traffic signal would facilitate access to the project site via Shaw Road while reducing potential for multimodal conflicts. The traffic signal shall be accompanied by accessible sidewalk and curb ramp upgrades at the intersection, as well as associated signal and intersection/sidewalk modifications at the adjacent San Mateo Avenue/South Linden Avenue intersection.*

5. *Engineering Study of a New Southbound U.S. 101 Off-ramp Connecting to the Utah Avenue Overpass*
   The project shall fund an engineering study of a new southbound U.S. 101 off-ramp connecting to the proposed Utah Avenue overpass as envisioned in the General Plan and Lindenville Specific Plan. The engineering study shall be led by the city. As currently envisioned, the overpass would not include a southbound off-ramp. A second off-ramp would facilitate more direct access to the overpass and address long-term queueing concerns. The off-ramp would be accompanied by a new street connection between Utah Avenue and Produce Avenue north of the project site.
6. *Engineering Study and Fair-Share Contribution toward a New Trail Crossing of U.S. 101 South of the Project Site*
   The project shall fund an engineering study for a new Class I shared-use path crossing of U.S. 101 to connect the Bay Trail with Shaw Road. The engineering study shall be led by the city. An engineering study of the planned U.S. 101 crossing has not yet occurred, and a preferred alternative alignment has not been determined. The engineering study will consider potential trail crossing alignments, incorporate the preferred alternative alignment into its site plan, and quantify a fair share contribution toward construction of the crossing.

These mitigations shall be completed by the applicant prior to the project receiving a certificate of occupancy. If the City implements these improvements in advance of the project's construction, the project shall reimburse the City for the cost of construction. If another development implements these improvements and/or engineering studies prior to the project's construction, the project shall be responsible for a fair-share reimbursement of construction costs to the developer leading these improvements. This funding will ensure that transportation facilities serving the project site are appropriately sized to handle multimodal travel demand associated with the project as envisioned in each plan.

In addition, the Project will incorporate an on-site shuttle stop with shelters. The shuttle stop will be centrally located and convenient for people to access main building entrances.

On-Site Pedestrian-Oriented Amenities

The Project will include a restaurant, fitness center, and conference center onsite to help reduce offsite trips.

Bicycle Repair Station

The Project will include at least one bicycle repair station that will include a toolkit and air pump within a designated secure area of a building to encourage bicycling and support employees and residents.

TDM Checklist & Quantification of TDM Effectiveness

Quantification of TDM reductions is based on the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* by the California Air

Pollution Control Officer's Association (CAPCOA) published in 2021. The Project would implement the following measures consistent with CAPCOA guidance:

> *Measure T-6 (Implement Commute Trip Reduction Program - Mandatory Implementation and Monitoring)* defines a commute trip reduction program with mandatory implementation and monitoring, which is consistent with several Project TDM measures defined in the City's ordinance along with City requirements for annual monitoring and reporting to ensure compliance. Project TDM measures that would be included in the mandatory trip reduction program include participation in Commute.org programs, carpool/vanpool programs and parking, bicycle storage, showers, and lockers, designation of a TDM coordinator, and fully subsidized transit passes. The Project would be subject to annual surveys and trip cap monitoring as described in the following section.
>
> *Measure T-20 (Expand Bikeway Network)* covers bikeway network expansion, which is consistent with the proposed active transportation gap closure measure covering both onsite and offsite bicycle improvements.
>
> *Measure T-25 (Extend Transit Network Coverage)* covers transit network expansion consistent with the proposed shuttle to connect the Project site with the existing BART station and Caltrain station to provide first/last-mile connectivity for employees and the public. This will add seven additional hours per day of transit service to the area. Prior to the expansion, there was no service within a half-mile radius surrounding the site. The free shuttles will connect the site with existing SamTrans, Caltrain, and BART service.

As illustrated in Table 1, the Project's TDM program would meet the required 50-point threshold for Tier 4 projects and would reduce VMT by 29.5 percent.

Table 1: TDM Program Elements – City, C/CAG, and CEQA Requirements

South San Francisco TDM Ordinance Requirements			CAPCOA Quantification of VMT Reductions[1]		
TDM Measure Description	**Potential Points**	**Project Points**	**Measure**	**Title**	**Project Reduction**
Fully Subsidized Transit Passes	15	15	T-6	Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)	26.0%
Participation in Commute.org Programs	5	5			
Designated TDM Coordinator	1	1			
Carpool/ Vanpool Programs and Parking	3	3			
Bicycle Storage, Showers, and Lockers	2	2			
Bicycle Repair Station	1	1			
Active Transportation Gap Closure	Up to 6	6	T-20	Expand Bikeway Network	0.2%
Enhanced Shuttle Commitment	10	10	T-25	Extend Transit Network Coverage	4.6%
Transit Capital Improvements	Up to 6	2			
Bicycle and Pedestrian-Oriented Site Access	1	1	N/A	N/A	N/A
On-Site Pedestrian-Oriented Amenities	3	3			
Encourage Telecommuting & Flexible Work Schedules	1	1			
Total Project Points		**50**	**Total Project Reduction**		**29.5%**
Required Points		50	Required Project Reduction		28%

Proposed Trip Cap

Tier 4 projects are subject to site-specific trip caps that limit the number of peak-direction vehicle trips that a site generates during peak periods. Trip caps should reinforce mode share and parking requirements for the site while allowing some flexibility to accommodate fluctuations in employee density, daily variations in travel patterns, and anticipated levels of guest/visitor travel activity. The proposed trip cap is 3,579 peak period, peak direction vehicle trips, based on the calculations below:

	Topic	Total	Assumptions
A	Maximum Occupancy	4,250	1,700,000 square feet, 1 employee per 400sf
B	Drive Alone Trips	2,125	50% drive alone for maximum occupancy
C	Carpool/Vanpool Trips	170	12% carpool/vanpool with average of 3 persons per vehicle
D	Visitors/Freight Trips	425	10% allowance for visitors and freight
	Proposed Trip Cap	**2,720**	B+C+D

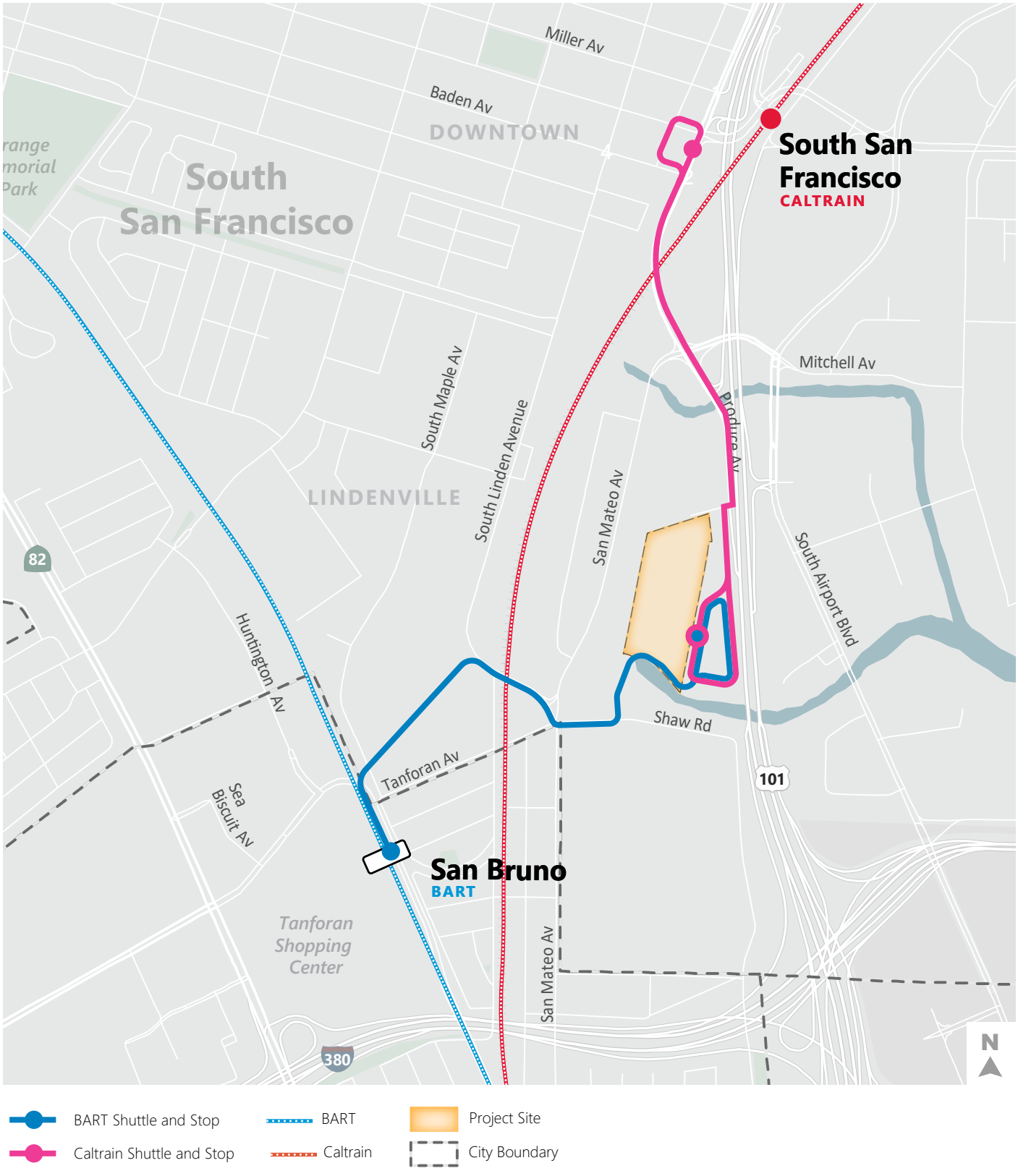


Figure 6
Project Shuttles

Monitoring and Enforcement

The TDM program will be monitored based on the requirements in the South San Francisco TDM Ordinance. The Project would comply with any future changes to the City's monitoring and enforcement practices as described in its TDM Ordinance. Upon completion of both the Infinite 101 and Infinite 131 developments, monitoring would be coordinated between the two sites as a single campus.

Monitoring Methods

Survey monitoring would apply to commute trips only. Participants are expected to provide a good faith effort in reducing non-commute trips, but these trips would only be monitored via vehicle trip counts.

Survey Approach

Mode share will be monitored via an annual survey to all employees to ensure the Project is meeting its target goal. Each year, the survey will achieve a response rate equal to either 51 percent of employees *or* large enough to identify the current drive alone mode share +/- 5 percentage points, at 95% confidence.

An example of a typical commute survey is included in the appendix; the City of South San Francisco (or a designated agent) shall ultimately prepare the final surveys and work with the designated TDM Coordinator to distribute surveys and coordinate with employer tenants. The site's TDM coordinator may expand upon this survey language to seek additional information as needed.

In order to calculate drive alone mode share, the TDM coordinator and City staff would sum the total number of trips completed via the following modes:

- Drove a car or motorcycle alone
- Dropped off by a friend/family member
- Dropped off by Uber, Lyft, taxi, etc.
- Non-responses if greater than 25 percent of the site's employee population

Trip counts would be included with the annual survey results and summarize total trips, AM peak period trips into the site (6:00 AM to 10:00 AM), and PM peak period trips out of the site (3:00 PM to 7:00 PM). In all instances, participants in the program must provide raw data to the City as part of their compliance package, including:

1. Respondent-level survey response data (deletion of columns containing emails or non-required fields is acceptable)
2. Count data as delivered by the contractor providing the counts for each location, with data separated into 15-minute increments or smaller.
3. Current employee population

Trip Cap Monitoring

Trip cap compliance would be monitored via annual vehicle counts at all Project access points. Counts would be conducted by an independent vendor over a period of one week during which school is in session.

Reporting

As a Tier 4 project, the Project will be required to prepare and submit to the City an annual compliance form documenting the continued implementation of TDM measures, for the lifespan of the Project. In addition to the compliance form, counts and survey results would be provided to the City in a standardized format as specified by staff. Formatted reports would be optional but not required.

Triennial Midday Parking Occupancy Survey

In addition to annual surveys and trip counts, the Project shall prepare a midday parking occupancy count every three years per City Ordinance requirements. The parking occupancy survey shall be for informational purposes and is not associated with a performance target.

Enforcement & Fines

The TDM Coordinator may use information from the employee surveys to adjust existing or implement new TDM program measures. If the alternative mode use goals are not achieved, the TDM Coordinator will provide an explanation of how and why the goal has not been reached and a detailed description of additional measures (or intensified marketing or implementation of existing measures) that will be adopted to reach the required mode use. Following three consecutive years of failure to meet the performance target, the Project shall pay any non-compliance fees and fines assessed by the City, as well as continue to make changes to the TDM program in an effort to reach compliance.

If the Project does not meet the required performance targets, the following penalties shall apply per the TDM Ordinance:

- First Violation: The City will direct the Project to modify its TDM program to achieve compliance. Modifications are likely to include adding or modifying TDM measures to increase mode shift.
- Second Violation: The City will direct the participant to coordinate with Commute.org or retain an independent consultant to identify additional program modifications to achieve compliance. Modifications are likely to include adding or modifying TDM measures to increase mode shift.
- Third Violation (and any subsequent violations): The City may assess a penalty per the City's fee schedule. Penalties shall be assessed for each additional violation in subsequent years.

The Project may appeal the decision to administer a penalty if special circumstances prevented meeting the required performance targets.

Appendix: Sample Survey Questions

1. **Which of the following best represents your employment at [location]? (check one)**

- Full-time Employee
- Part-time Employee
- Contract Employee

2. **In what ZIP code is your home located? (enter 5-digit ZIP code; for example, 94901)**

___[Fill in the blank]_____

- Prefer Not to Answer
    - *If prefer not to answer:* Approximately how many miles is it from your home to your office in South San Francisco?

3. **In the past week, what time did you usually arrive to work (check one)?**

___[Drop down in increments of 30 minutes, from 6 AM – 10AM, before 6AM, or after 10AM]____

4. **In the past week, what time did you usually leave work (check one)?**

___[Drop down in increments of 30 minutes, from 3 PM – 7PM, before 3PM, or after 7PM]_____

5. **In the past week, on which days did you use each of the following transportation modes to travel to work? If you used more than one mode, (e.g. you take Caltrain and then bicycle), identify the mode that was the longest part of your trip.**

Transportation Mode	Monday	Tuesday	Wednesday	Thursday	Friday
Drove a car or motorcycle alone					
Rode as a carpool passenger					
Drove a carpool with one or more other adults					
Vanpooled or Carpooled with 6 or more people					
Rode a bus, train, ferry, or other public transit					
Rode a Bicycle or Scooter					
Walked all the way					
Dropped off by a friend/family member					

Dropped off by Uber, Lyft, taxi, etc.					
Worked from home / telecommuted / worked offsite					
Did not work this day					
Other (please specify)					

6. **[Only ask if respondent answered transit] Which of the following services did you use last week? (Check all that apply)**
   - ☐ Caltrain
   - ☐ BART
   - ☐ SamTrans
   - ☐ Ferry
   - ☐ Public shuttle (such as to/from BART, Caltrain, or ferry)
   - ☐ Private shuttle/bus (i.e., Genenbus or other employer shuttle)

7. **[Only ask if respondent answered carpool] If you travel by carpool, how many total people traveled with you to work (not including yourself)?**
   - o 1 other person
   - o 2 other people
   - o 3 other people
   - o 4+ other people

8. **[Only ask if respondent answered drive alone] What is the primary reason you choose to drive alone?**

___[Fill in the blank]_____

Note: In addition to required survey questions, individual site surveys may add their own questions tailored to their respective TDM programs regarding awareness of services and reason for mode choice, but these questions are not required.