

Appendices - Peninsula Shuttle Study

Appendix A: SMCTA-C/CAG Shuttle Call for Projects Update

Appendix B: City Shuttle Profiles

Appendix C: Route Ridership Profiles

Appendix D: Shuttle Program Data

Appendix A. SMCTA-C/CAG Shuttle Call for Projects Evaluation Update

Table A-1. Previous Call for Projects Evaluation Criteria

Criteria	Description	Percentage of Score (Existing Routes New Routes)
Need	Provides service to an area underserved by other public transit Provides congestion relief in San Mateo County Provides transportation services to special populations (e.g. low income/transit dependent, seniors, disabled, other) and connects to the services used by these populations Letters of support from stakeholders	20% 25%
Readiness	Solid service plan in place describing how the shuttle service will be delivered for the 2-year funding period including: <ul style="list-style-type: none"> • Service area (routes/maps, destinations served) • Service plan development • Specific rail stations, ferry or major SamTrans transit centers served • Schedule (days, times, frequency) - show coordination with scheduled transit service • Marketing plan/activities (advertising, outreach, signage, etc.) • Service Provider • Administration and oversight (whom?) • Monitoring/evaluation plan/activities (performance data, complaints/compliments, surveys) • Co-sponsors/stakeholders (roles?) • Ridership characteristics: e.g. commuter/ employees, seniors, students, etc • Any significant changes to existing service • Incorporation of any changes to the service plan as a result of the required technical assistance consultation with SamTrans operations planning or Commute.org staff for existing underperforming shuttles • Planning process for shuttles, including actions taken as a result of the required technical assistance consultation with SamTrans operations planning or Commute.org staff for new shuttles Solid funding plan with budgeted line items for: <ul style="list-style-type: none"> • Contractor (operator/vendor) cost. (inc. fuel surcharge if applicable) 	15% 25%

Table A-1. Previous Call for Projects Evaluation Criteria

Criteria	Description	Percentage of Score (Existing Routes New Routes)
	<ul style="list-style-type: none"> • Administrative (Staff oversight) • Other direct costs (e.g. marketing) • Total operating cost • Notes/exceptions (e.g. projected differences between the 1st/2nd year costs) 	
Effectiveness	<p>Annual average operating cost per passenger for the prior 12 months</p> <p>Annual average passengers per revenue vehicle hour of service for the prior 12 months</p> <p>Projected ridership, operating costs, and revenue vehicle hours of shuttle service to be provided in the first and second years of shuttle service. (State assumptions and document justification where possible)</p> <p>Service links with other fixed route transit (more points for higher ridership routes)</p> <p>Improves access from transit oriented development to major activity nodes</p> <p>Reduces single occupant vehicle (SOV) trips and vehicle miles traveled (VMT), state assumptions and methodology used for Any calculations</p>	35% 15%
Funding Leverage	<p>Shuttles w/ min. 25% match requirement:</p> <ul style="list-style-type: none"> • 25 to < 50% - 5 to 10 points • 50 to < 75% - 10 to 15 points • 75 or greater - 15 to 18 points <p>Shuttles w/ min. 50% match requirement:</p> <ul style="list-style-type: none"> • 50% or greater - 5 to 10 points <p>Private sector funding proposed (supports less public subsidy) – 2 points</p>	20% 20%
Policy Consistency	<p>Proposed shuttle is included in an adopted local, special area, county or regional plan (e.g. community-based transportation plan, general plan, Grand Blvd. Initiative, MTC Priority Development Area, etc.)</p> <p>Supports jobs and housing growth/economic development</p> <p>Use of clean fuel vehicle(s) for service</p> <p>Shuttle accommodates bicycles</p>	10% 15%

Source: Fehr & Peers, 2021

Table A-2. Updated Shuttle Evaluation Criteria

Criteria	Description	Grading	Total Points
Equity			25 points
Serves residents in a SamTrans Equity Zone	Shuttle serves residents in an Equity Zone as identified by Reimagine SamTrans	No Yes	0 points 10 points
Serves lower income riders	Percent of riders potentially qualifying for very low income housing assistance	0% to 19% 20% to 39% 40% to 59% 60% to 79% 80% to 100%	2 points 4 points 6 points 8 points 10 points
Assessment of equity need	Staff review of how the proposed shuttle would serve low income communities, communities of color, seniors, or other vulnerable populations.	Scores up to 5 points based on rankings of applications	5 points
First/Last Mile Need			25 points
Overlaps with existing bus and shuttle services	Staff review of proposed shuttle relative to existing bus or shuttle service in the proposed service area	Serves similar geographic area; similar span of service/headways; similar connections	0 points
		Serves similar geographic area but more or substantially different service (e.g. more frequent peak period service)	5 points
		Does not serve similar geographic area & provides new or substantially different service	10 points
Leverages matching funds	1 point for meeting the minimum match amount; 1 point for each additional match tier	25 to 29% match 30 to 34% match 35 to 39% match 60 to 64% match 65 to 70% match More than 70% match	1 point 2 points 3 points 8 points 9 points 10 points
Assessment of first/last mile need	Staff review of how the proposed shuttle would address first/last mile gaps between regional transit and employment centers, residential areas, and/or activity centers	Scores up to 5 points based on rankings of applications	5 points

Table A-2. Updated Shuttle Evaluation Criteria

Criteria	Description	Grading	Total Points
Ridership Need			50 points
Daily ridership	Based on ridership data from the previous six months	Scores up to 10 points based on rankings of applications	10 points
Productivity	Passengers per revenue hour, based on ridership and service data from the previous six months	Scores up to 10 points based on rankings of applications	10 points
Cost efficiency	Net subsidy per passenger for TA-C/CAG funds, based on data from previous six months. Calculation excludes matching funds.	Scores up to 10 points based on rankings of applications	10 points
VMT reduction	Shuttles reduce vehicle miles traveled	Scores up to 10 points based on rankings of applications	10 points
Assessment of ridership growth potential	Staff review of a shuttle's potential to grow ridership.	Scores up to 10 points based on rankings of applications	10 points
Bonus			Up to 10 points
Sidewalk connectivity	Most shuttle stops are provided on-street/in public right-of-way connected to sidewalks	Less than 60% of stops located on-street with sidewalk access	0 points
		60 to 79% of stops located on-street with sidewalk access	2 points
		More than 80% of stops located on-street with sidewalk access	4 points
Off-peak service	Shuttle provides off-peak service (i.e., midday)	Service is provided outside of typical peak periods from 6am-10am and 3pm-7pm and shuttle provides greater than 8 hours of service per day	4 points
Clean fuel vehicles	Shuttle does not use diesel, gasoline, or natural gas	Clean fuel vehicles are used	1 point
Private sector match	Shuttle includes private sector match	Private sector match is included	1 point

Source: Fehr & Peers, 2021

Appendix B: City Shuttle Profiles

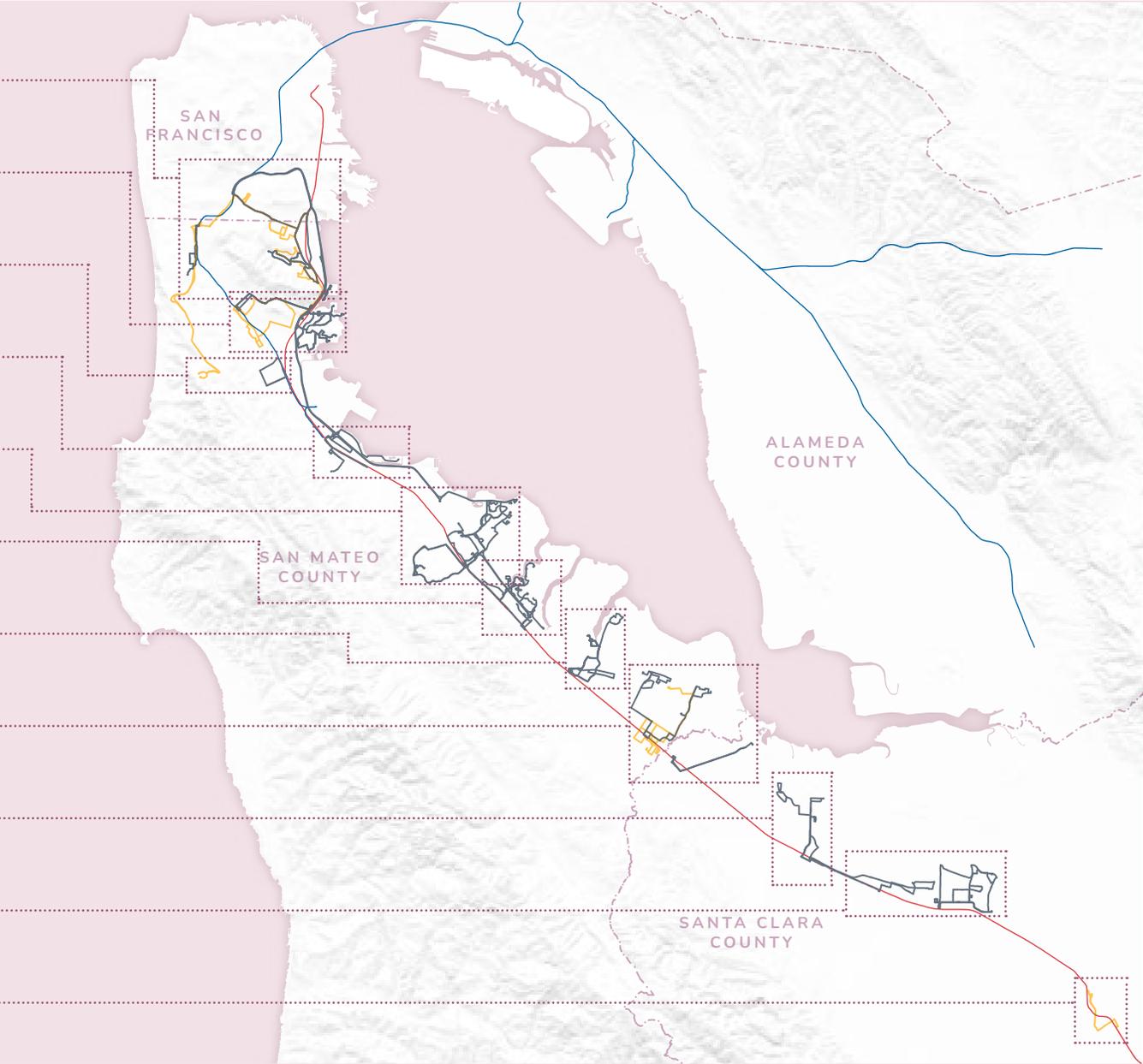
The following city profiles illustrate shuttle ridership patterns, performance metrics, and demographics along with near-term changes to regional transit service and development activity.

Key topics covered in these profiles include:

- Each shuttle has a different management structure and funding mix.
- Some shuttles are more ridership-oriented (linear, highly productive, serving key residential and employment hubs) while others are more coverage-oriented (circuitous, less productive, often serving stops with few or no riders). Some have experienced substantial ridership losses in recent years, while others have seen steady gains.
- Shuttles operate in a range of operating environments, some of which do not include access to sidewalks and marked stops.
- Shuttles serve different types of riders and trip purposes.
- A few shuttle service areas are expected to grow substantially in the near-term (such as Brisbane, South San Francisco, Redwood City, Mountain View, Sunnyvale, and Santa Clara) while others have less development in the pipeline. Planned changes in Caltrain service levels similarly vary by station and will affect shuttles differently.

System Overview

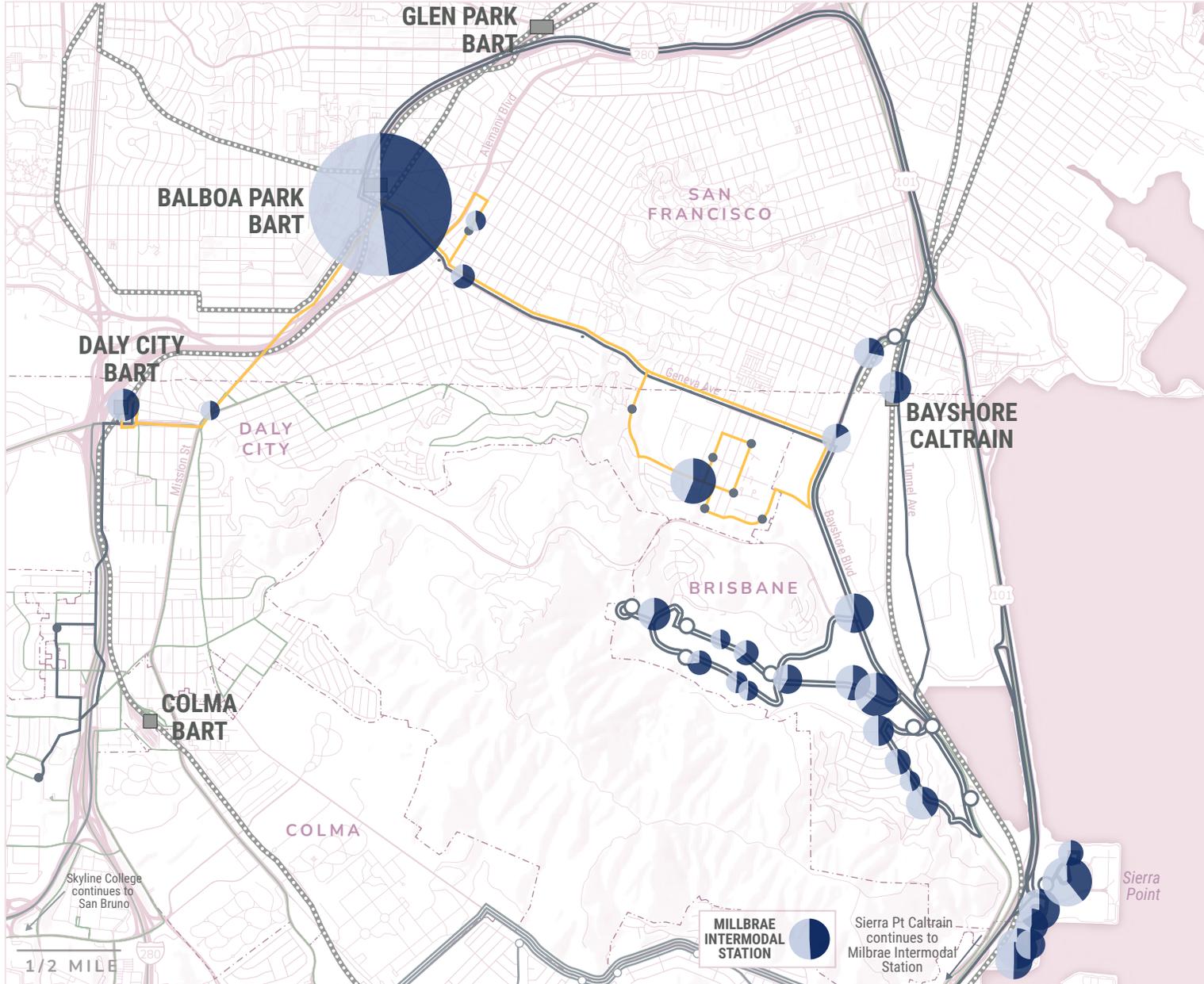
- 01 Brisbane-Daly City
- 02 South San Francisco
- 03 San Bruno
- 04 Millbrae-Burlingame
- 05 San Mateo-Foster City
- 06 Belmont-San Carlos
- 07 Redwood City
- 08 Menlo Park-Palo Alto
- 09 Mountain View
- 10 Sunnyvale-Santa Clara
- 11 San Jose



Brisbane-Daly City

Shuttle Ridership, Performance, and Financials

Average Daily Ridership by Shuttle Stop



2 COMMUNITY SHUTTLES

5 COMMUTER SHUTTLES

Bayshore Senior



Daly City Bayshore



Bayshore-Brisbane



Crocker Park



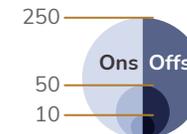
Seton Medical Center



Sierra Point BART



Sierra Point Caltrain



Daily Shuttle Boardings & Alightings by Stop

○ Stops with <10 Riders
● Stop with No Ridership Data

■ Rail Station

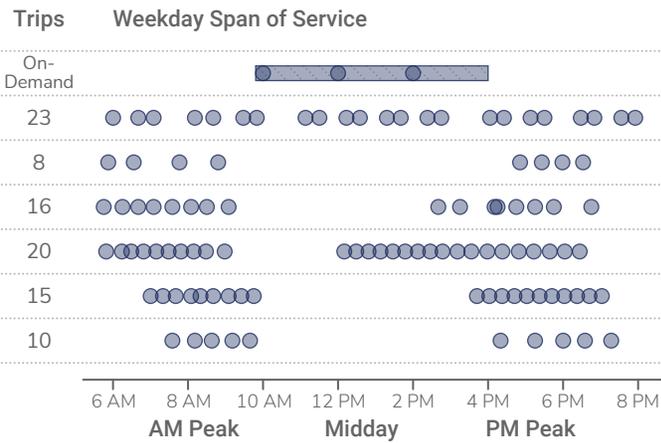
⋯ Rail Track

— Bus Route

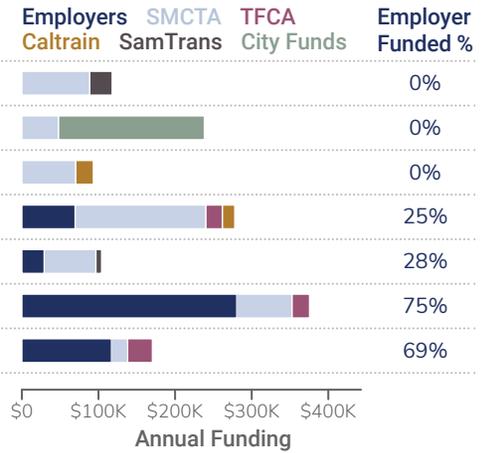
Shuttle Overview

Shuttle Route	Avg. Daily Ridership	Manager	Sponsor
Bayshore Senior	19	SamTrans	SamTrans
Daly City Bayshore	117	SamTrans	City of Daly City
Bayshore-Brisbane	49	Commute.org	Caltrain
Crocker Park	332	Commute.org	Commute.org
Seton Medical Center	159	Seton	SamTrans
Sierra Point BART	247	Sierra Point Owners Assn.	SamTrans
Sierra Point Caltrain	53	Sierra Point Owners Assn.	Caltrain
Total Ridership:	976		

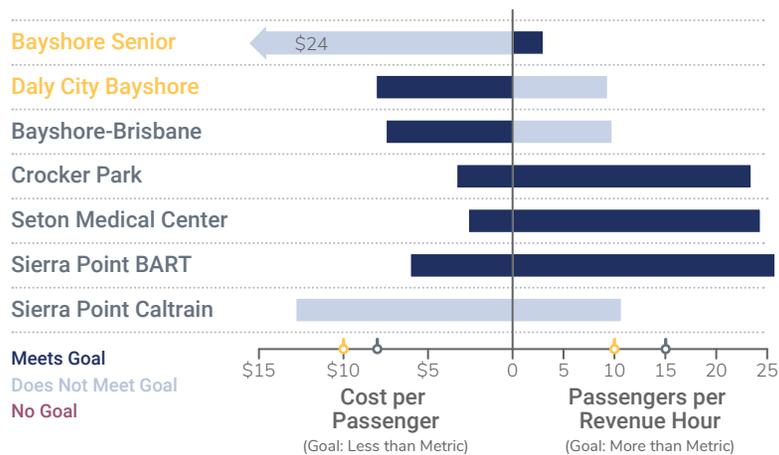
Service Levels



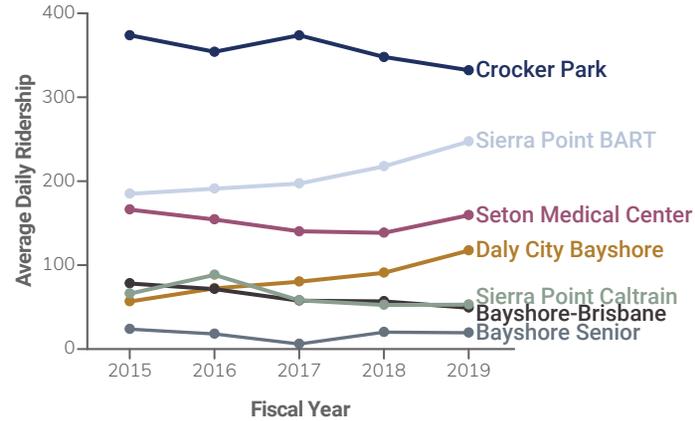
Funding Sources



Performance Metrics



Change in Ridership Over Time



Key Statistics



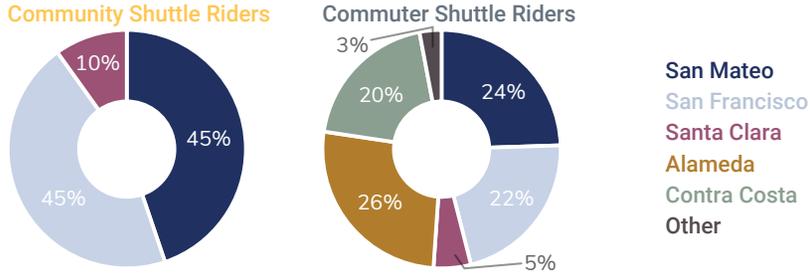
Crocker Park, Seton Medical Center, and Sierra Point BART were among the best performing shuttle routes in the program. Routes to BART stations tended to outperform routes to Caltrain stations.

Overall, ridership stayed relatively consistent over the past five years. The Sierra Point BART and Daly City Bayshore shuttles experienced sustained growth over time, while ridership fell on other routes in the area.

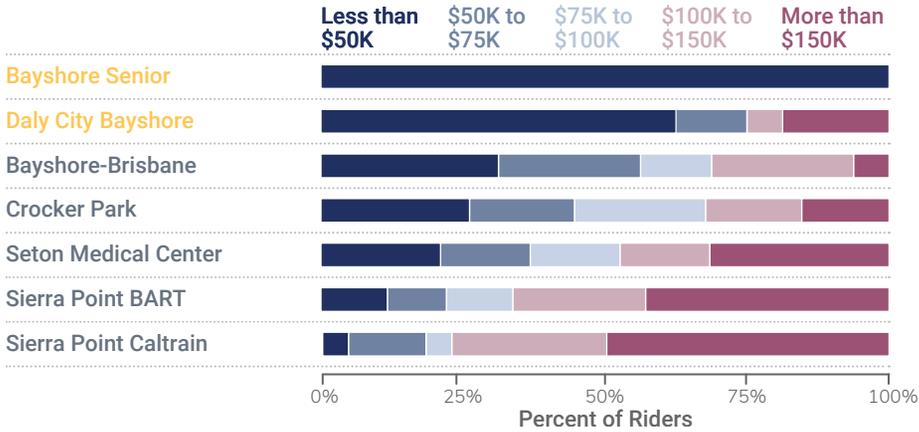
Brisbane-Daly City

Shuttle Rider Profile

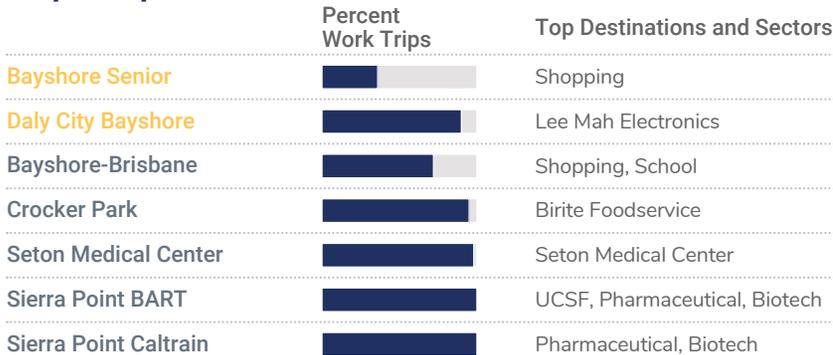
County of Residence



Annual Household Income

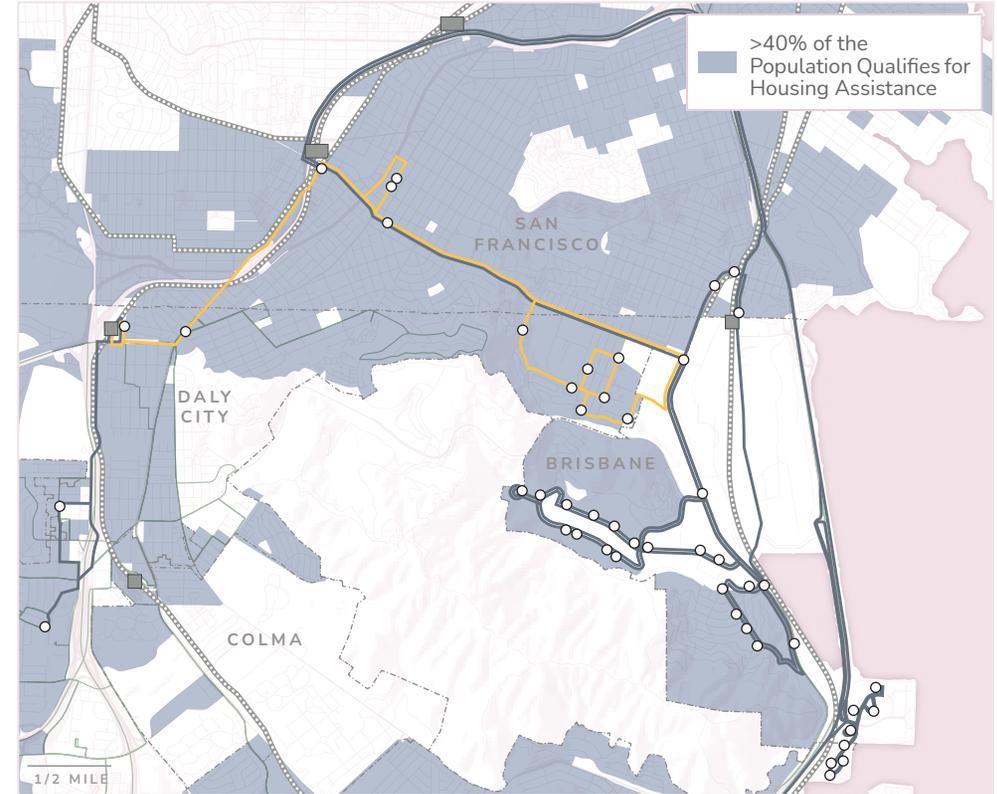


Trip Purpose



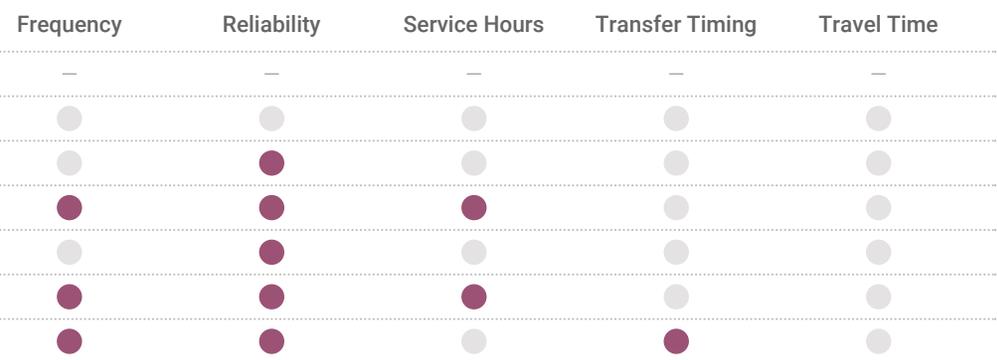
Source: 2019 Shuttle Surveys

Communities with Concentrated Financial Need



Note: Households qualify for housing assistance if they earn less than 400% of the federal poverty level

Rider Feedback: Priorities for Improvement

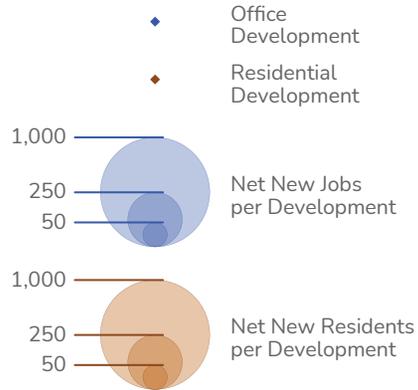


Note: Priorities mentioned in at least 15% of survey comments

Near-Term Job and Population Growth

New Developments

(Approved or In Progress, Nov. 2019)



Within 1/2 Mile of a Shuttle Stop

	Existing	Growth	Change
Jobs:	20,200	5,400	+27%
Population:	94,500	9,300	+10%

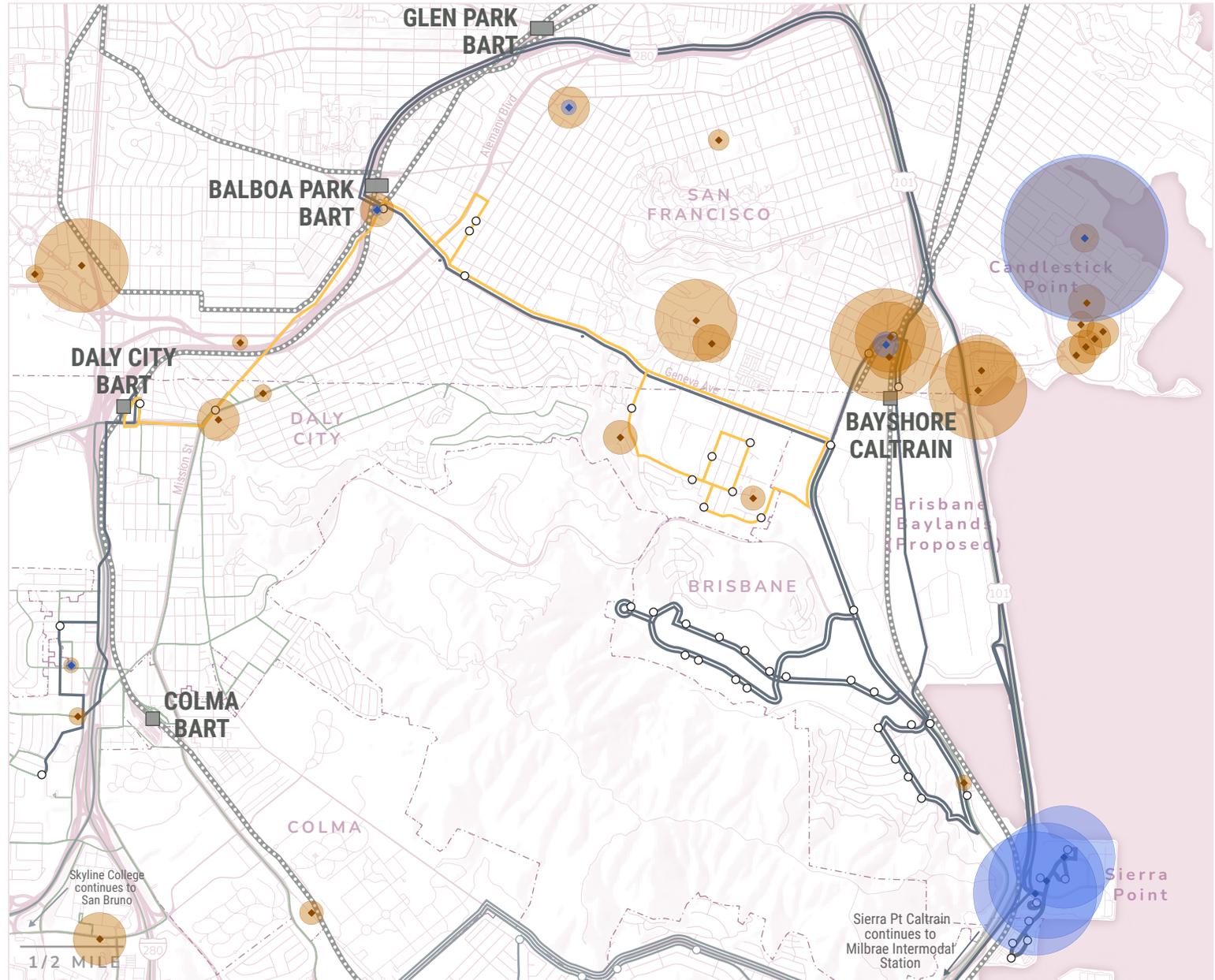
Other Nearby Growth

Jobs:	3,800
Population:	12,900

Peak Hour Service Levels

(Trains per Hour)

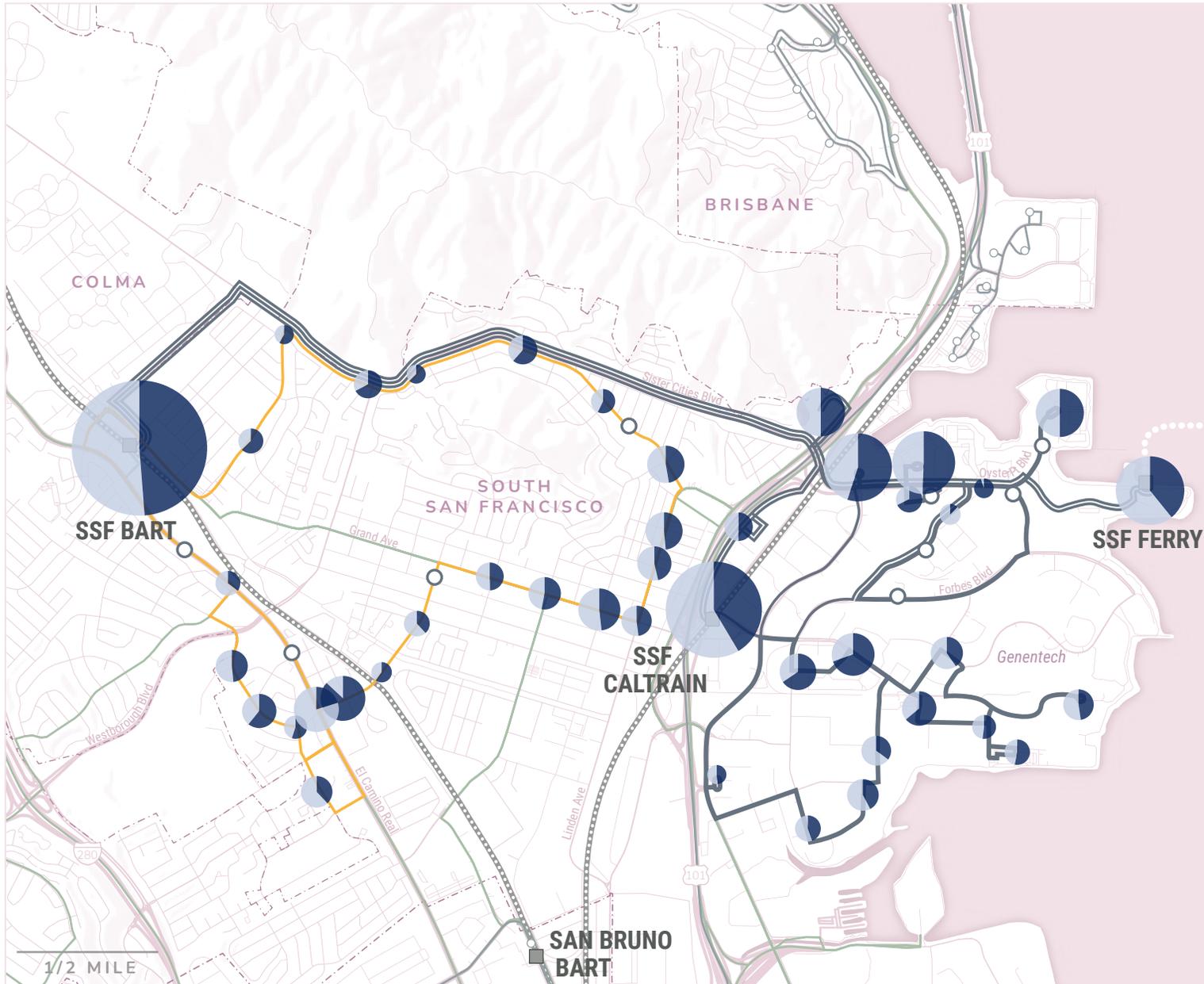
	Existing	Future
Bayshore Caltrain	1	2 (Early 2020s) 4 (Late 2020s)
Glen Park BART	20	20
Balboa Park BART	20	20
Daly City BART	20	20
Colma BART	8	8



South San Francisco

Shuttle Ridership, Performance, and Financials

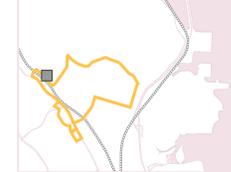
Average Daily Ridership by Shuttle Stop



1 COMMUNITY SHUTTLE

7 COMMUTER SHUTTLES

South City



One Tower Place



Oyster Pt BART



Utah-Grand BART



Oyster Pt Caltrain



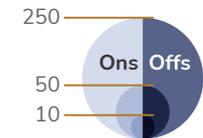
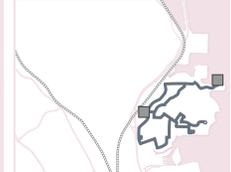
Utah-Grand Caltrain



Oyster Pt Ferry



Utah-Grand Ferry



Daily Shuttle Boardings & Alightings by Stop

- Stops with <10 Riders
- Stop with No Ridership Data
- Rail Station
- ⋯ Rail Track
- Bus Route

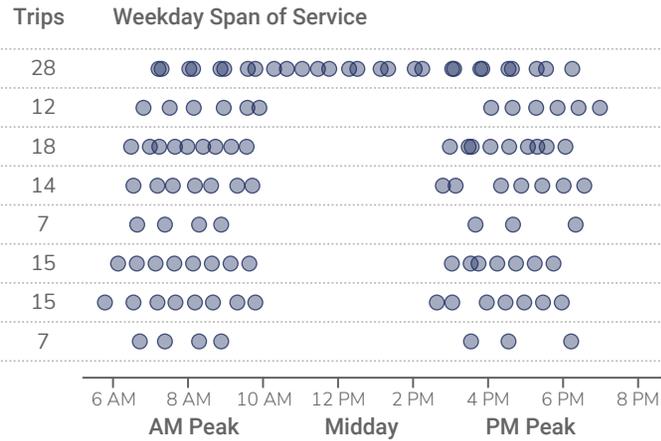
Note: Genentech Glen Park BART and Millbrae Caltrain shuttles are not shown as they are not part of the Peninsula Shuttle Program.
Source: May 2019 Shuttle Ridership

Shuttle Overview

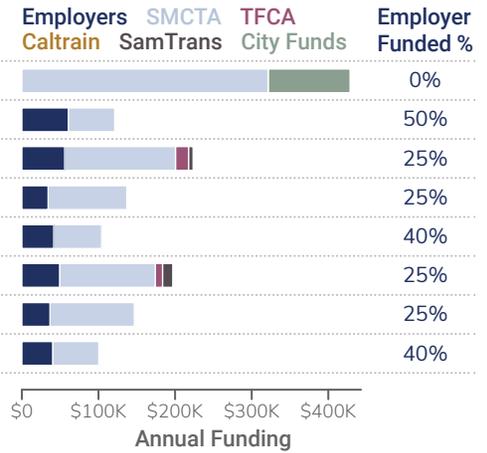
Shuttle Route	Avg. Daily Ridership	Manager	Sponsor
South City	301	City of SSF	City of SSF
One Tower Place	90	Commute.org	Commute.org
Oyster Pt BART	217	Commute.org	Commute.org
Oyster Pt Caltrain	121	Commute.org	Commute.org
Oyster Pt Ferry	58	Commute.org	Commute.org
Utah-Grand BART	102	Commute.org	Commute.org
Utah-Grand Caltrain	126	Commute.org	Commute.org
Utah-Grand Ferry	62	Commute.org	Commute.org

Total Ridership: 1,077
Other Nearby Shuttles: Genentech Glen Park BART (1,084 riders), Genentech Millbrae Caltrain (335 riders)

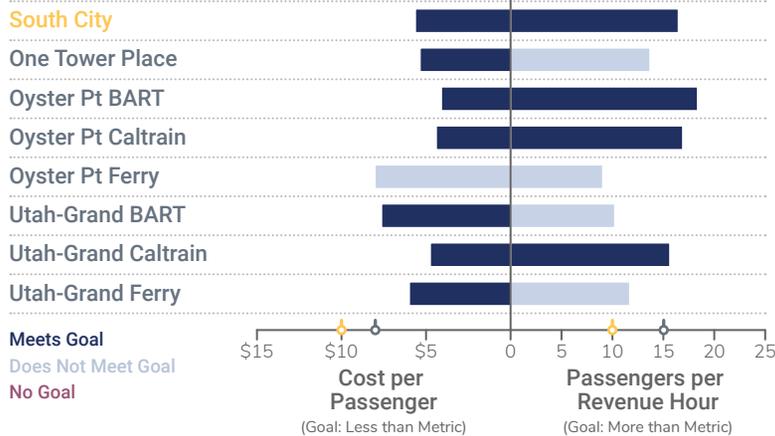
Service Levels



Funding Sources

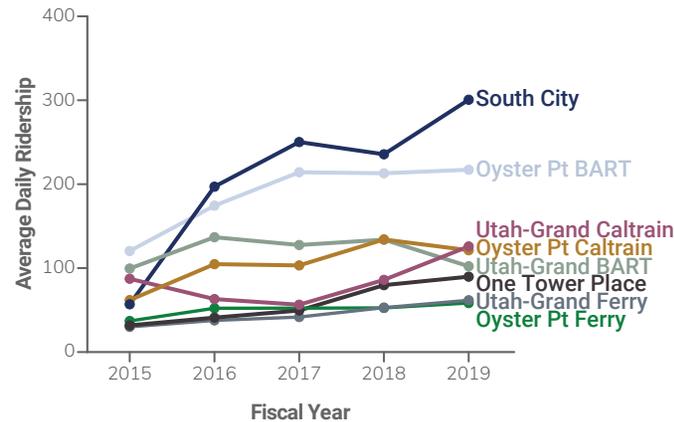


Performance Metrics



Half of South San Francisco's shuttle routes met both performance goals. A majority of East of 101 area riders used Genentech's Glen Park BART and Millbrae Caltrain shuttles in lieu of Commute.org's services.

Change in Ridership Over Time



Ridership steadily increased across all routes. Significant employment growth is expected to further increase ridership in the next five years. The South City Shuttle saw substantial ridership gains since increasing service in 2018.

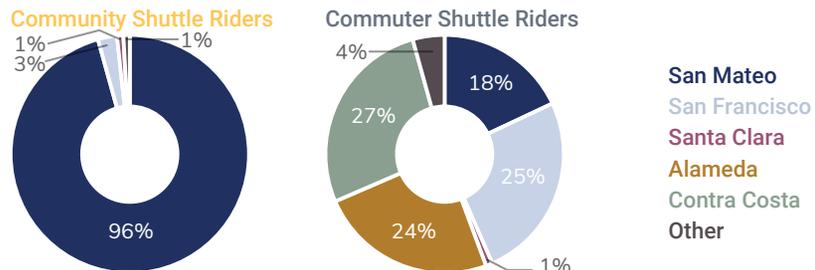
Key Statistics



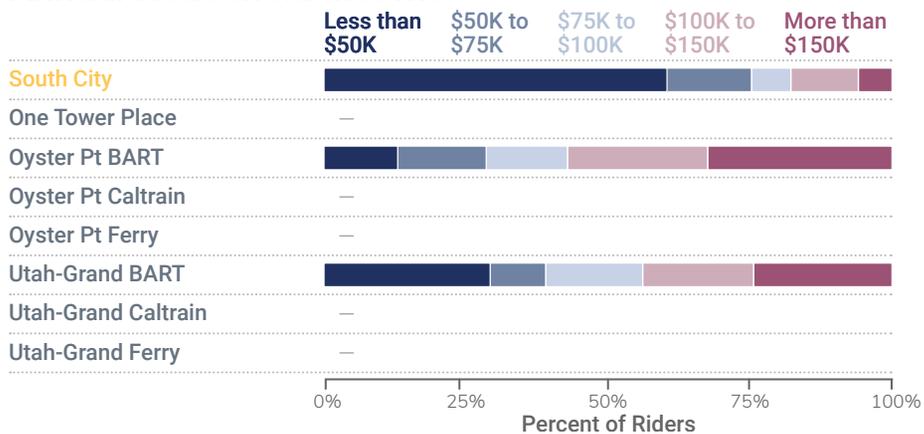
South San Francisco

Shuttle Rider Profile

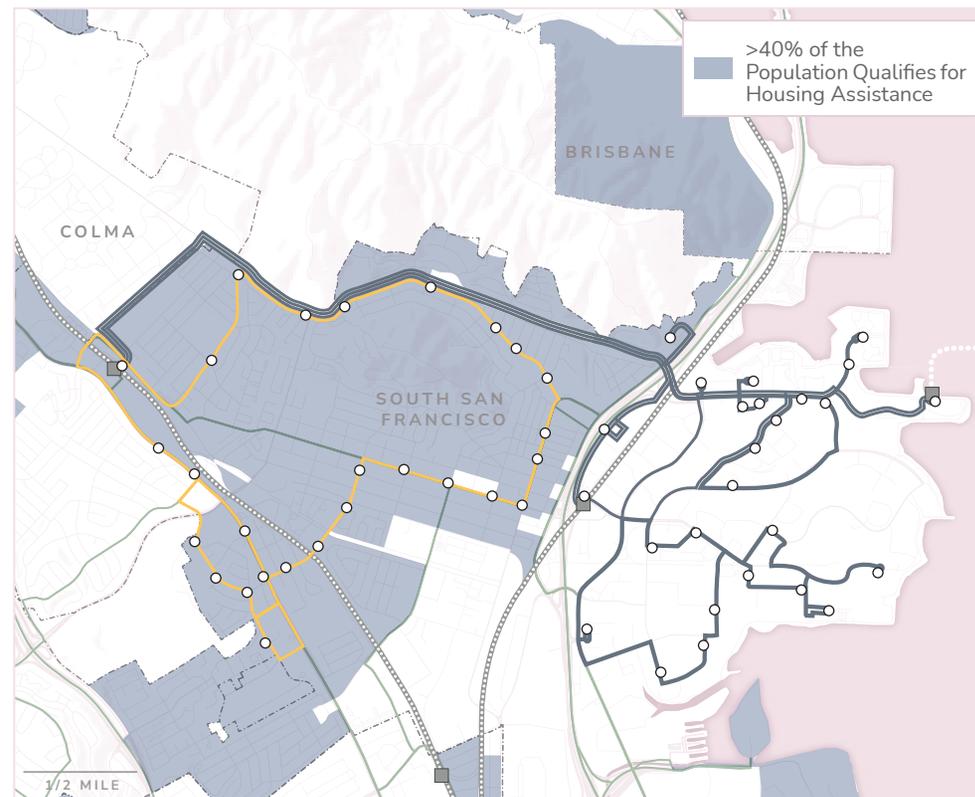
County of Residence



Annual Household Income

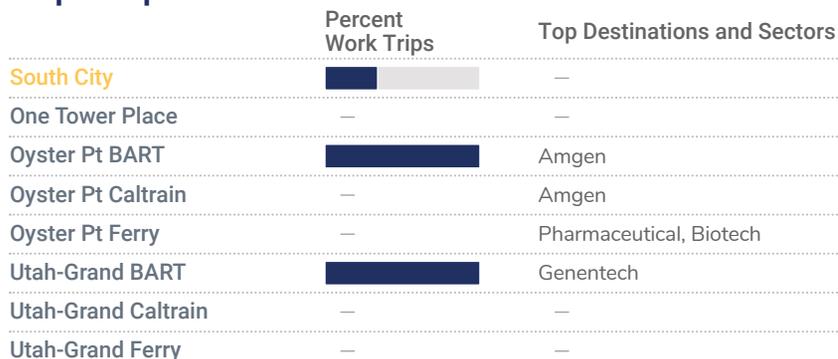


Communities with Concentrated Financial Need

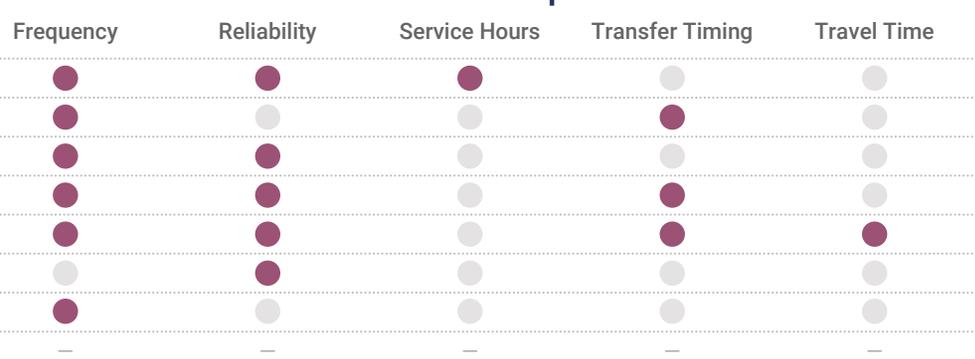


Note: Households qualify for housing assistance if they earn less than 400% of the federal poverty level

Trip Purpose



Rider Feedback: Priorities for Improvement



Near-Term Job and Population Growth

New Developments

(Approved or In Progress, Nov. 2019)

- ◆ Office Development
- ◆ Residential Development



Within 1/2 Mile of a Shuttle Stop

	Existing	Growth	Change
Jobs:	45,100	24,800	+55%
Population:	41,300	4,000	+10%

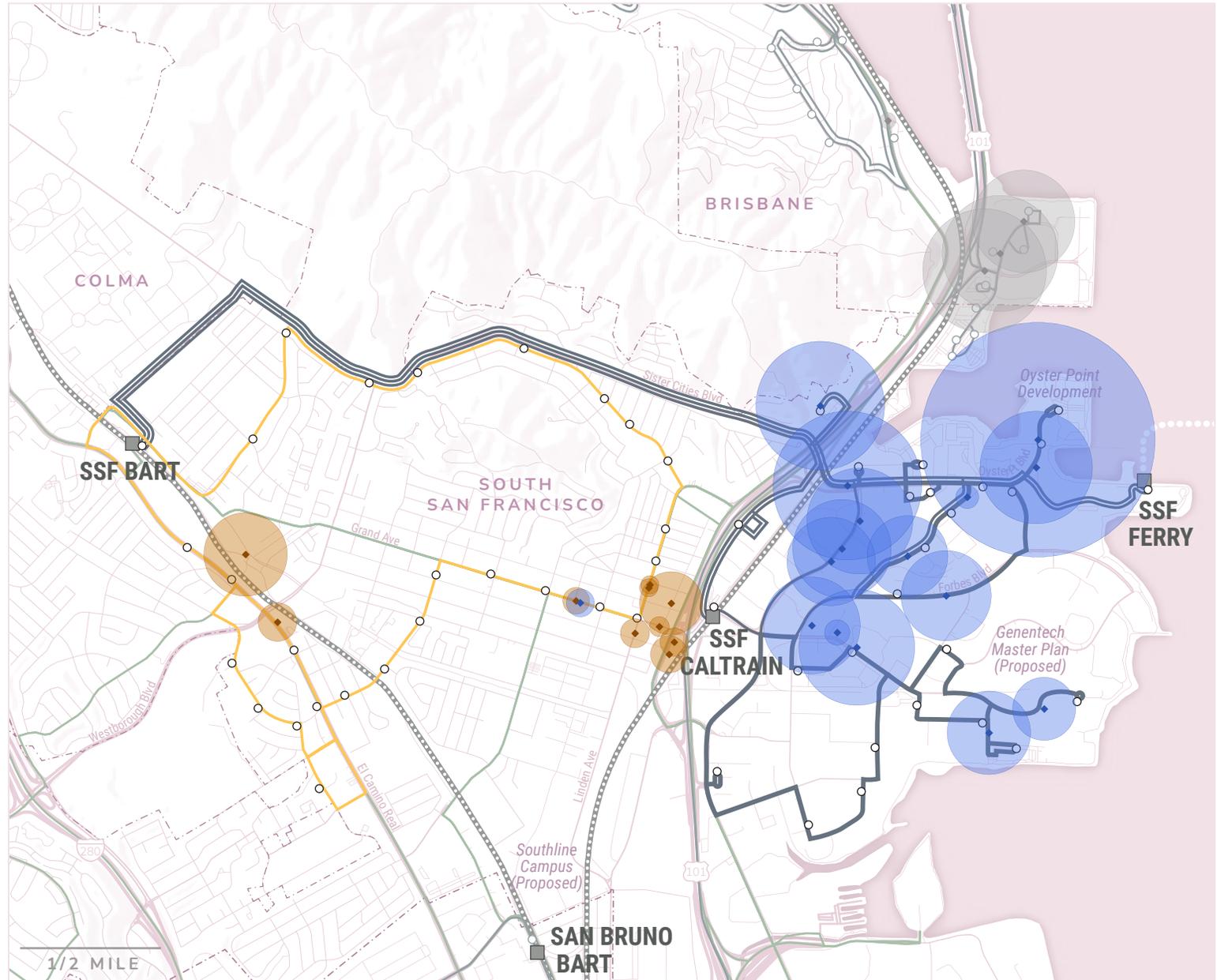
Other Nearby Growth

Jobs:	0
Population:	0

Peak Hour Service Levels

(Trains or Boats per Hour)

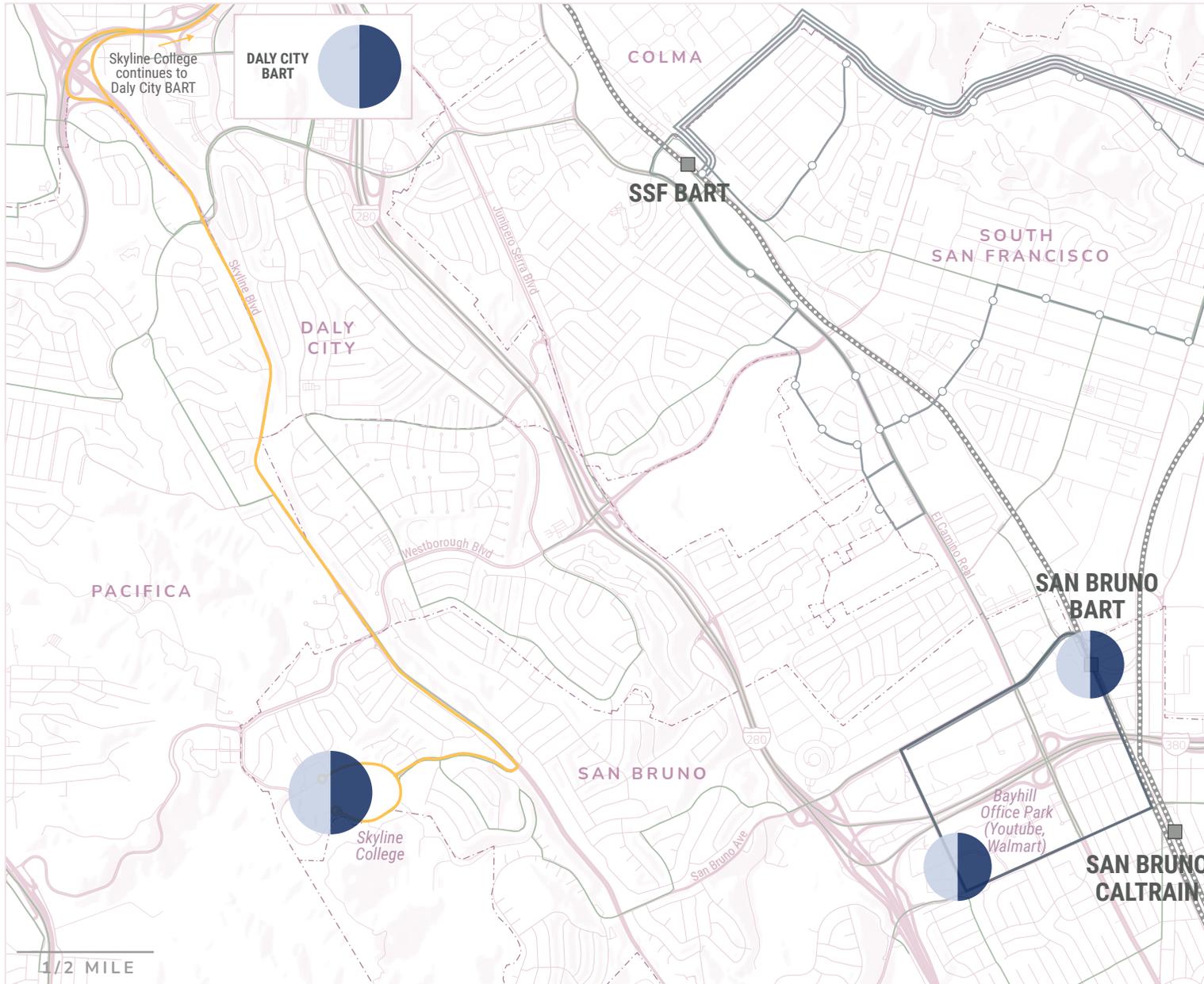
	Existing	Future
SSF Caltrain	2 (Peak Direction) 1 (Reverse Peak)	4 (Early 2020s) 8 (Late 2020s)
SSF BART	8	8
San Bruno BART	8	8
SSF Ferry	1	2 (Mid 2020s)



San Bruno

Shuttle Ridership, Performance, and Financials

Average Daily Ridership by Shuttle Stop



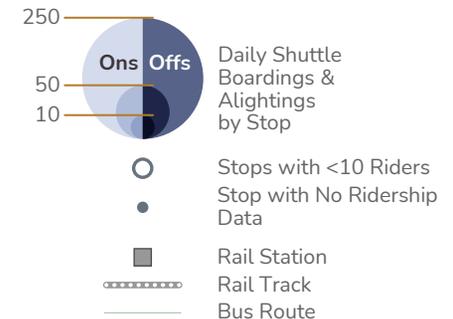
1 COMMUNITY SHUTTLE

Skyline College



1 COMMUTER SHUTTLE

Bayhill BART

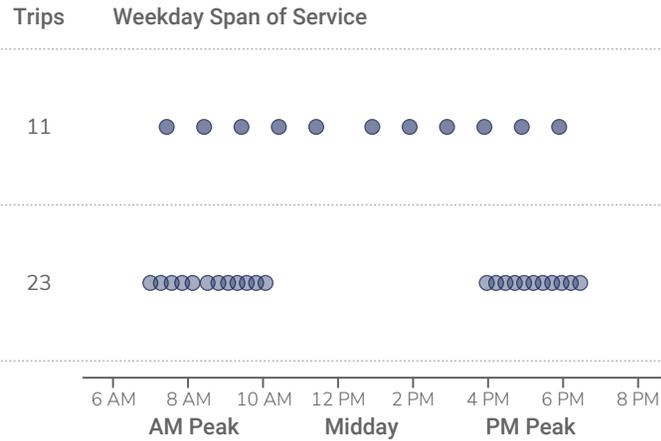


Note: The Bayhill Caltrain shuttle is not shown as it is not part of the Peninsula Shuttle Program.
Source: May 2019 Shuttle Ridership

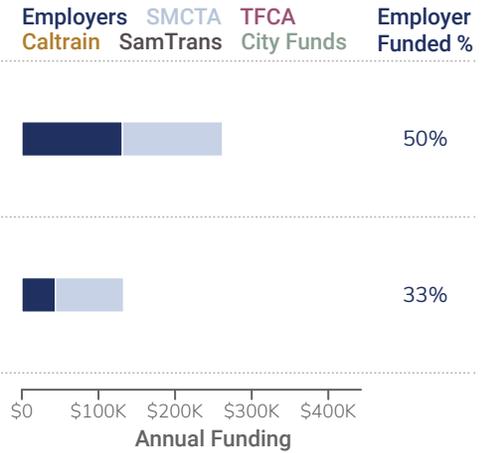
Shuttle Overview

Shuttle Route	Avg. Daily Ridership	Manager	Sponsor
Skyline College	284	Skyline College	San Mateo Community College District
Bayhill BART	139	Walmart eCommerce	SamTrans
Total Ridership:	423		
Other Nearby Shuttles:	Bayhill Caltrain (126 riders)		

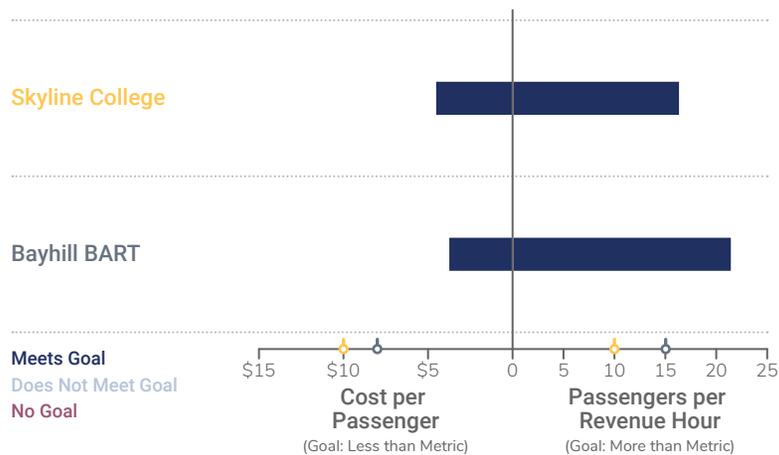
Service Levels



Funding Sources

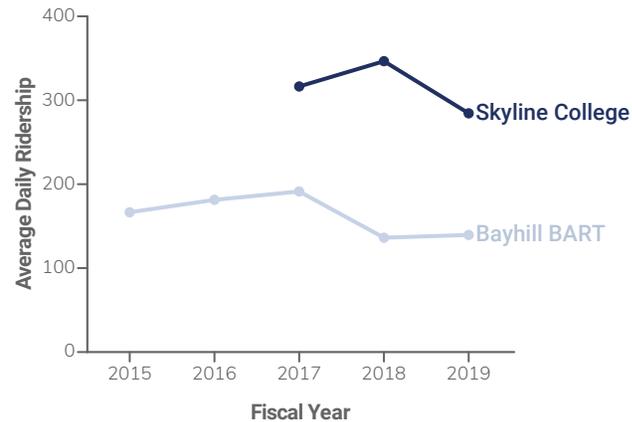


Performance Metrics



Each shuttle serving San Bruno exceeded both performance goals. The Bayhill BART shuttle was among the best performing shuttles in the program despite a relatively small share of ridership from the area's largest employer, YouTube.

Change in Ridership Over Time

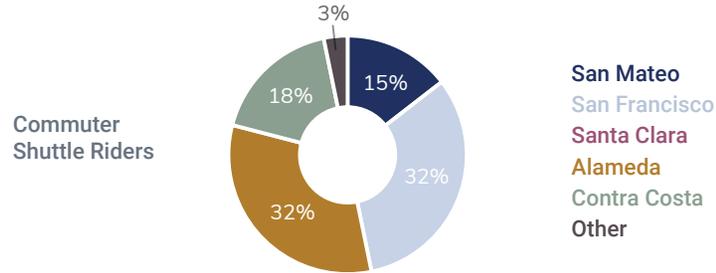


Ridership declined on both routes. However, the proposed Bayhill Specific Plan has the potential to increase ridership demand over time.

Key Statistics



County of Residence



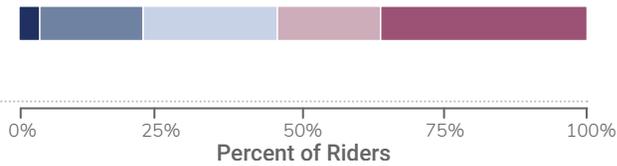
Annual Household Income

Less than \$50K \$50K to \$75K \$75K to \$100K \$100K to \$150K More than \$150K

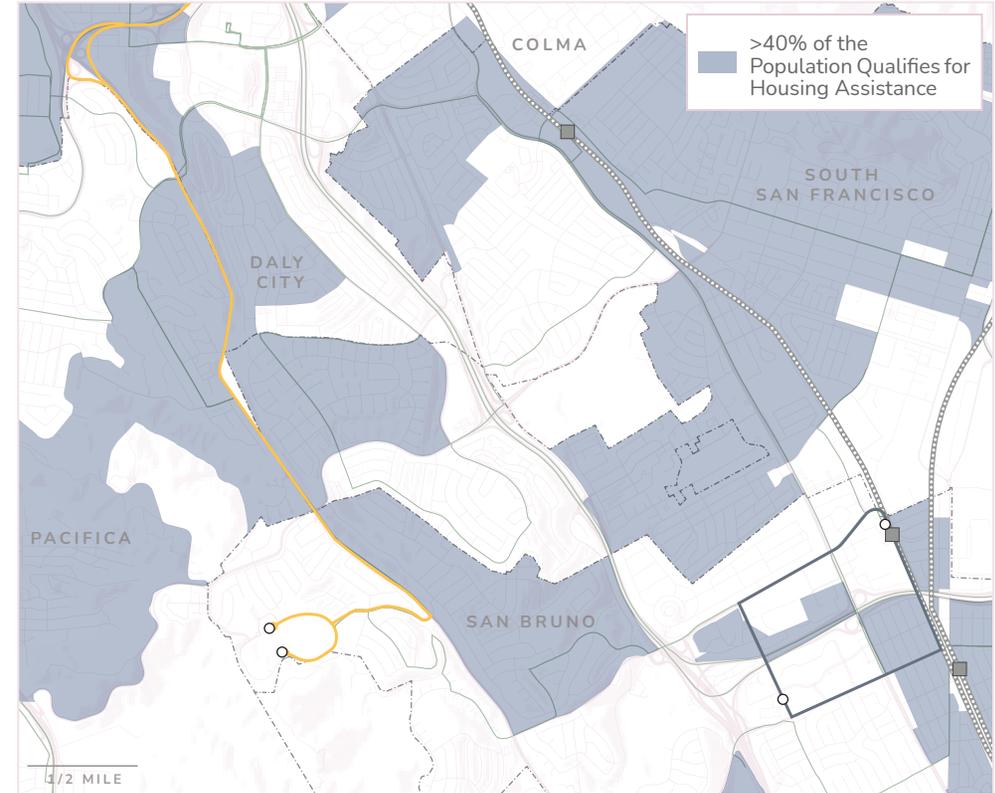
Skyline College

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Bayhill BART



Communities with Concentrated Financial Need



Note: Households qualify for housing assistance if they earn less than 400% of the federal poverty level

Trip Purpose

Percent Work Trips Top Destinations and Sectors

Skyline College

—

—

Bayhill BART



Walmart

Rider Feedback: Priorities for Improvement

Frequency Reliability Service Hours Transfer Timing Travel Time

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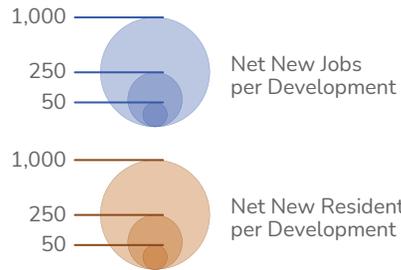


Near-Term Job and Population Growth

New Developments

(Approved or In Progress, Nov. 2019)

- ◆ Office Development
- ◆ Residential Development



Within 1/2 Mile of a Shuttle Stop

	Existing	Growth	Change
Jobs:	6,100	200	+3%
Population:	8,800	100	+1%

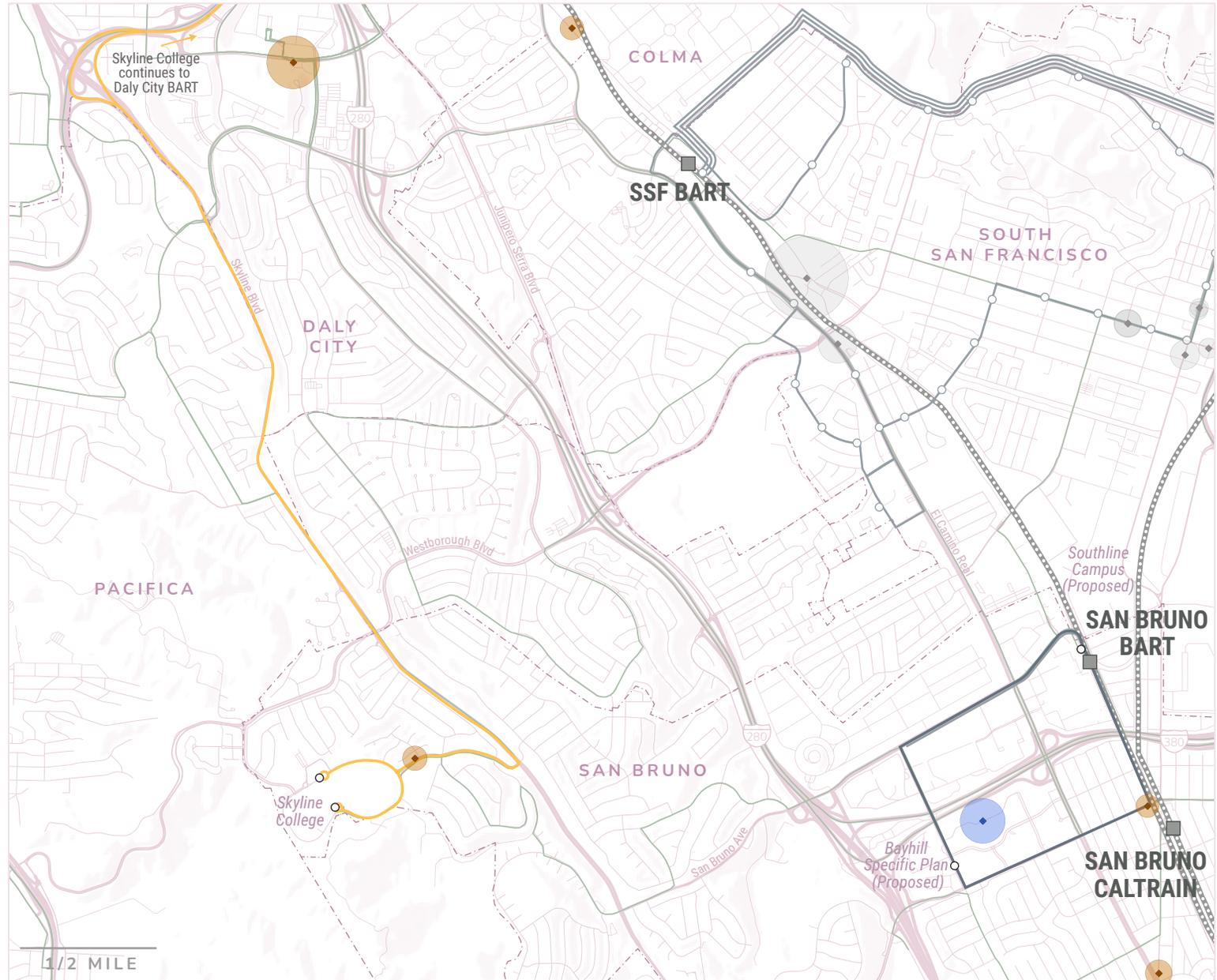
Other Nearby Growth

Jobs:	0
Population:	300

Peak Hour Service Levels

(Trains per Hour)

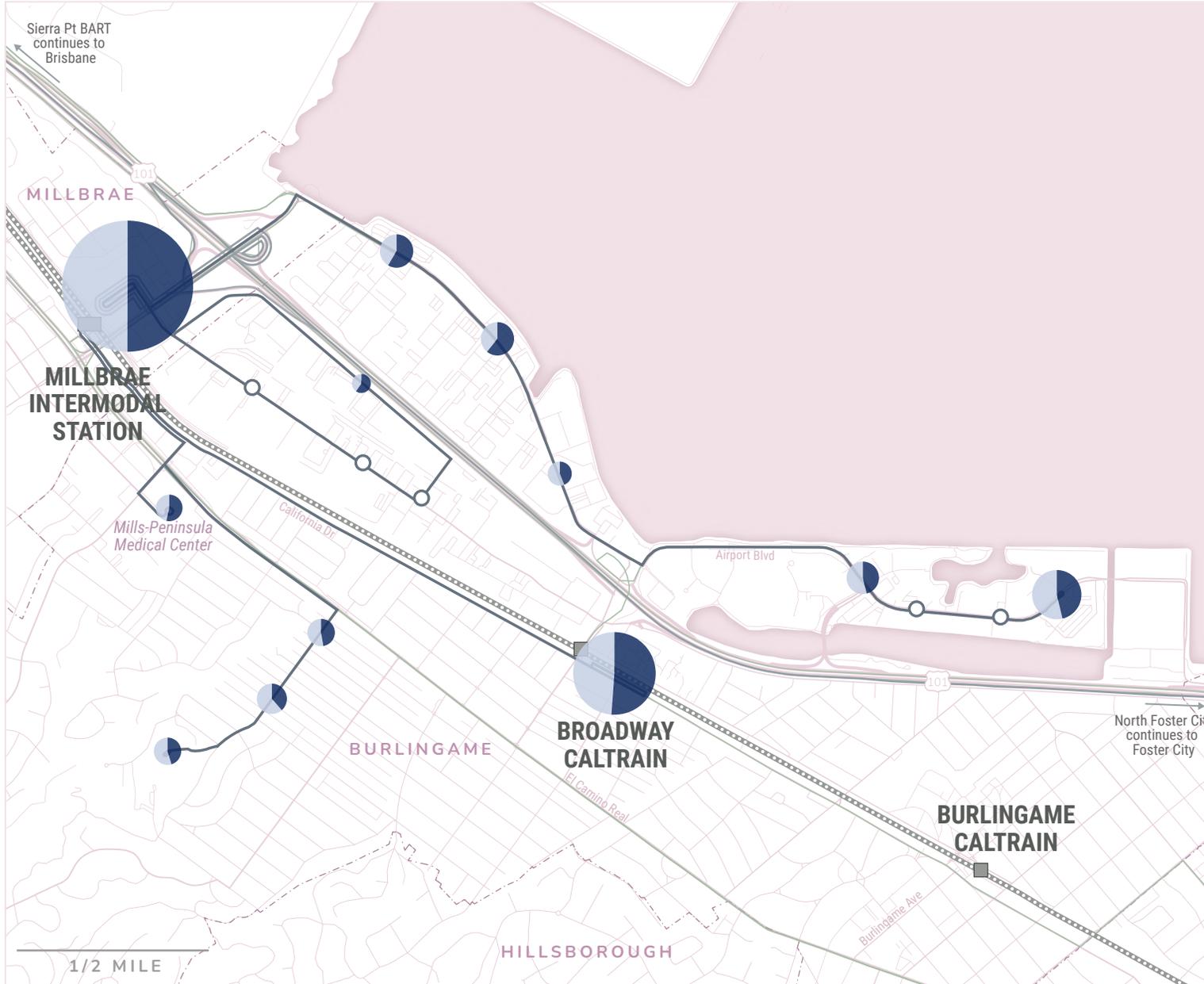
	Existing	Future	
San Bruno Caltrain	2	2 (Early 2020s)	4 (Late 2020s)
San Bruno BART	8	8	



Millbrae-Burlingame

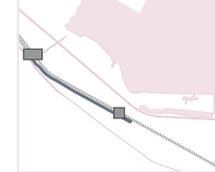
Shuttle Ridership, Performance, and Financials

Average Daily Ridership by Shuttle Stop



3 COMMUTER SHUTTLES

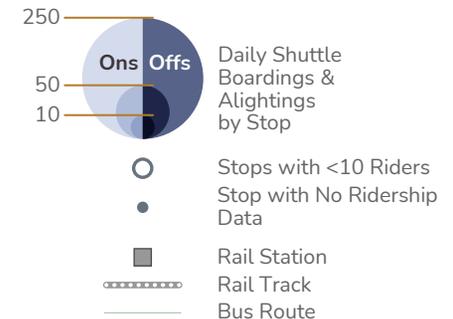
Broadway-Millbrae



Burlingame Bayside



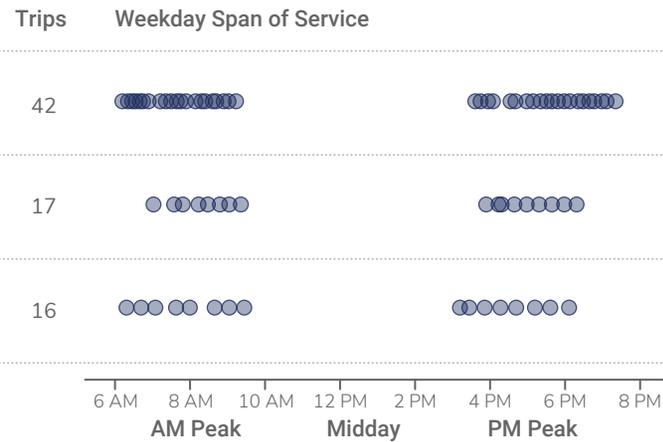
North Burlingame



Shuttle Overview

Shuttle Route	Avg. Daily Ridership	Manager	Sponsor
Broadway-Millbrae	182	Caltrain	Caltrain
Burlingame Bayside	205	Commute.org	Caltrain
North Burlingame	87	Commute.org	Commute.org
Total Ridership:	474		

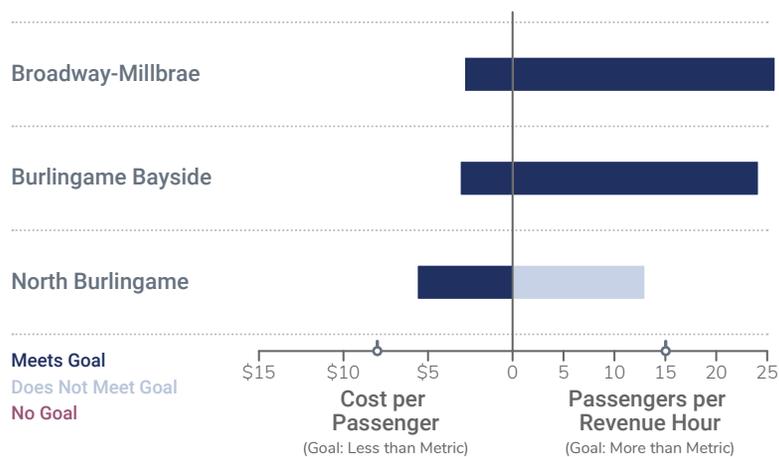
Service Levels



Funding Sources

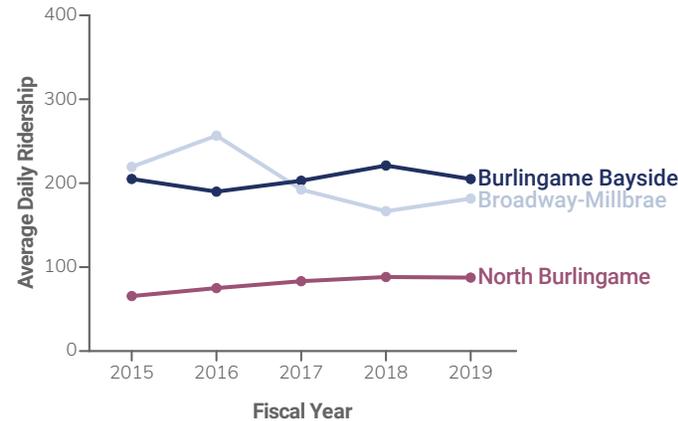


Performance Metrics



Broadway-Millbrae and Burlingame Bayside were among the best performing routes in the shuttle program, while the North Burlingame route did not meet either performance goal.

Change in Ridership Over Time



Ridership remained relatively constant over time. Approximately three-quarters of ridership was associated with BART trips, while one quarter was associated with Caltrain trips.

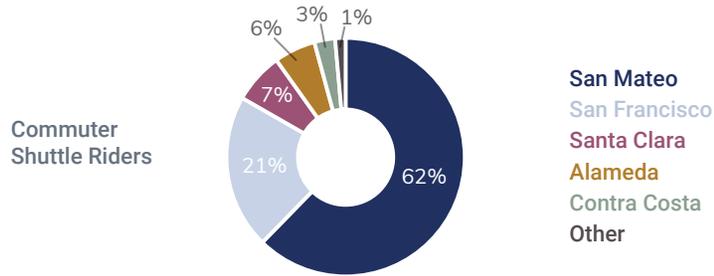
Key Statistics



Millbrae-Burlingame

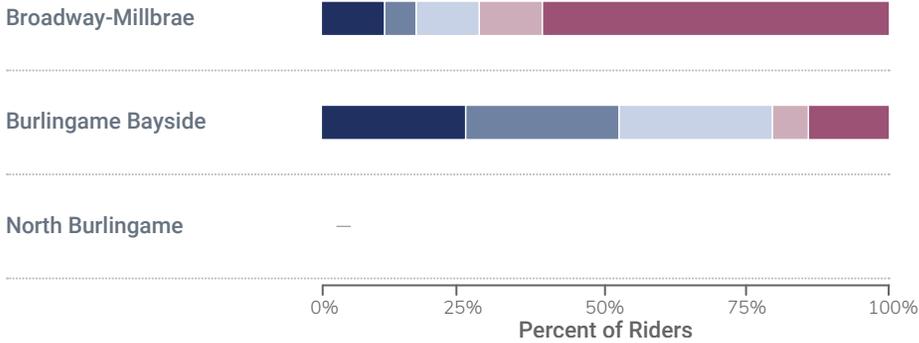
Shuttle Rider Profile

County of Residence



Annual Household Income

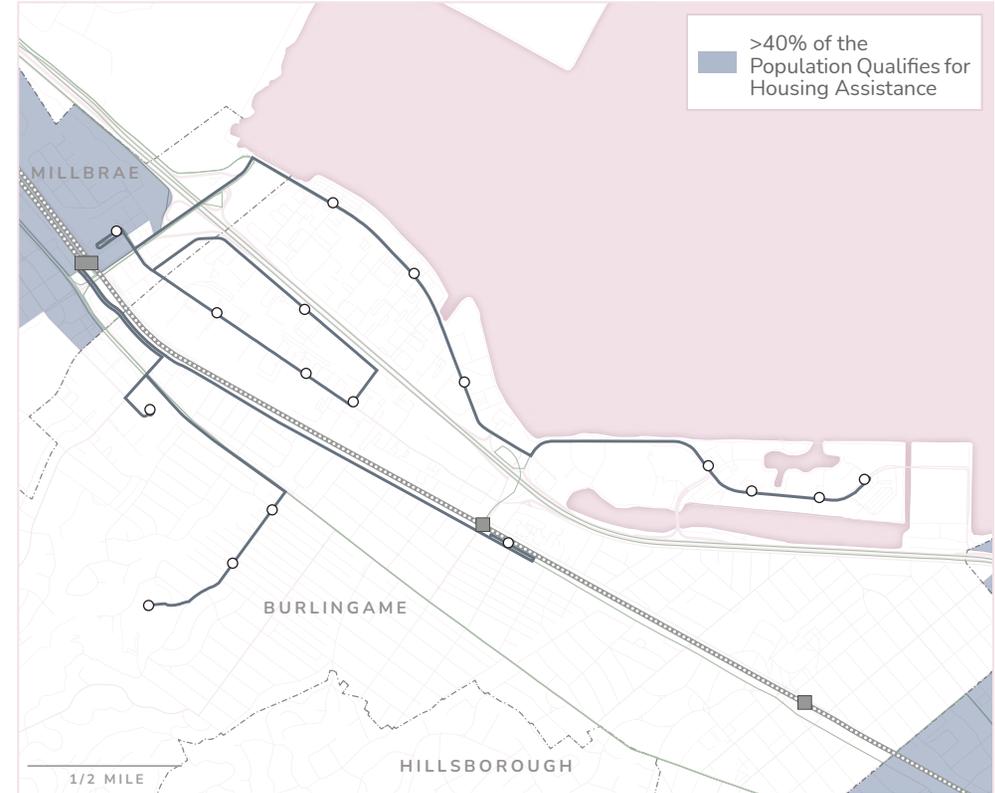
Less than \$50K \$50K to \$75K \$75K to \$100K \$100K to \$150K More than \$150K



Trip Purpose

Station	Percent Work Trips	Top Destinations and Sectors
Broadway-Millbrae	~100%	Tech
Burlingame Bayside	~100%	Acumen
North Burlingame	0%	Sutter Health

Communities with Concentrated Financial Need



Note: Households qualify for housing assistance if they earn less than 400% of the federal poverty level

Rider Feedback: Priorities for Improvement

	Frequency	Reliability	Service Hours	Transfer Timing	Travel Time
Broadway-Millbrae	●	●	●	●	●
Burlingame Bayside	●	●	●	●	●
North Burlingame	●	●	●	●	●

Note: Priorities mentioned in at least 15% of survey comments

Near-Term Job and Population Growth

New Developments

(Approved or In Progress, Nov. 2019)

- ◆ Office Development
- ◆ Residential Development



Within 1/2 Mile of a Shuttle Stop

	Existing	Growth	Change
Jobs:	34,000	3,700	+11%
Population:	17,500	800	+5%

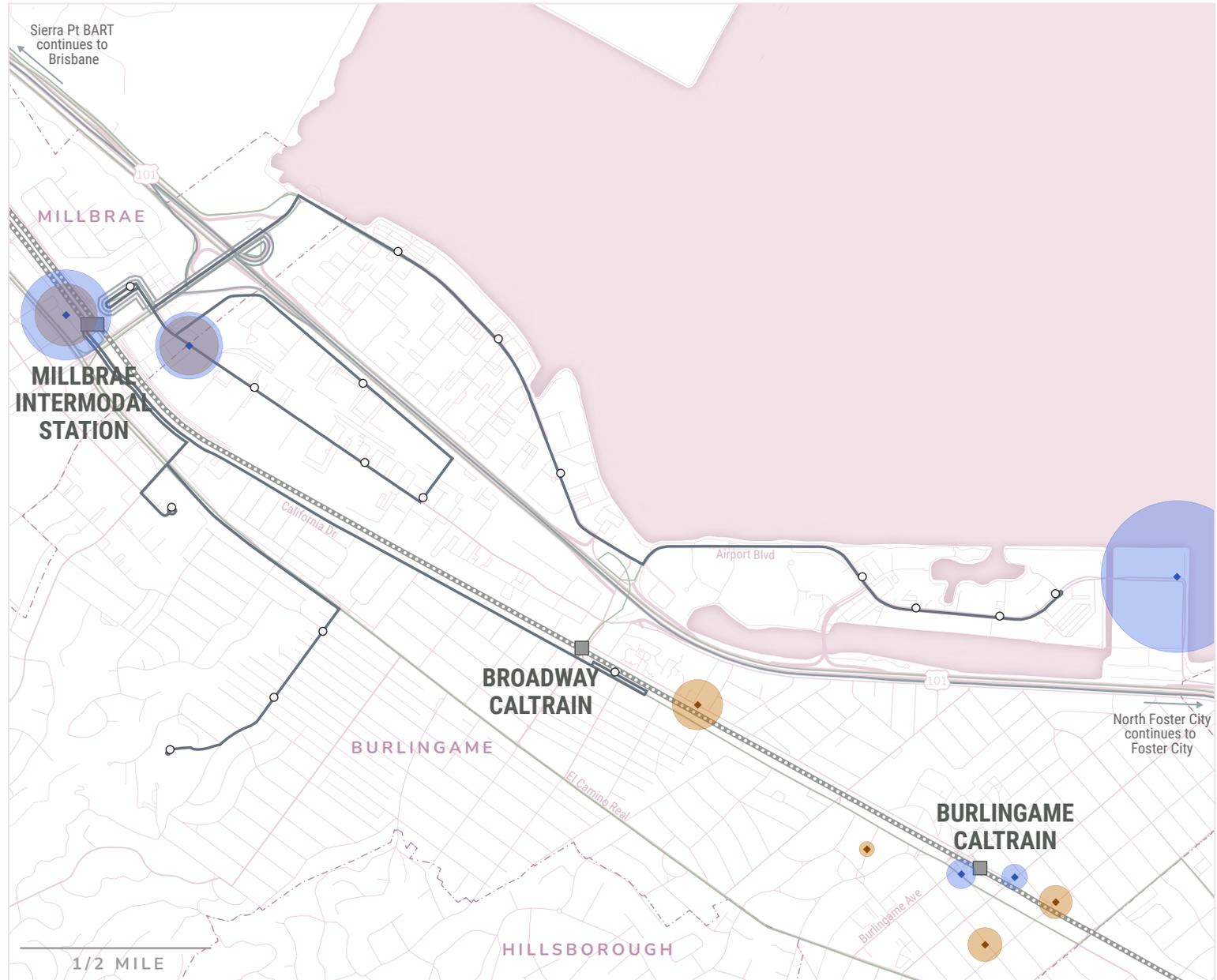
Other Nearby Growth

Jobs:	1,900
Population:	1,900

Peak Hour Service Levels

(Trains per Hour)

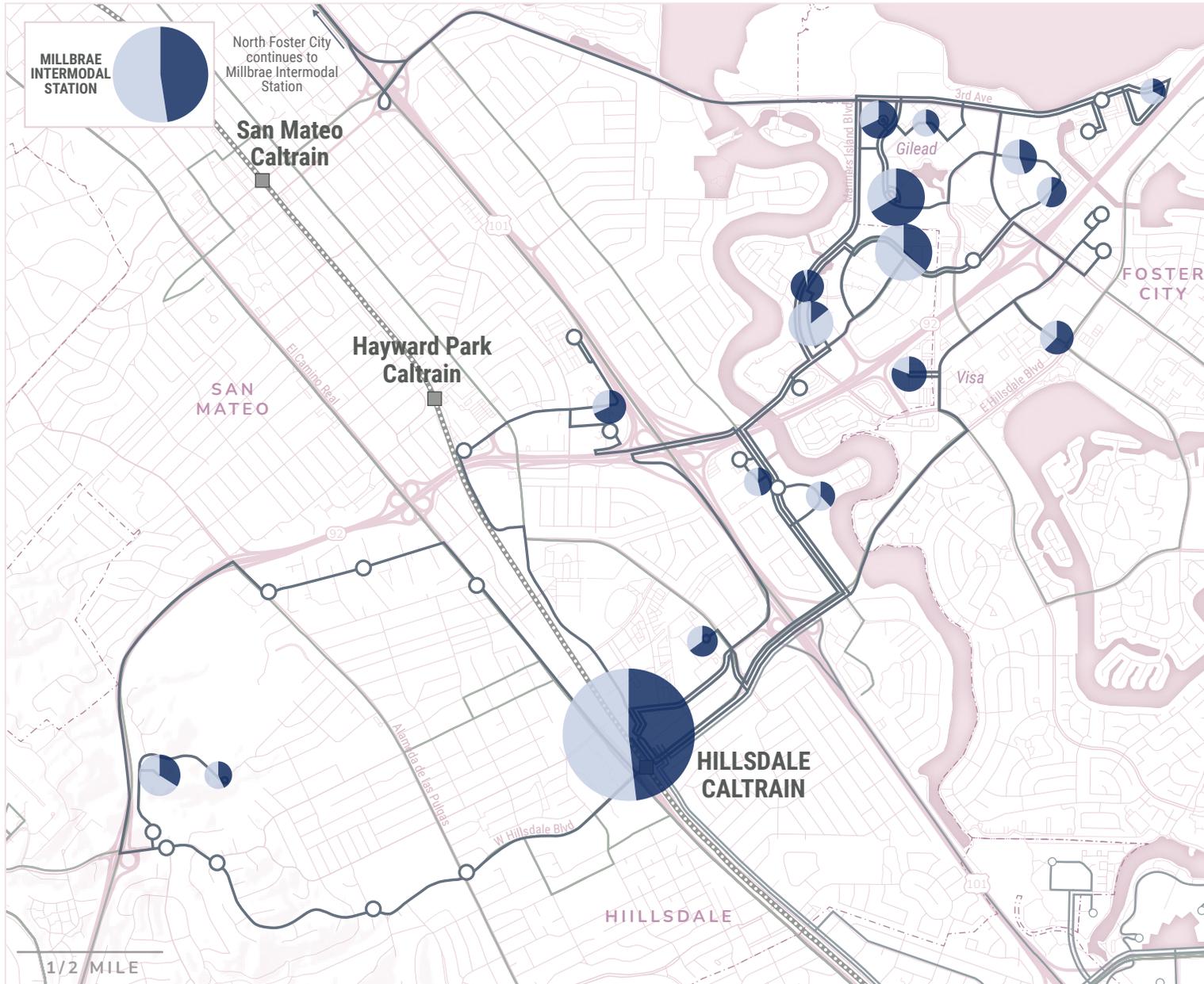
	Existing	Future
Millbrae Caltrain	4	6 (Early 2020s) 8 (Late 2020s)
Broadway Caltrain	0	2 (Early 2020s) 2 (Late 2020s)
Burlingame Caltrain	2	2 (Early 2020s) 2 (Late 2020s)
Millbrae BART	4	4



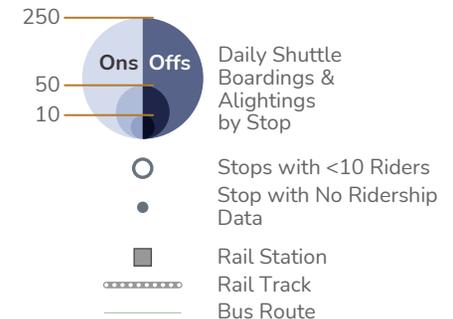
San Mateo-Foster City

Shuttle Ridership, Performance, and Financials

Average Daily Ridership by Shuttle Stop



5 COMMUTER SHUTTLES



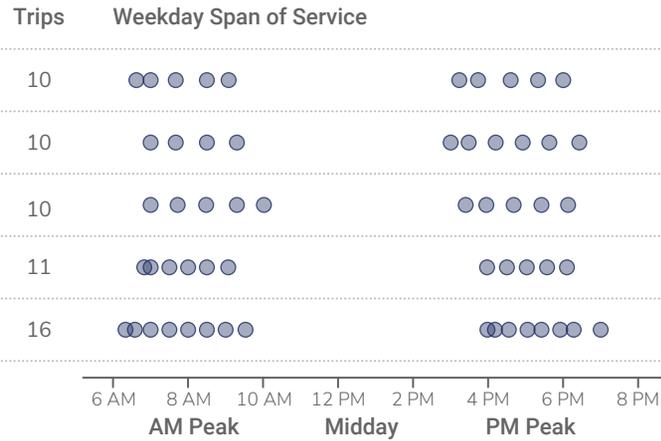
Note: The Gilead Millbrae shuttle is not shown as it is not part of the Peninsula Shuttle Program.
Source: May 2019 Shuttle Ridership

Shuttle Overview

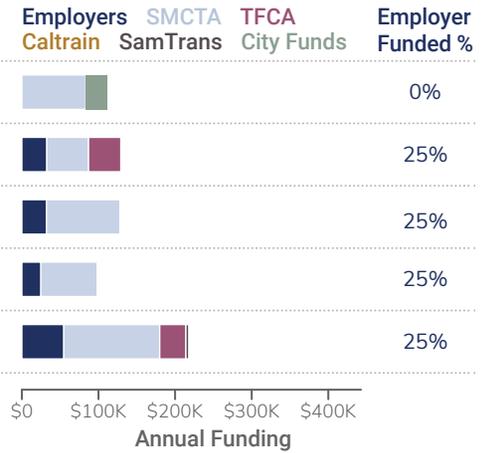
Shuttle Route	Avg. Daily Ridership	Manager	Sponsor
Campus Drive	65	Commute.org	Caltrain
Lincoln Centre	84	Commute.org	Caltrain
Mariners' Island	104	Commute.org	Caltrain
Norfolk	59	Commute.org	Caltrain
North Foster City	142	Commute.org	Commute.org

Total Ridership: 454
Other Nearby Shuttles: Gilead Caltrain

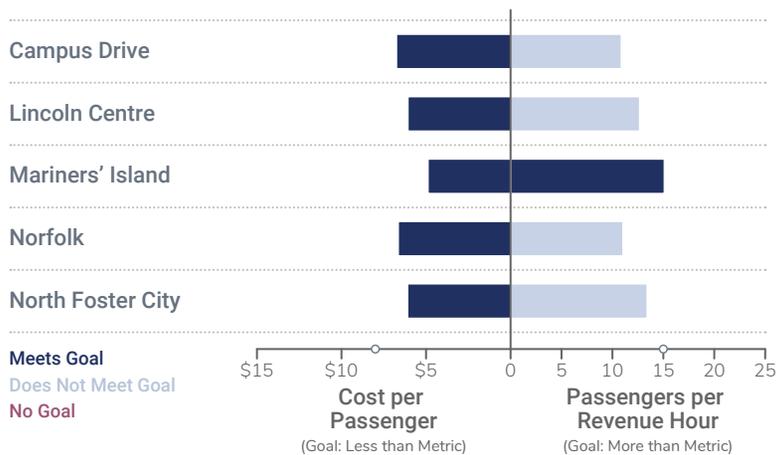
Service Levels



Funding Sources

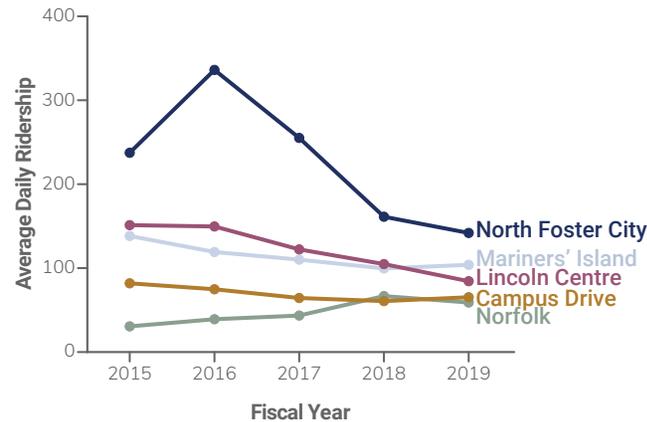


Performance Metrics



Only one route met both performance goals. A majority of shuttle stops serve fewer than 10 boardings and alightings per day.

Change in Ridership Over Time



Ridership declined on all but one route over time. The North Foster City route experienced the most significant decline due to the introduction of competing service by Gilead, the area's largest employer.

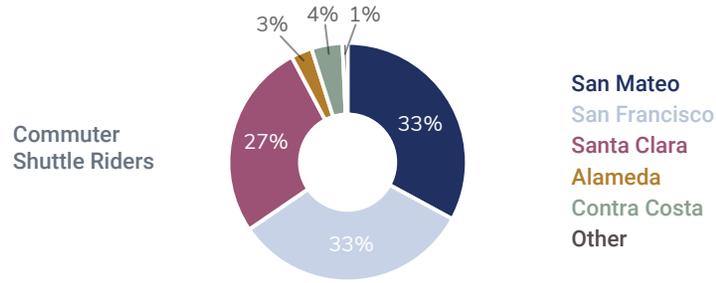
Key Statistics



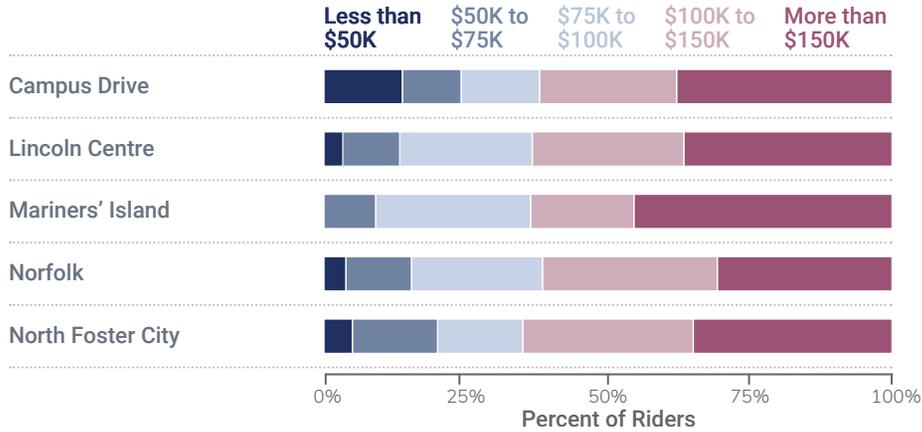
San Mateo-Foster City

Shuttle Rider Profile

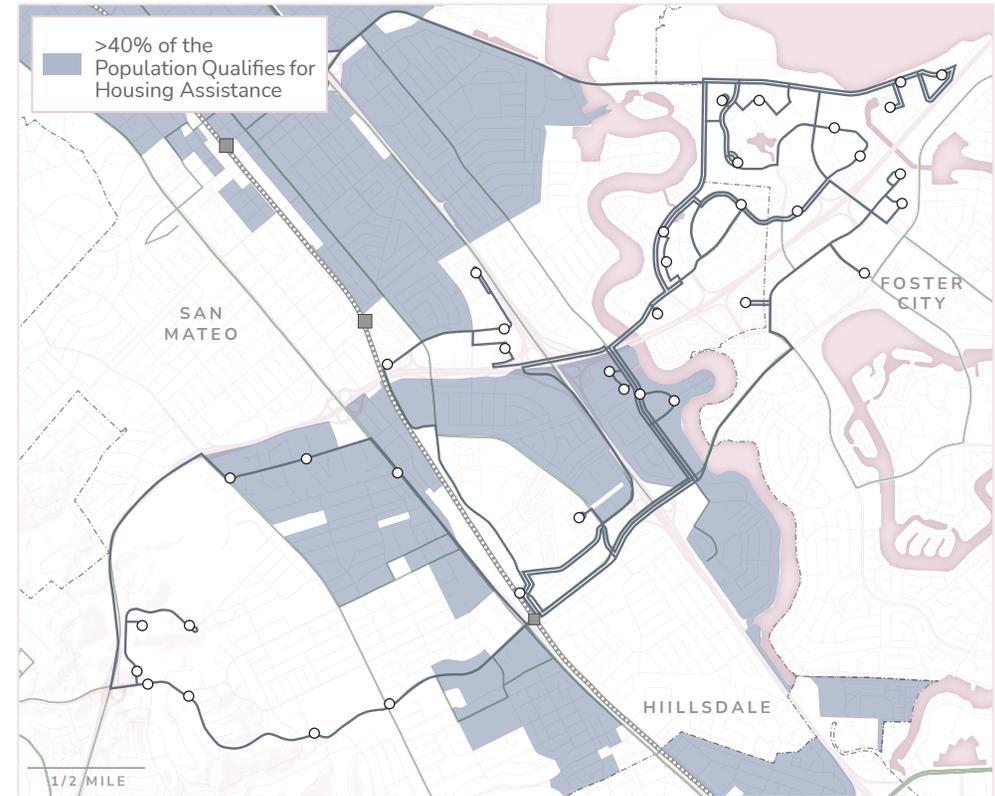
County of Residence



Annual Household Income



Communities with Concentrated Financial Need



Note: Households qualify for housing assistance if they earn less than 400% of the federal poverty level

Trip Purpose

Location	Percent Work Trips	Top Destinations and Sectors
Campus Drive	~95%	Biotech, Tech, Government
Lincoln Centre	~95%	Gilead Sciences, Tech
Mariners' Island	~95%	Tech
Norfolk	~95%	Rakuten Medical, Exabeam
North Foster City	~95%	Gilead Sciences

Rider Feedback: Priorities for Improvement

Location	Frequency	Reliability	Service Hours	Transfer Timing	Travel Time
Campus Drive	●	●	●	●	●
Lincoln Centre	—	—	—	—	—
Mariners' Island	●	●	●	●	●
Norfolk	●	●	●	●	●
North Foster City	●	●	●	●	●

Near-Term Job and Population Growth

New Developments

(Approved or In Progress, Nov. 2019)

- ◆ Office Development
- ◆ Residential Development



Within 1/2 Mile of a Shuttle Stop

	Existing	Growth	Change
Jobs:	53,000	4,800	+9%
Population:	52,300	5,100	+10%

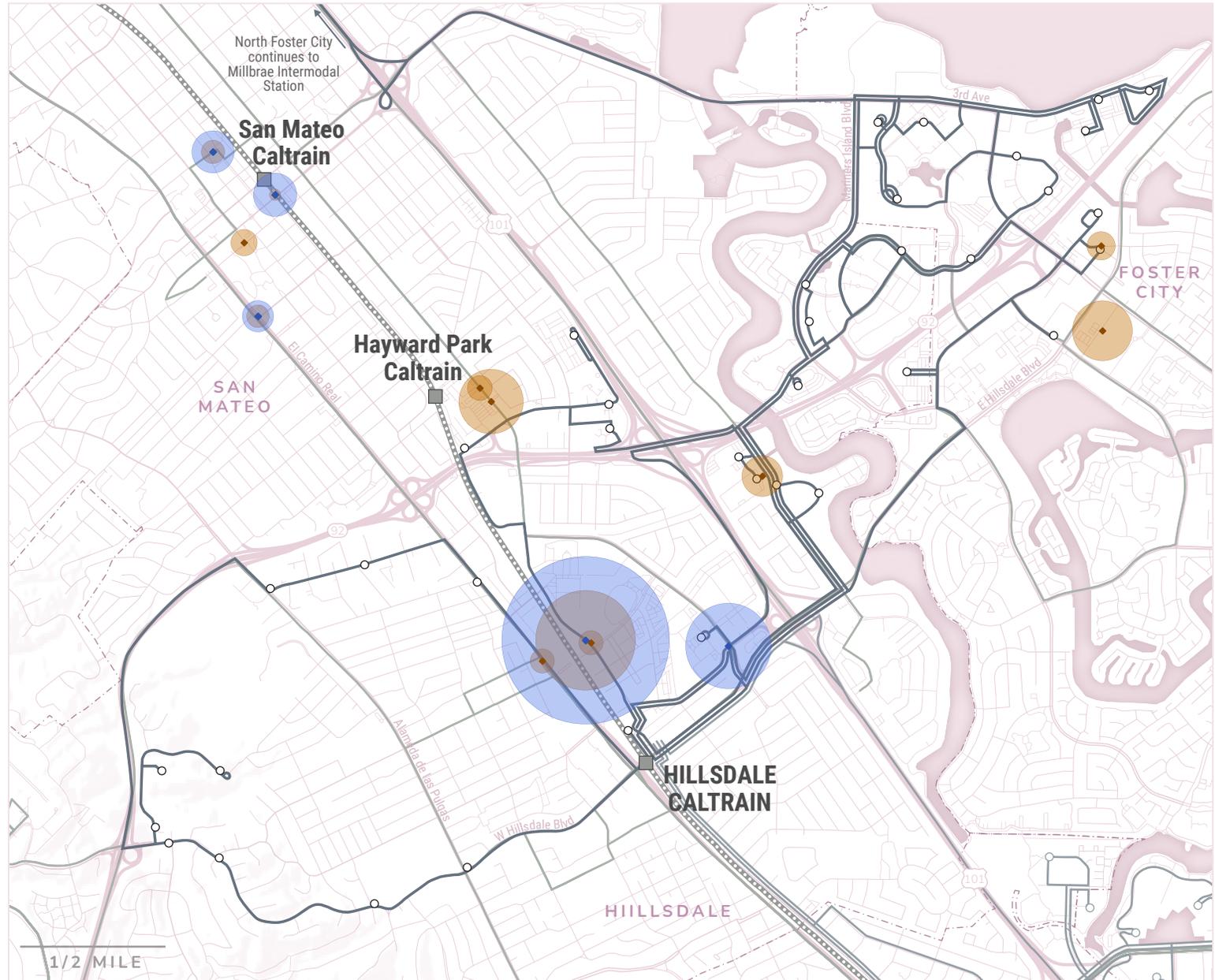
Other Nearby Growth

Jobs:	600
Population:	400

Peak Hour Service Levels

(Trains per Hour)

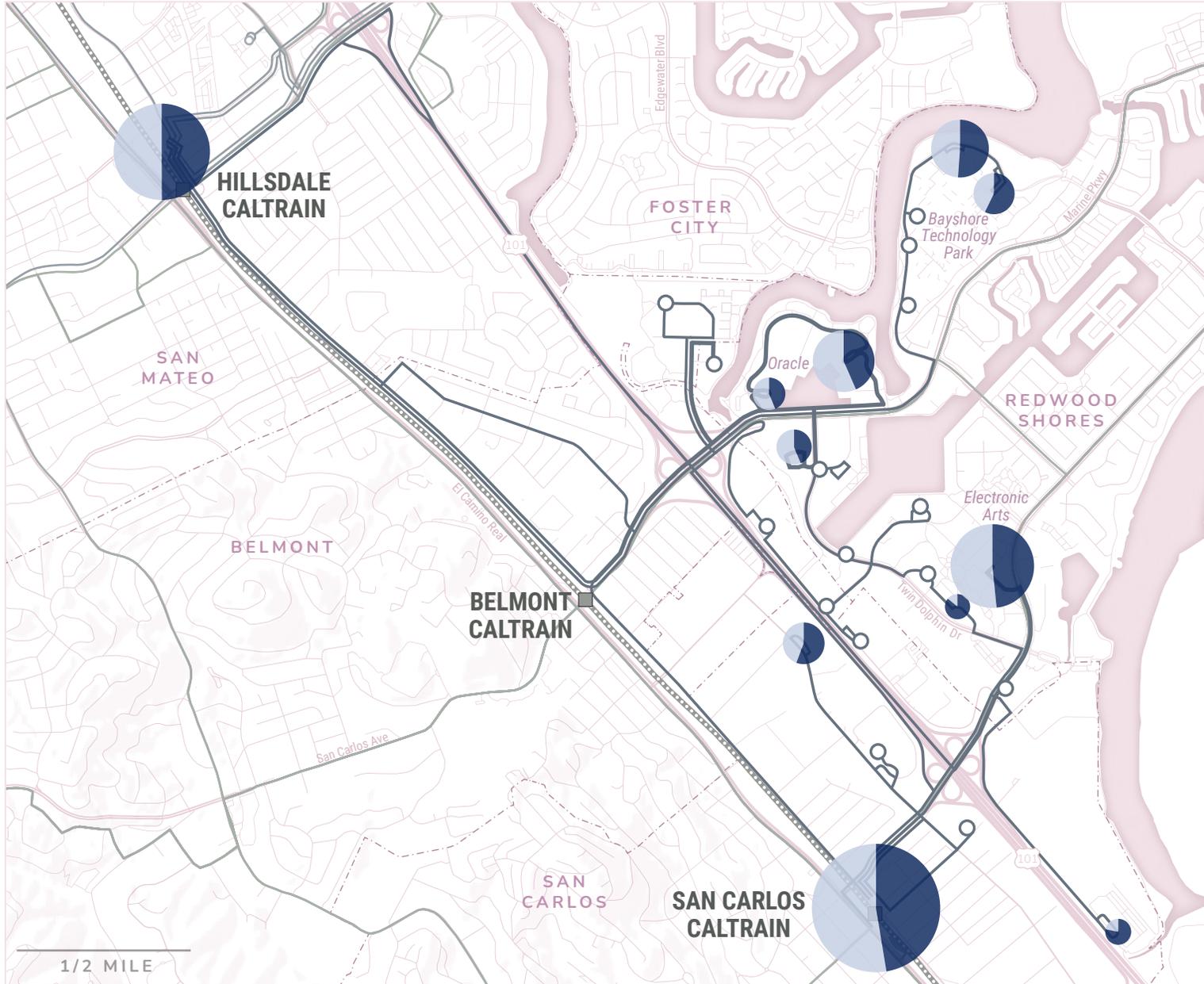
	Existing	Future	
San Mateo Caltrain	3	4 (Early 2020s)	8 (Late 2020s)
Hayward Park Caltrain	1	2 (Early 2020s)	4 (Late 2020s)
Hillsdale Caltrain	4 (Peak Direction) 3 (Reverse Peak)	4 (Early 2020s)	8 (Late 2020s)



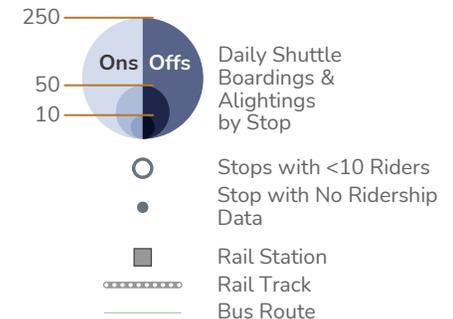
Belmont-San Carlos

Shuttle Ridership, Performance, and Financials

Average Daily Ridership by Shuttle Stop



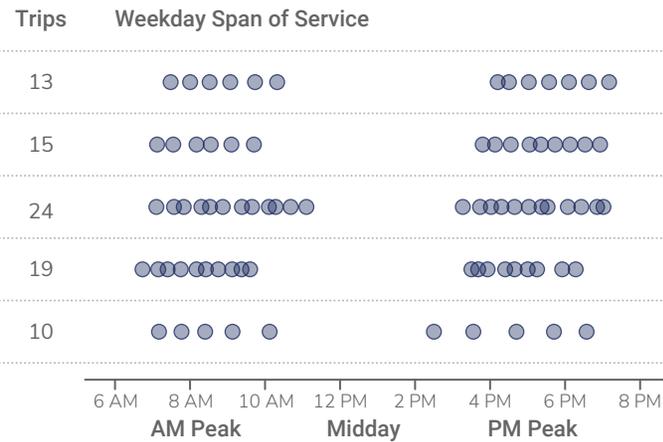
5 COMMUTER SHUTTLES



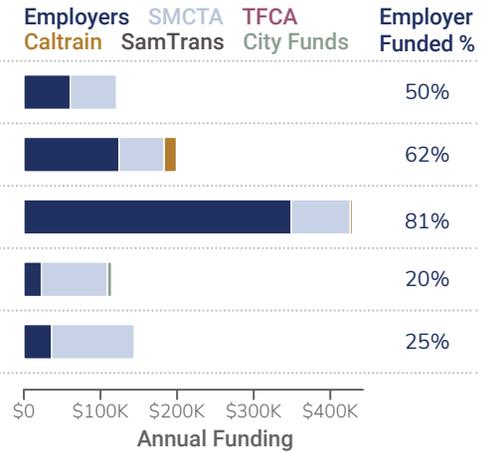
Shuttle Overview

Shuttle Route	Avg. Daily Ridership	Manager	Sponsor
Bayshore Tech. Park	110	Commute.org	Commute.org
Electronic Arts	98	Electronic Arts	Caltrain
Oracle	96	Oracle	Caltrain
San Carlos Commuter	33	Commute.org	City of San Carlos
Twin Dolphin	64	Caltrain	Caltrain
Total Ridership:	401		

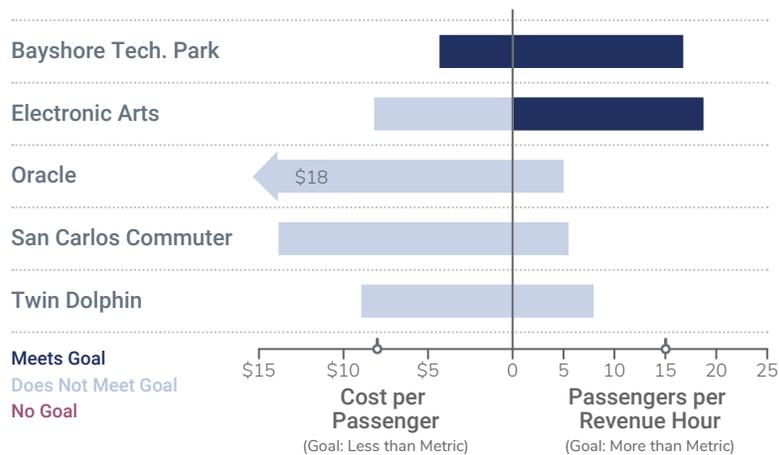
Service Levels



Funding Sources

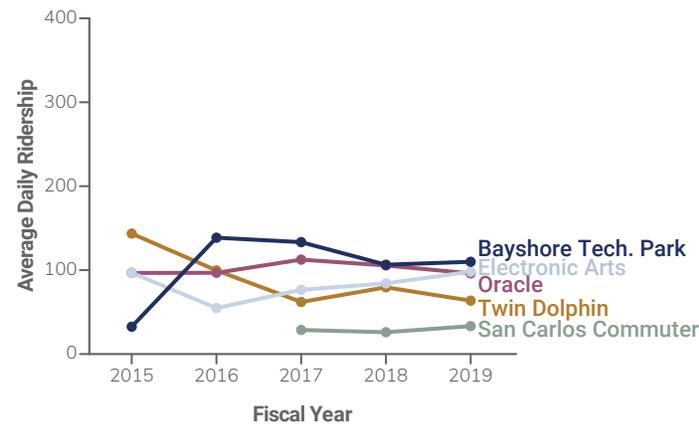


Performance Metrics



Four of five routes did not meet both performance goals; however, employer contributions by Oracle and Electronic Arts are amongst the highest in the shuttle program. A majority of shuttle stops serve fewer than 10 boardings and alightings per day.

Change in Ridership Over Time



Ridership was relatively constant over time with the exception of the Twin Dolphin route. This is due in part to service cuts.

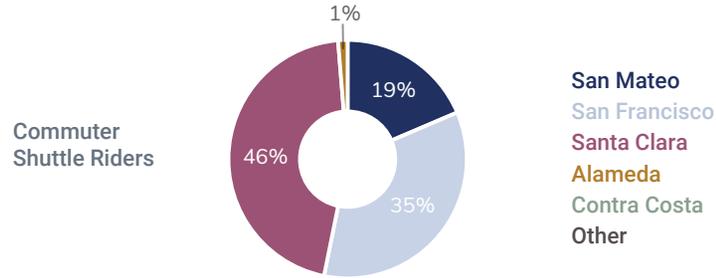
Key Statistics



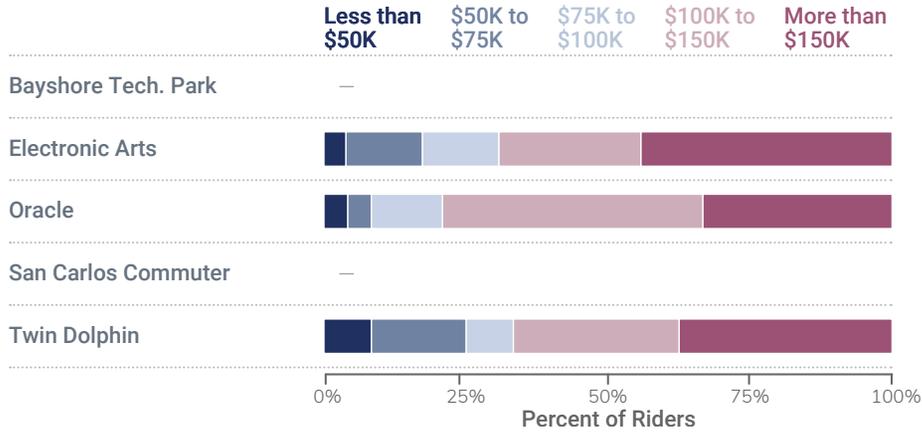
Belmont-San Carlos

Shuttle Rider Profile

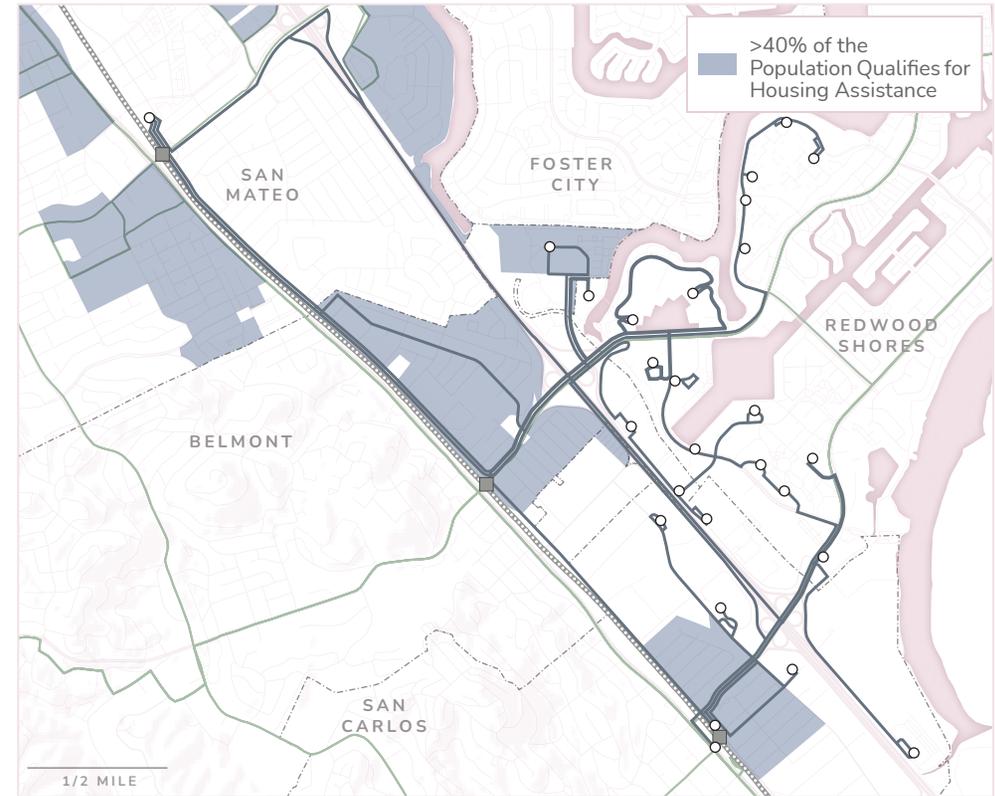
County of Residence



Annual Household Income



Communities with Concentrated Financial Need



Note: Households qualify for housing assistance if they earn less than 400% of the federal poverty level

Trip Purpose

Route	Percent Work Trips	Top Destinations and Sectors
Bayshore Tech. Park	0%	Shutterfly, Proteus Digital Health
Electronic Arts	~25%	Electronic Arts, Poshmark, Auris Health
Oracle	~25%	Oracle
San Carlos Commuter	0%	Sutter Health, Natera
Twin Dolphin	~25%	MarkLogic

Rider Feedback: Priorities for Improvement

Route	Frequency	Reliability	Service Hours	Transfer Timing	Travel Time
Bayshore Tech. Park	●	●	●	●	●
Electronic Arts	●	●	●	●	●
Oracle	●	●	●	●	●
San Carlos Commuter	●	●	●	●	●
Twin Dolphin	●	●	●	●	●

Note: Priorities mentioned in at least 15% of survey comments

Near-Term Job and Population Growth

New Developments

(Approved or In Progress, Nov. 2019)

- ◆ Office Development
- ◆ Residential Development



Within 1/2 Mile of a Shuttle Stop

	Existing	Growth	Change
Jobs:	31,400	2,100	+7%
Population:	16,600	0	0%

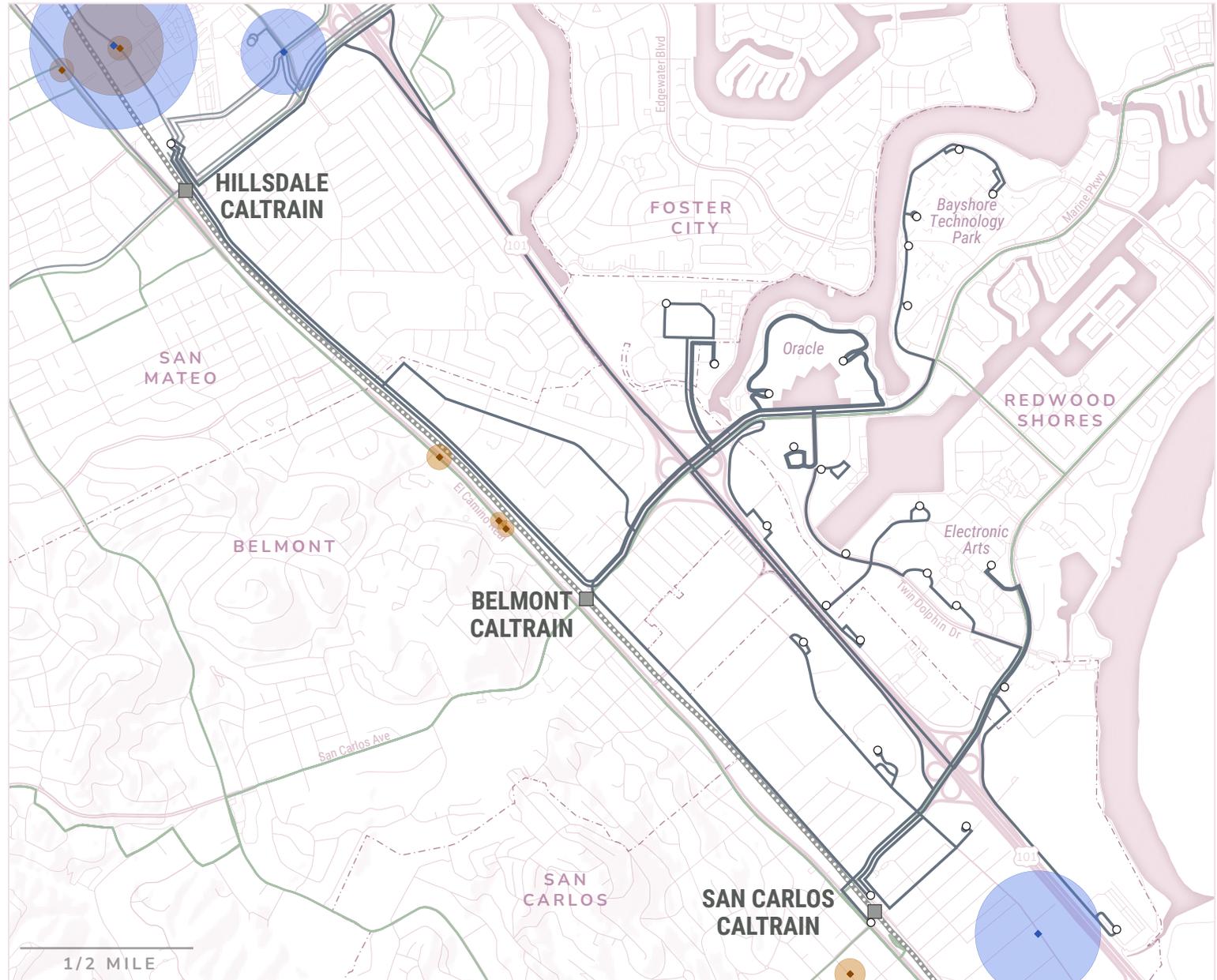
Other Nearby Growth

Jobs:	0
Population:	500

Peak Hour Service Levels

(Trains per Hour)

	Existing	Future	
Hillsdale Caltrain	4 (Peak Direction) 3 (Reverse Peak)	4 (Early 2020s)	8 (Late 2020s)
Belmont Caltrain	1	2 (Early 2020s)	2 (Late 2020s)
San Carlos Caltrain	2 (Peak Direction) 3 (Reverse Peak)	2 (Early 2020s)	2 (Late 2020s)



Redwood City

Shuttle Ridership, Performance, and Financials

Average Daily Ridership by Shuttle Stop



3 COMMUTER SHUTTLES

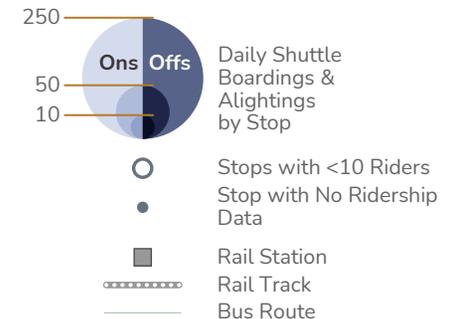
Midpoint



Pacific Shores



Seaport Centre



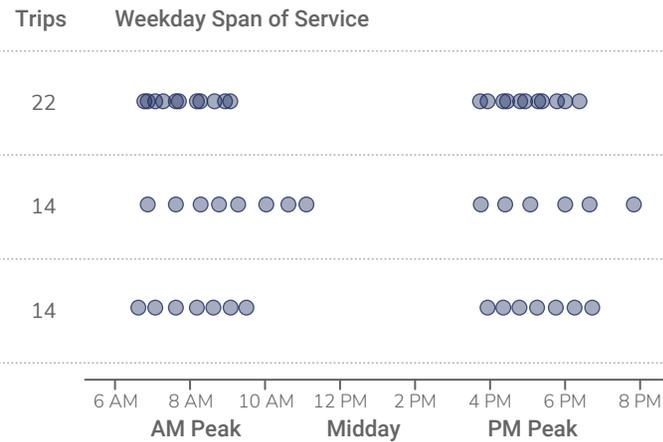
Note: The Stanford Marguerite Redwood City shuttle is not shown as it is not part of the Peninsula Shuttle Program.
Source: May 2019 Shuttle Ridership

Shuttle Overview

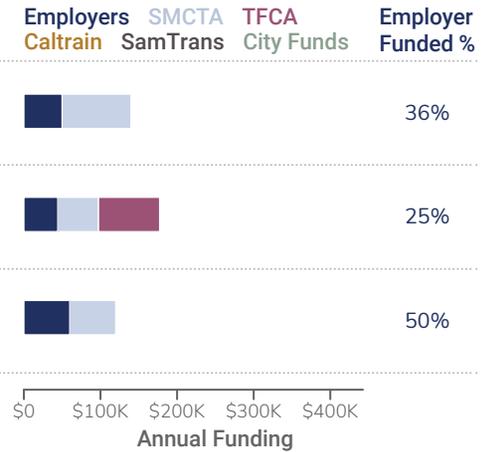
Shuttle Route	Avg. Daily Ridership	Manager	Sponsor
Midpoint	164	Commute.org	Commute.org
Pacific Shores	202	Google C/O CBRE	Caltrain
Seaport Centre	144	Commute.org	Commute.org

Total Ridership: 510
Other Nearby Shuttles: Stanford Marguerite Redwood City (167 riders)

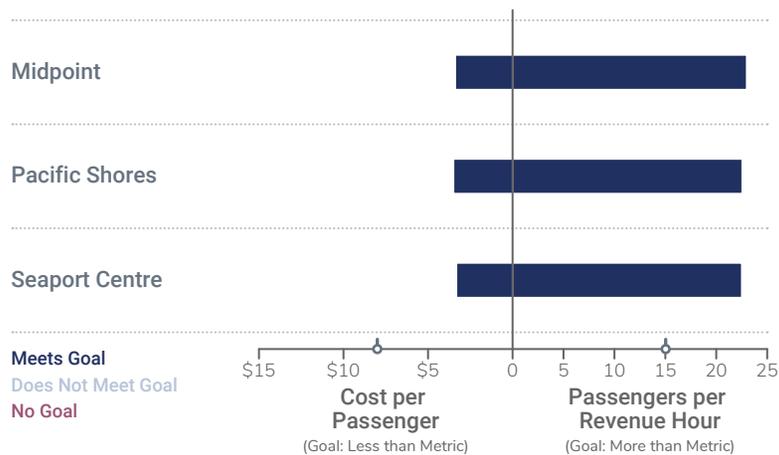
Service Levels



Funding Sources

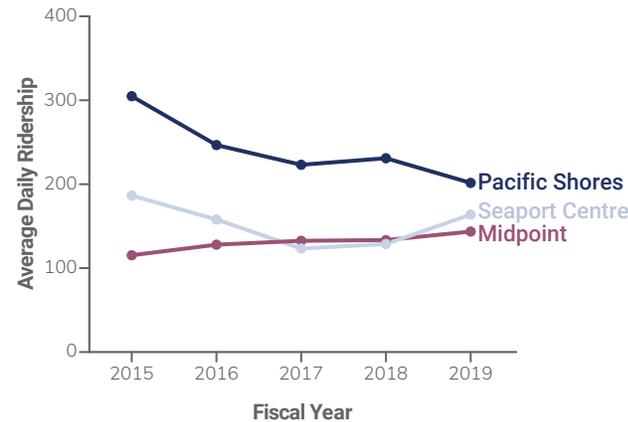


Performance Metrics



All three shuttles exceeded performance goals and are among the best performing routes in the shuttle program. Stanford recently began supplementing the Midpoint shuttle with its own Marguerite service to augment capacity.

Change in Ridership Over Time

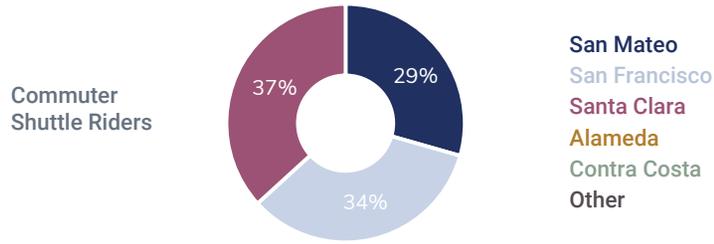


Ridership declined on Pacific Shores and Seaport Centre over the past five years. While not captured in the FY 2019 data, ridership on the Midpoint Shuttle recently doubled after Stanford's Redwood City campus opened.

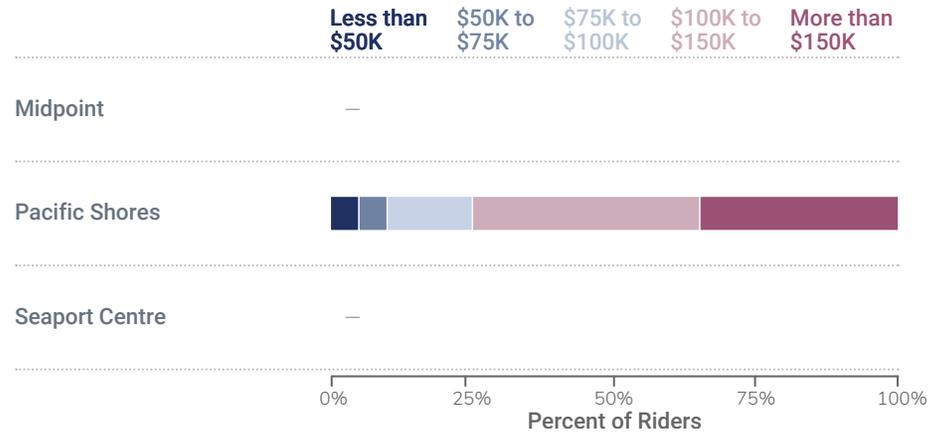
Key Statistics



County of Residence



Annual Household Income



Trip Purpose

Location	Percent Work Trips	Top Destinations and Sectors
Midpoint	~5%	Stanford University, Stanford Health Care
Pacific Shores	~10%	Google, Tech
Seaport Centre	~5%	Genomic Health, Guardant Health

Communities with Concentrated Financial Need



Note: Households qualify for housing assistance if they earn less than 400% of the federal poverty level

Rider Feedback: Priorities for Improvement

Location	Frequency	Reliability	Service Hours	Transfer Timing	Travel Time
Midpoint	●	●	●	○	○
Pacific Shores	○	●	●	●	○
Seaport Centre	●	●	●	●	○

Note: Priorities mentioned in at least 15% of survey comments

Near-Term Job and Population Growth

New Developments

(Approved or In Progress, Nov. 2019)

- ◆ Office Development
- ◆ Residential Development



Within 1/2 Mile of a Shuttle Stop

	Existing	Growth	Change
Jobs:	12,100	5,000	+41%
Population:	8,500	1,300	+15%

Other Nearby Growth

Jobs:	1,800
Population:	2,300

Peak Hour Service Levels

(Trains per Hour)

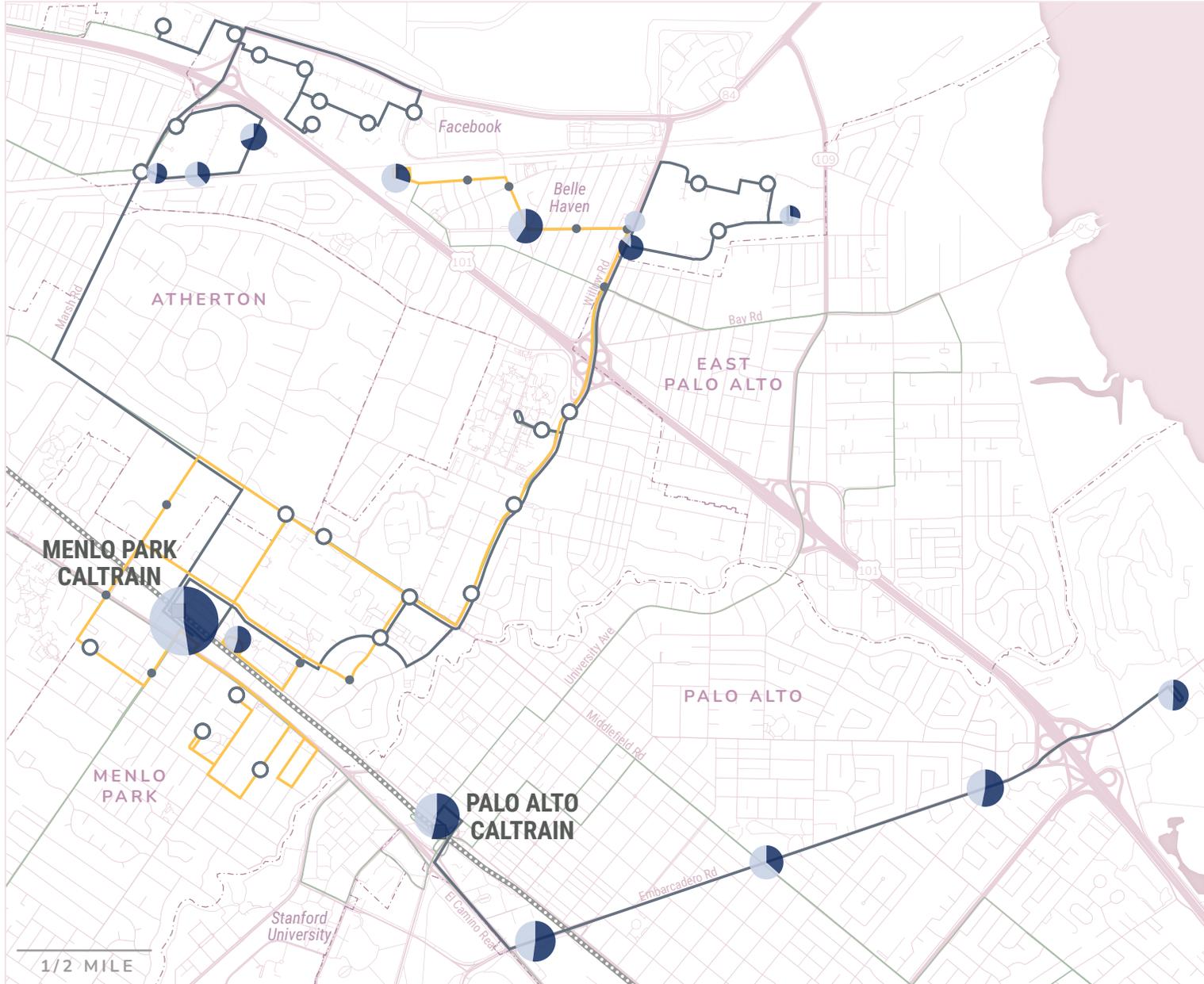
	Existing	Future
Redwood City Caltrain	4 (Peak Direction) 3 (Reverse Peak)	6 (Early 2020s) 8 (Late 2020s)



Menlo Park-Palo Alto

Shuttle Ridership, Performance, and Financials

Average Daily Ridership by Shuttle Stop



2 COMMUNITY SHUTTLES

3 COMMUTER SHUTTLES

Belle Haven



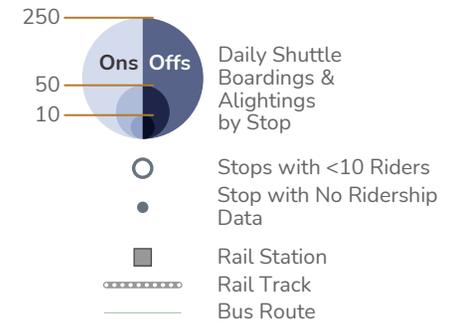
Embarcadero



Marsh Road



Willow Road



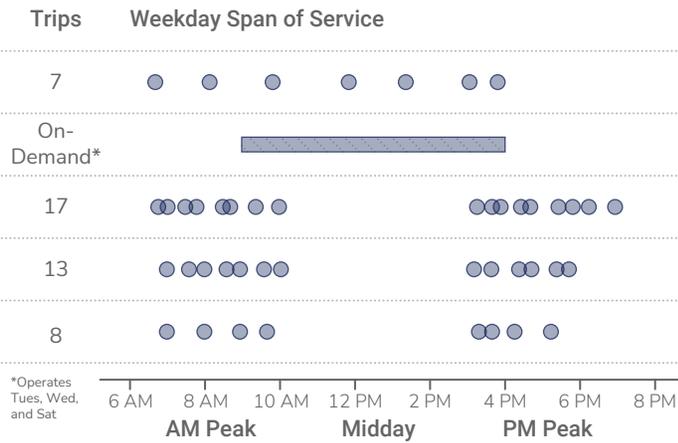
Note: Some stop-level data not available for the Belle Haven shuttle. Shuttles by Facebook and Stanford Hospital are not shown as they are not part of the Peninsula Shuttle Program. Stanford University's Marguerite shuttle service is also not shown, although it is a part of the program.
Source: May 2019 Shuttle Ridership

Shuttle Overview

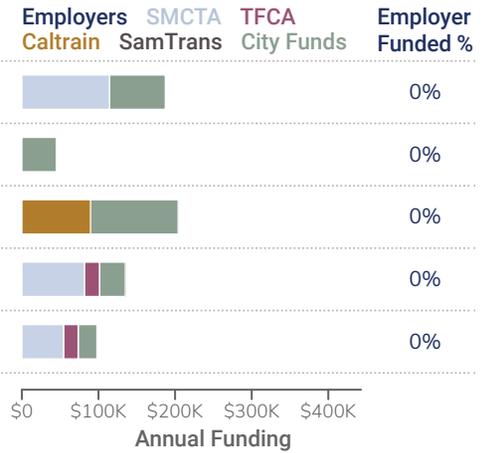
Shuttle Route	Avg. Daily Ridership	Manager	Sponsor
Belle Haven	57	City of Menlo Park	City of Menlo Park
Menlo Park Shopper	9	City of Menlo Park	City of Menlo Park
Embarcadero	139	Caltrain	Caltrain
Marsh Road	81	City of Menlo Park	City of Menlo Park
Willow Road	56	City of Menlo Park	City of Menlo Park

Total Ridership: 342
Other Nearby Shuttles: Stanford Healthcare Bohannon Shuttle (148 riders), Stanford Healthcare Tech Shuttle (188 riders), Stanford Marguerite (6,359 riders), Facebook, Palo Alto Crosstown Shuttle

Service Levels

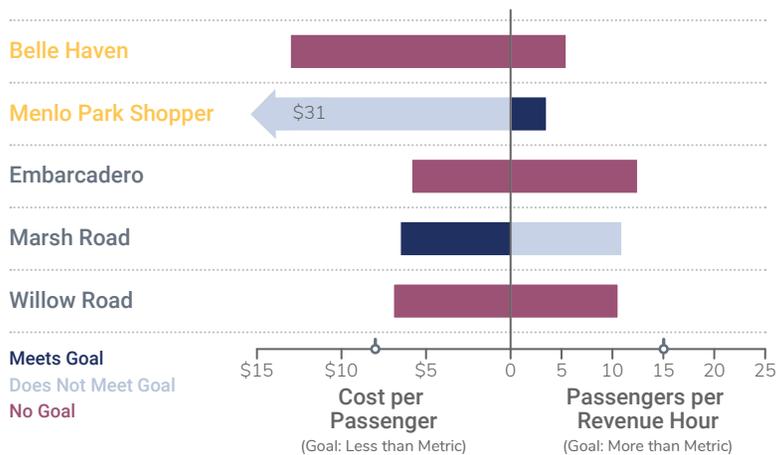


Funding Sources



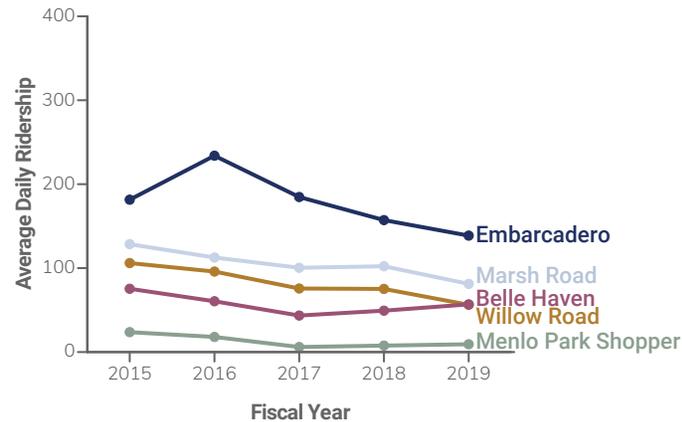
Note: Stanford Marguerite receives \$195K in funding from the TFCA.

Performance Metrics



Shuttles in Menlo Park and Palo Alto experienced lower productivity. A majority of shuttle stops in Menlo Park serve fewer than 10 boardings and alightings per day.

Change in Ridership Over Time



Ridership has declined on all routes over time, in part due to direct competition from shuttles by Facebook and Stanford Hospital.

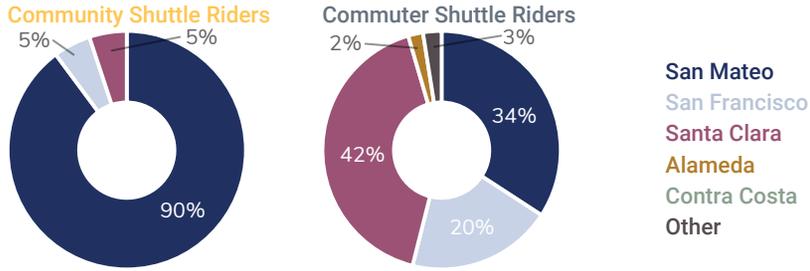
Key Statistics



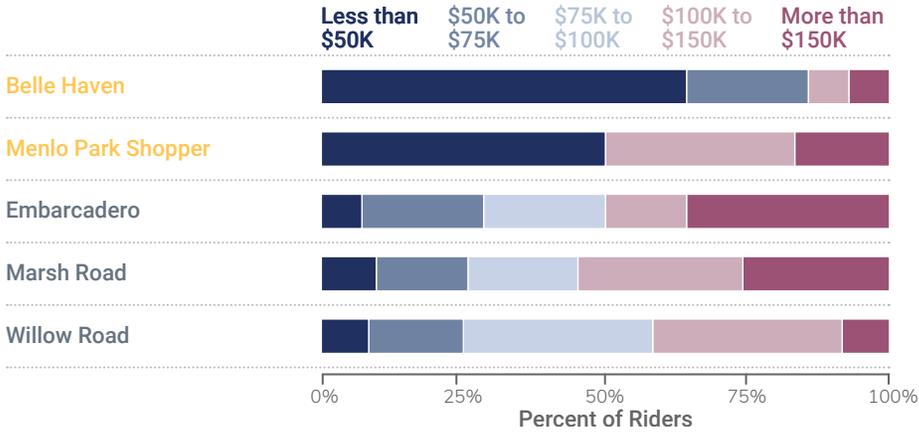
Menlo Park-Palo Alto

Shuttle Rider Profile

County of Residence



Annual Household Income

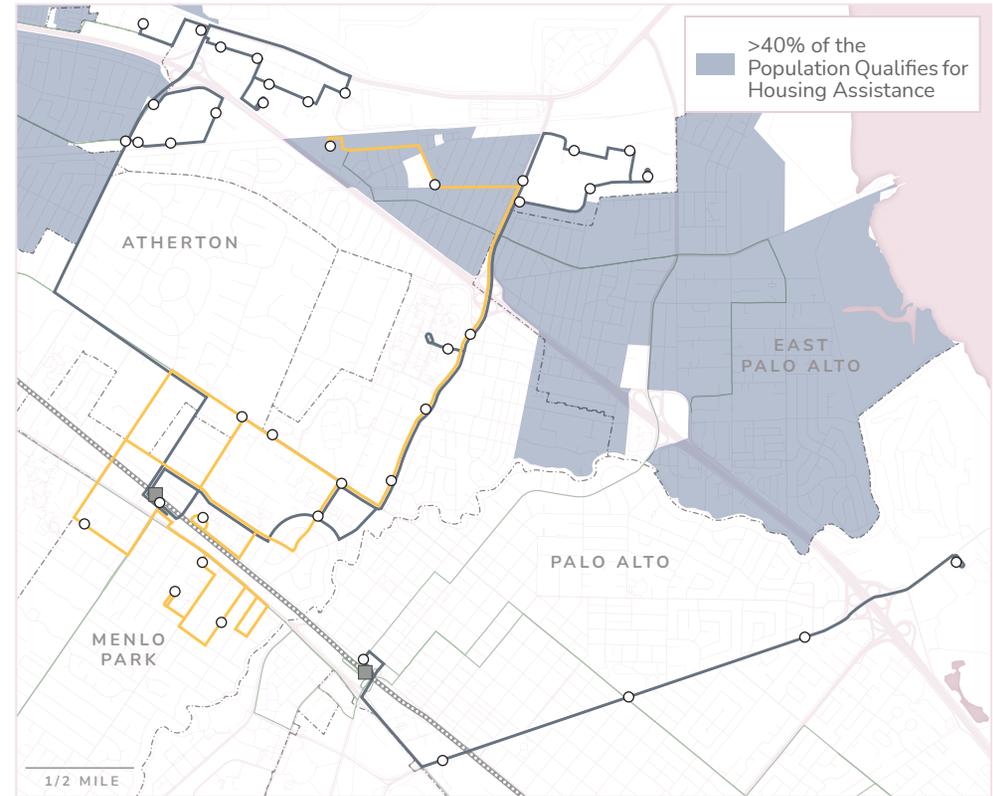


Trip Purpose



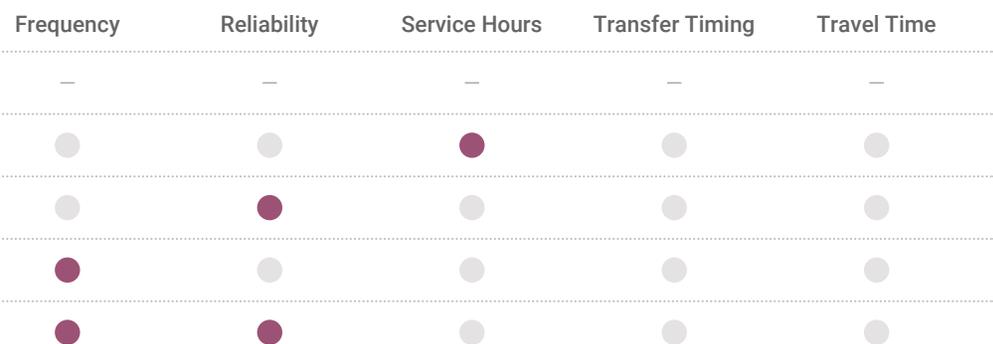
Source: 2019 Shuttle Surveys

Communities with Concentrated Financial Need



Note: Households qualify for housing assistance if they earn less than 400% of the federal poverty level

Rider Feedback: Priorities for Improvement



Note: Priorities mentioned in at least 15% of survey comments

Near-Term Job and Population Growth

New Developments

(Approved or In Progress, Nov. 2019)

- ◆ Office Development
- ◆ Residential Development



Within 1/2 Mile of a Shuttle Stop

	Existing	Growth	Change
Jobs:	42,500	4,500	+11%
Population:	60,100	2,200	+4%

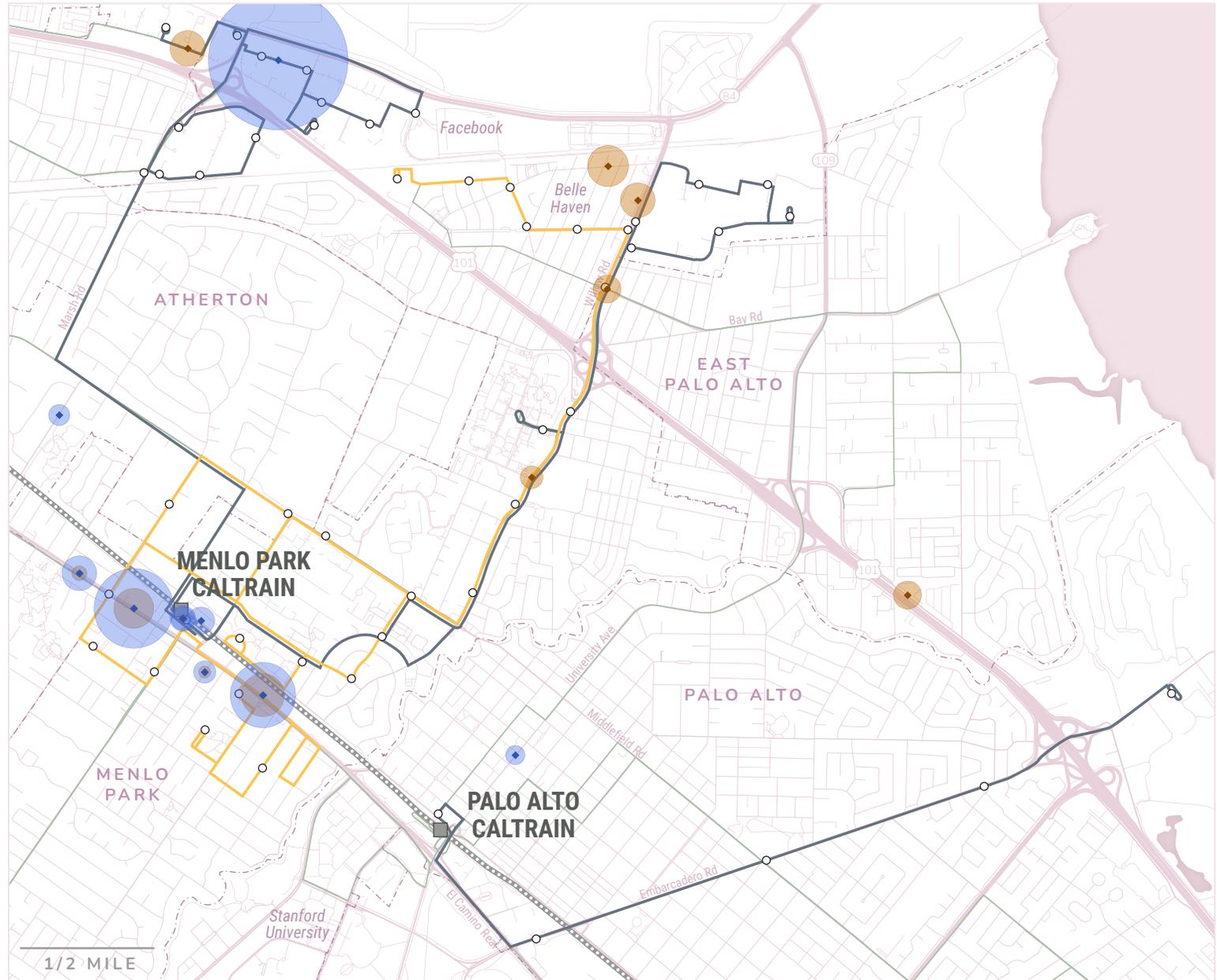
Other Nearby Growth

Jobs:	100
Population:	200

Peak Hour Service Levels

(Trains per Hour)

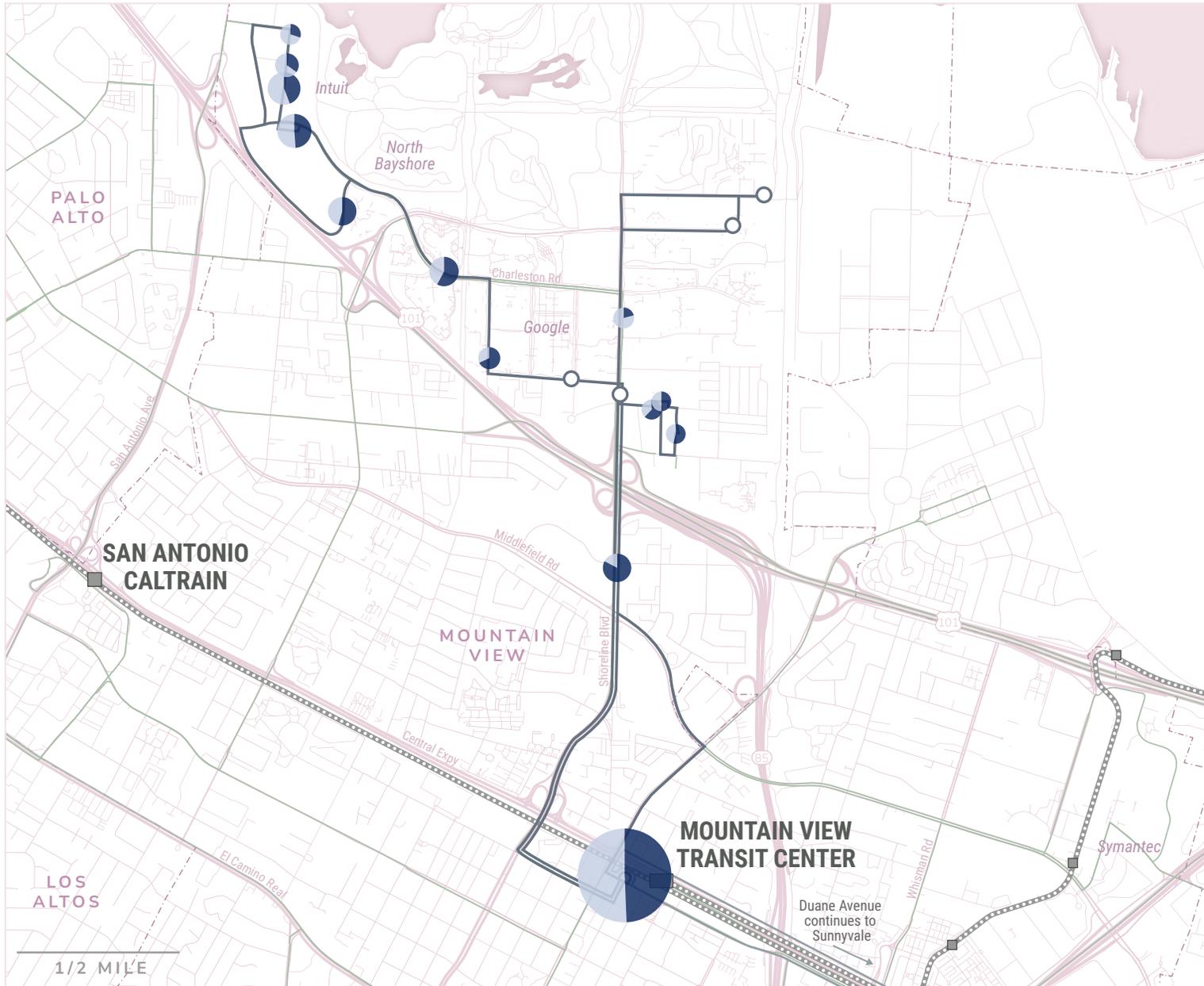
	Existing	Future	
Menlo Park Caltrain	3 (Peak Direction)	2 (Early 2020s)	4 (Late 2020s)
	2 (Reverse Peak)		
Palo Alto Caltrain	5 (Peak Direction)	6 (Early 2020s)	8 (Late 2020s)
	4 (Reverse Peak)		



Mountain View

Shuttle Ridership, Performance, and Financials

Average Daily Ridership by Shuttle Stop



2 COMMUTER SHUTTLES

East Bayshore



West Bayshore



Shuttle Overview

Shuttle Route	Avg. Daily Ridership	Manager	Sponsor
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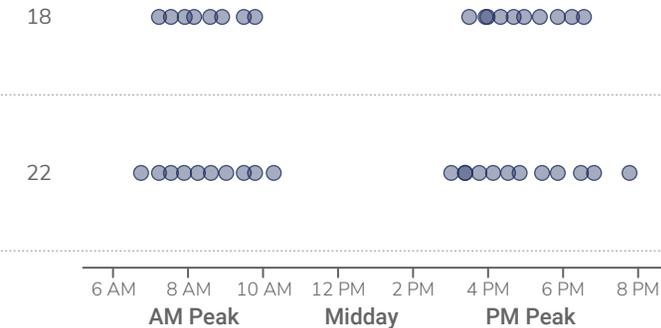
East Bayshore	100	MVGo	Caltrain
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West Bayshore	175	MVGo	Caltrain
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Total Ridership: 275
Other Nearby Shuttles: East Whisman Shuttle (179 riders), Mountain View Community Shuttle, Mountain View Transit Station Shuttle

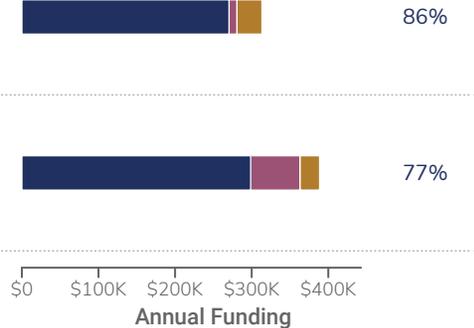
Service Levels

Trips	Weekday Span of Service
-------	-------------------------

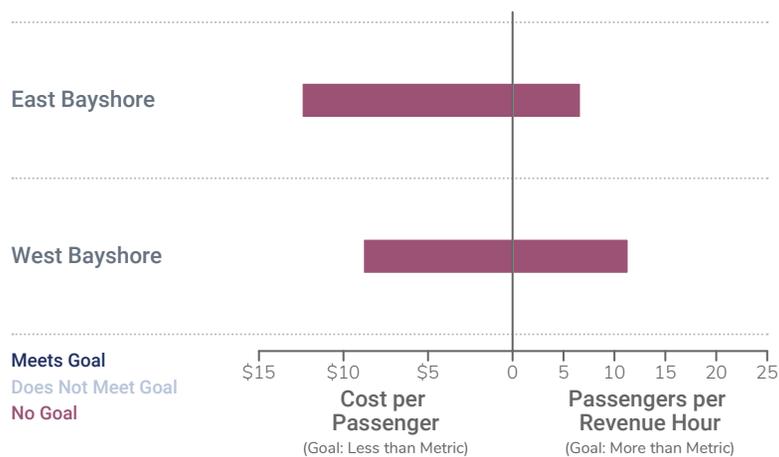


Funding Sources

Employers	SMCTA	TFCA	Employer Funded %
-----------	-------	------	-------------------

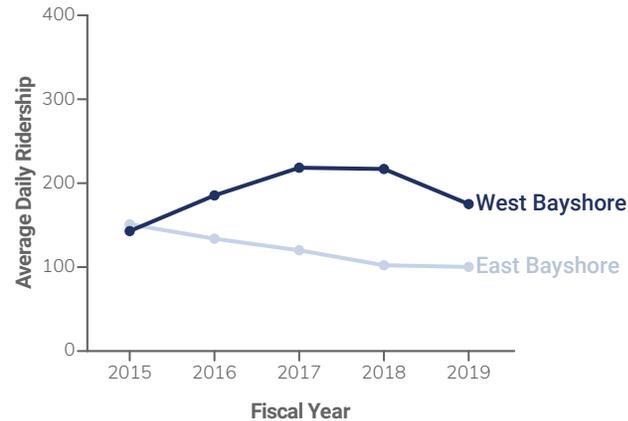


Performance Metrics



Both shuttles experienced lower productivity. However, these metrics are skewed by the high level of service provided. The employer contribution on both routes is among the highest in the Peninsula Shuttle Program.

Change in Ridership Over Time



Despite the ongoing growth around the Google Campus, the East Bayshore shuttle saw ridership decline over the past five years. West Bayshore, which served a higher proportion of Intuit employees, saw ridership increase.

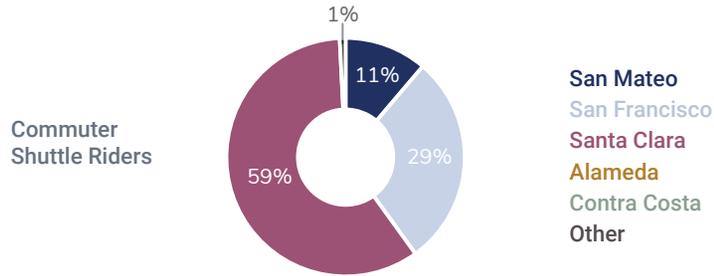
Key Statistics



Mountain View

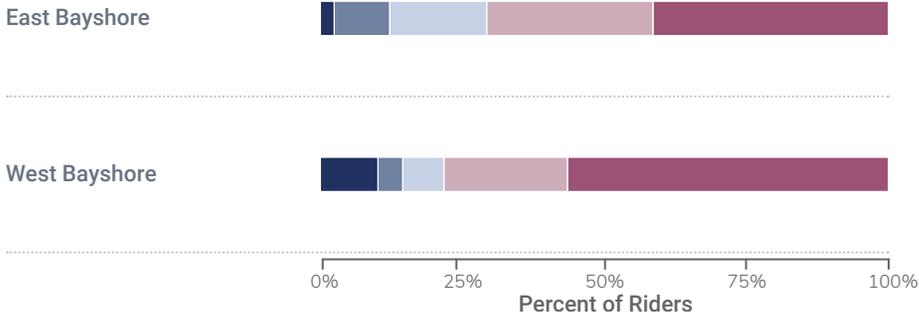
Shuttle Rider Profile

County of Residence



Annual Household Income

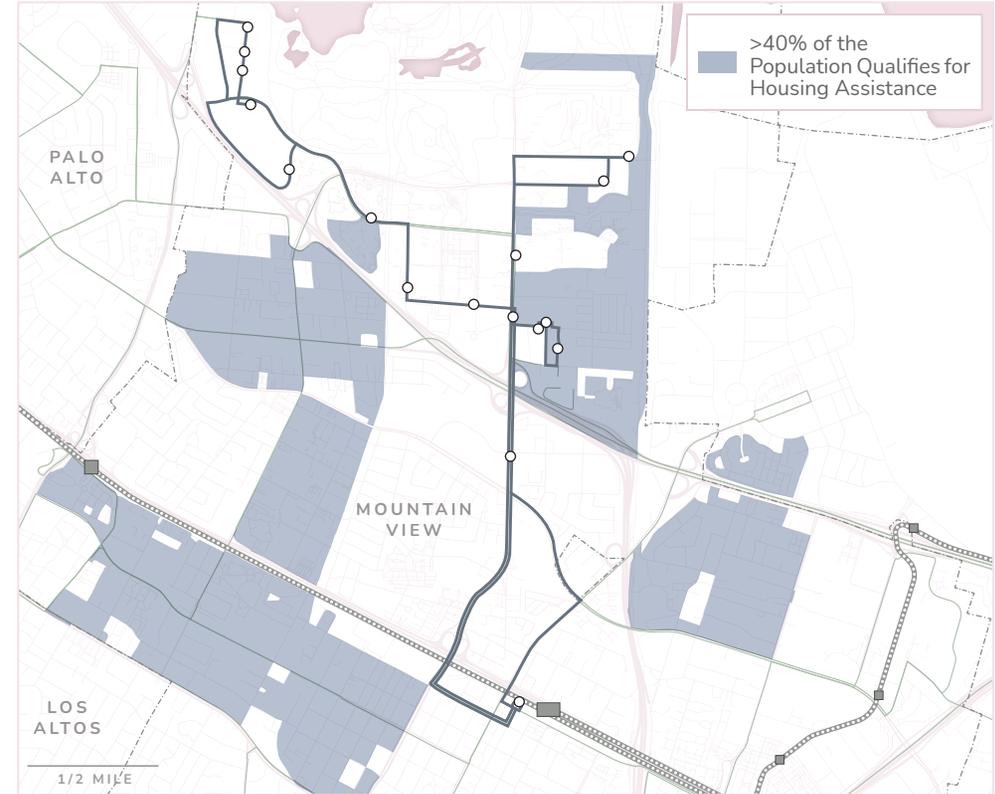
Less than \$50K \$50K to \$75K \$75K to \$100K \$100K to \$150K More than \$150K



Trip Purpose

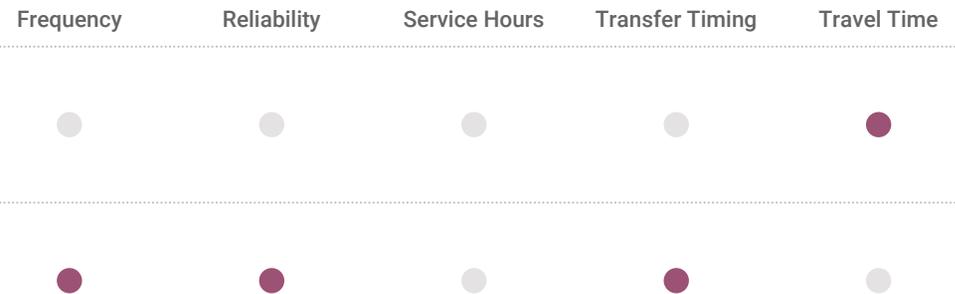


Communities with Concentrated Financial Need



Note: Households qualify for housing assistance if they earn less than 400% of the federal poverty level

Rider Feedback: Priorities for Improvement



Near-Term Job and Population Growth

New Developments

(Approved or In Progress, Nov. 2019)

- ◆ Office Development
- ◆ Residential Development



Within 1/2 Mile of a Shuttle Stop

	Existing	Growth	Change
Jobs:	22,700	3,900	+17%
Population:	7,200	3,500	+49%

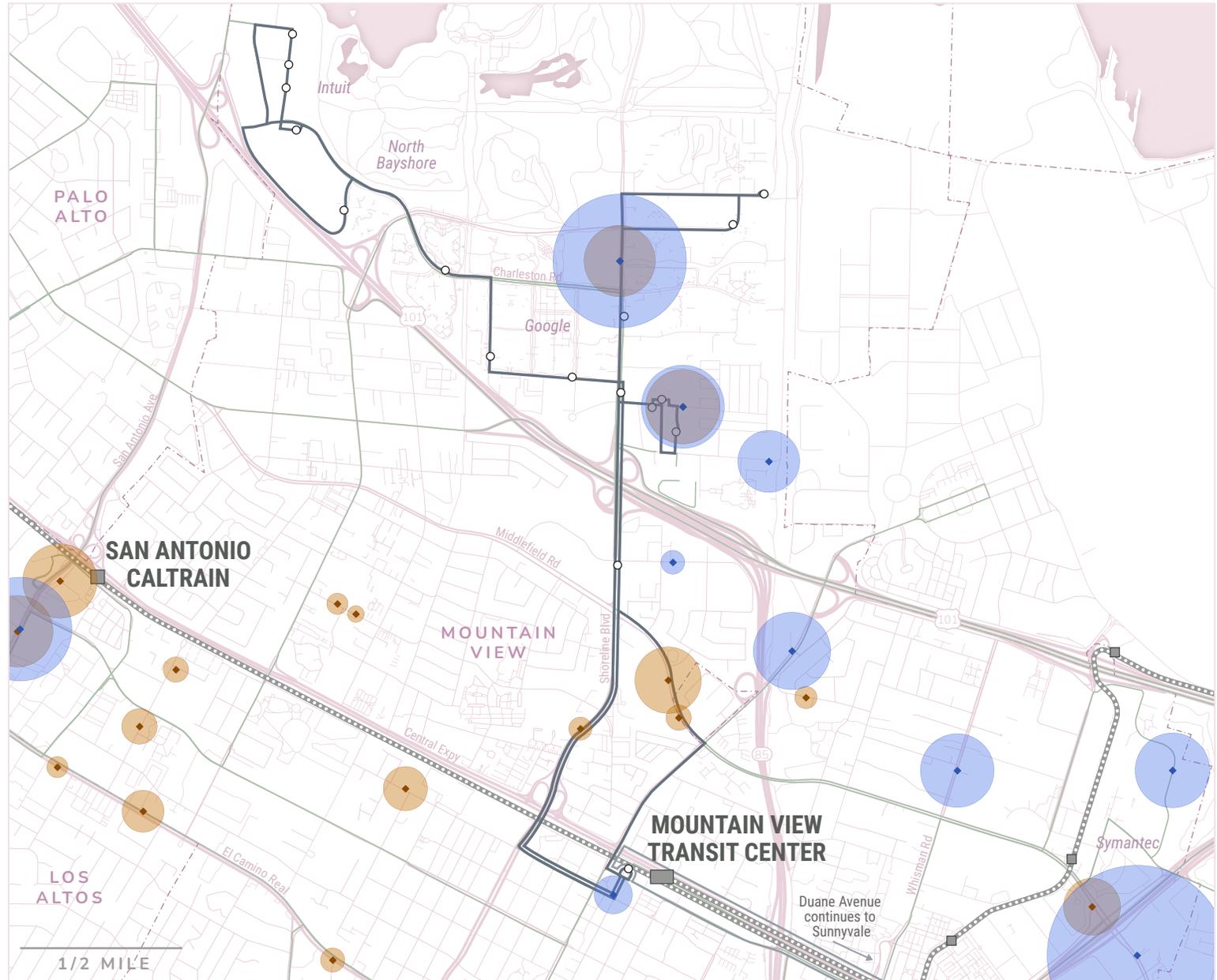
Other Nearby Growth

Jobs:	8,300
Population:	5,600

Peak Hour Service Levels

(Trains per Hour)

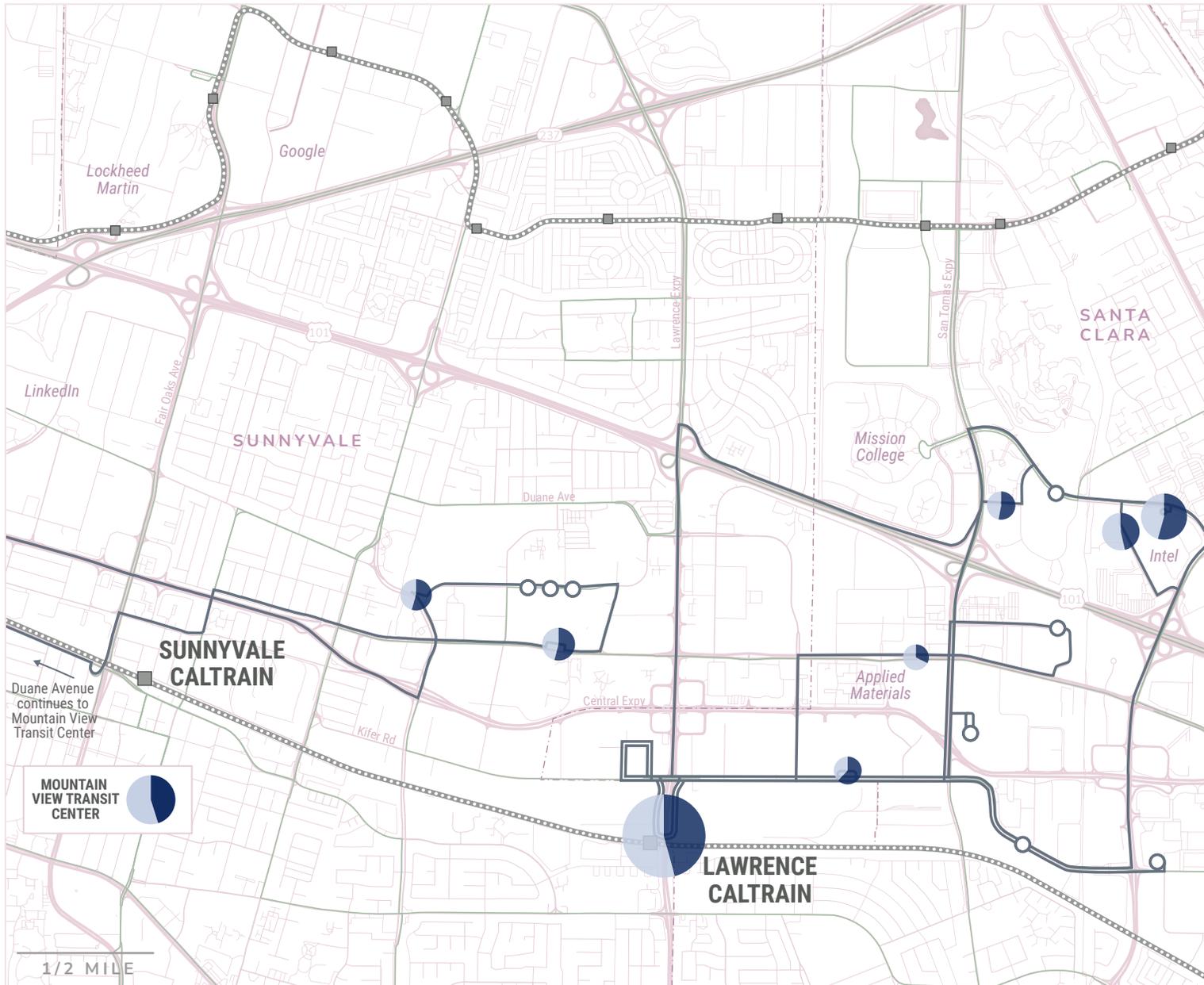
	Existing	Future	
San Antonio Caltrain	1	2 (Early 2020s)	4 (Late 2020s)
Mountain View Caltrain	4	6 (Early 2020s)	8 (Late 2020s)



Sunnyvale-Santa Clara

Shuttle Ridership, Performance, and Financials

Average Daily Ridership by Shuttle Stop



3 COMMUTER SHUTTLES

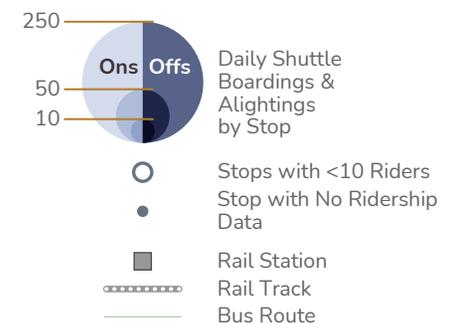
Bowers/Walsh



Duane Avenue



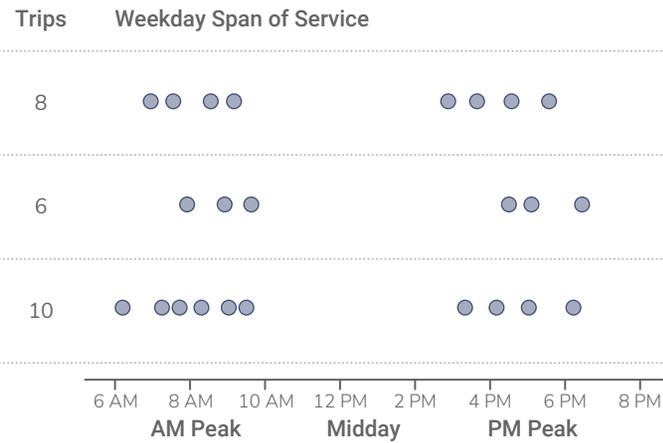
Mission College



Shuttle Overview

Shuttle Route	Avg. Daily Ridership	Manager	Sponsor
Bowers/Walsh	31	Caltrain	Caltrain
Duane Avenue	51	Caltrain	Caltrain
Mission College	76	Caltrain	Caltrain
Total Ridership:	158		

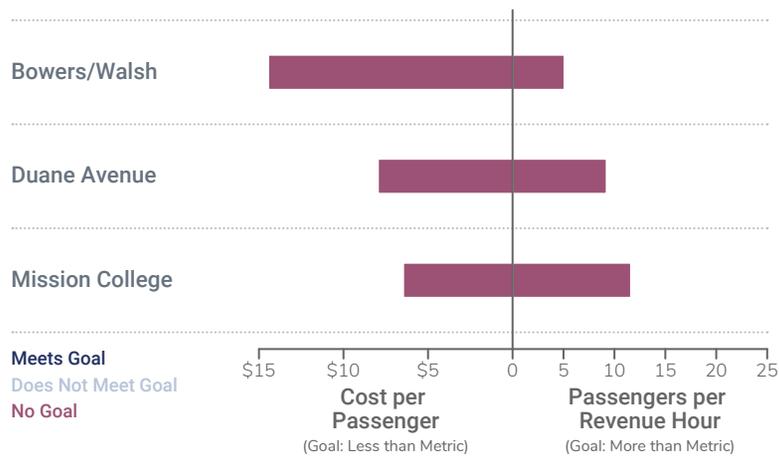
Service Levels



Funding Sources

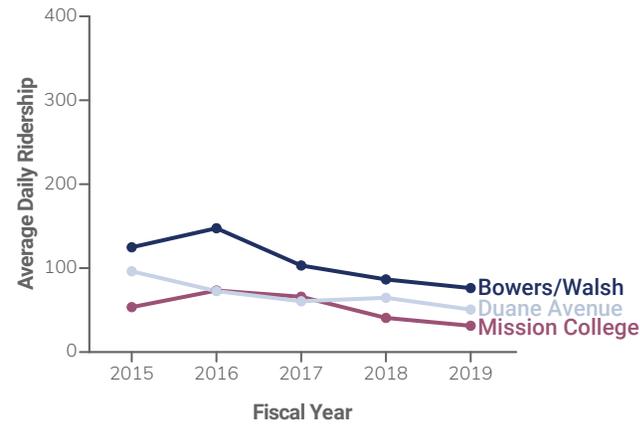


Performance Metrics



All three shuttles experienced lower productivity. A majority of shuttle stops serve fewer than 10 boardings and alightings per day.

Change in Ridership Over Time



Ridership has declined substantially over the past five years on all three routes.

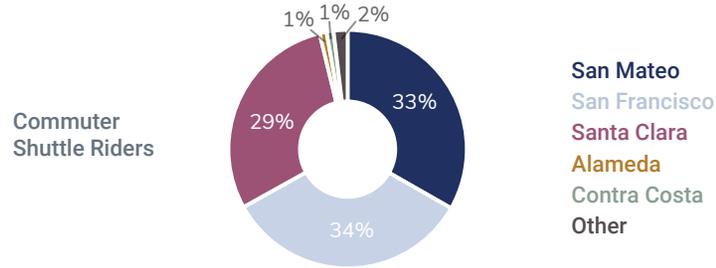
Key Statistics



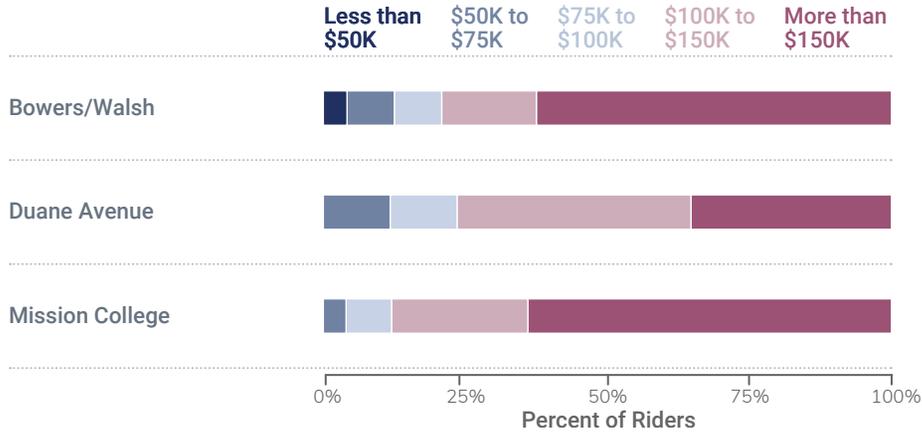
Sunnyvale-Santa Clara

Shuttle Rider Profile

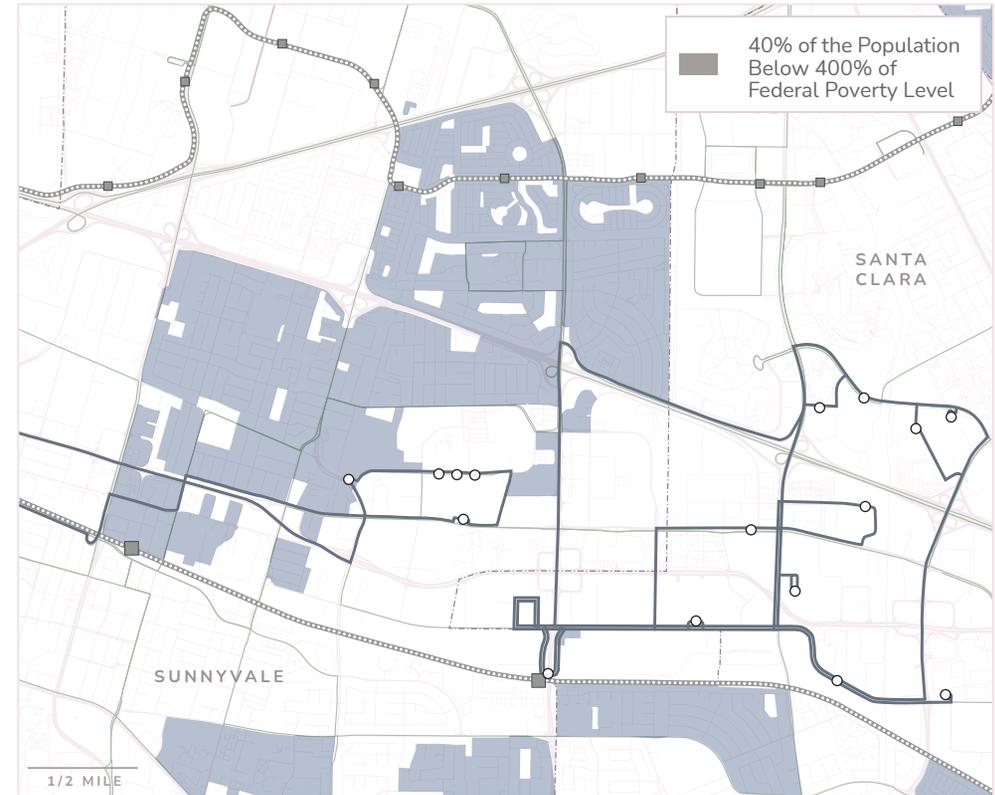
County of Residence



Annual Household Income



Communities with Concentrated Financial Need



Note: Households qualify for housing assistance if they earn less than 400% of the federal poverty level

Trip Purpose

Location	Percent Work Trips	Top Destinations and Sectors
Bowers/Walsh	~100%	Shape Security, Palo Alto Networks, Veritas Technologies
Duane Avenue	~100%	Applied Materials, Plug & Play Tech Center
Mission College	~100%	Intel

Rider Feedback: Priorities for Improvement

	Frequency	Reliability	Service Hours	Transfer Timing	Travel Time
Bowers/Walsh	●	●	●	●	●
Duane Avenue	●	●	●	●	●
Mission College	●	●	●	●	●

Near-Term Job and Population Growth

New Developments

(Approved or In Progress, Nov. 2019)

- ◆ Office Development
- ◆ Residential Development



Within 1/2 Mile of a Shuttle Stop

	Existing	Growth	Change
Jobs:	55,200	22,000	+40%
Population:	16,500	9,200	+56%

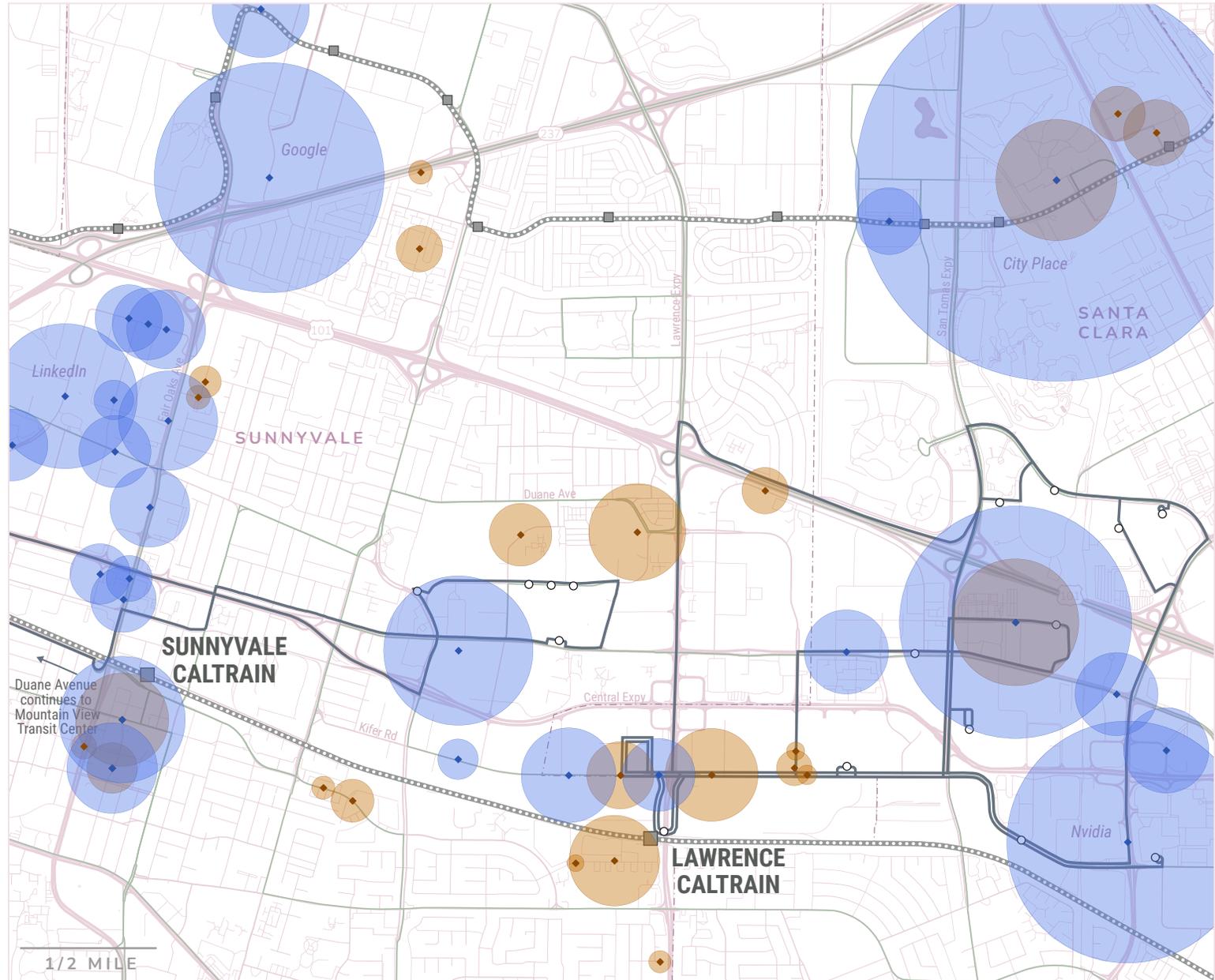
Other Nearby Growth

Jobs:	42,800
Population:	12,900

Peak Hour Service Levels

(Trains per Hour)

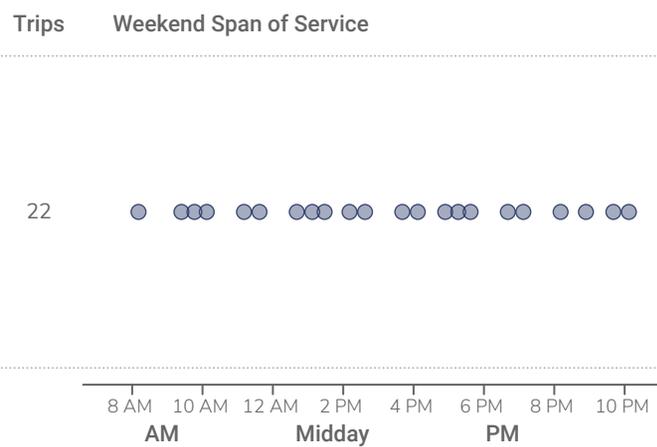
	Existing	Future	
Sunnyvale Caltrain	4 (Peak Direction) 1 (Reverse Peak)	6 (Early 2020s)	8 (Late 2020s)
Lawrence Caltrain	2	2 (Early 2020s)	4 (Late 2020s)



Shuttle Overview

Shuttle Route	Avg. Daily Ridership	Manager	Sponsor
Tamien-Diridon	27	Caltrain	Caltrain

Service Levels

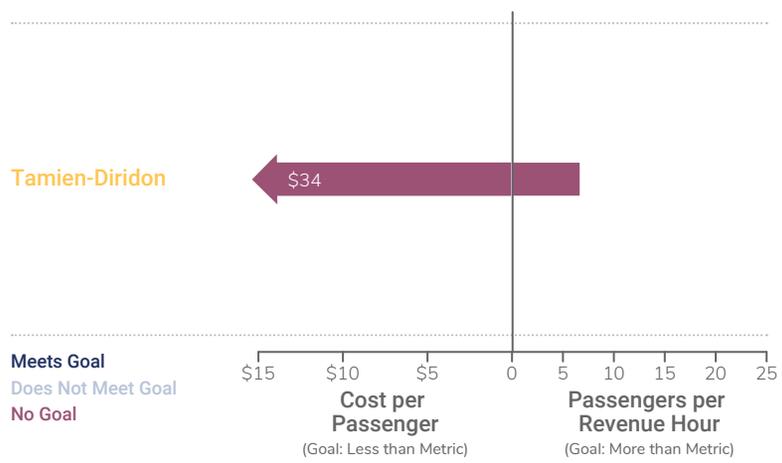


Funding Sources

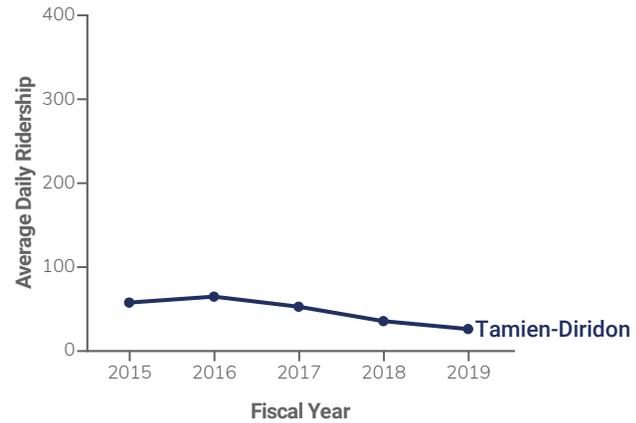


Total Ridership: 27

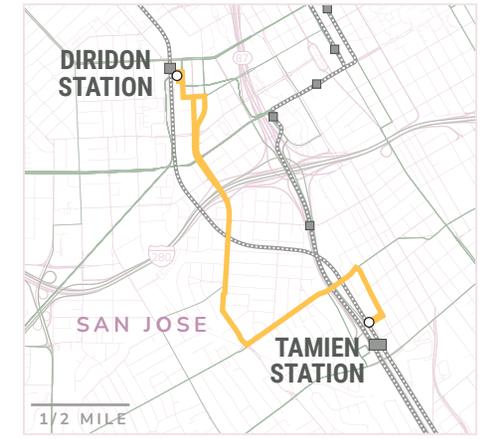
Performance Metrics



Change in Ridership Over Time



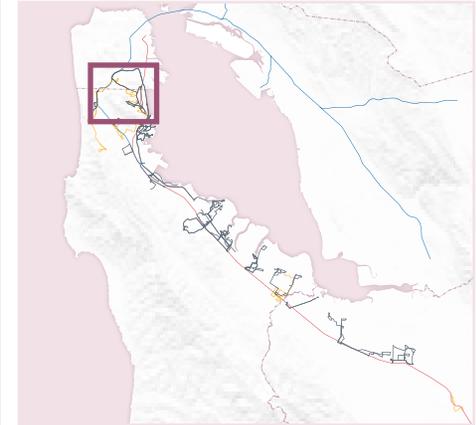
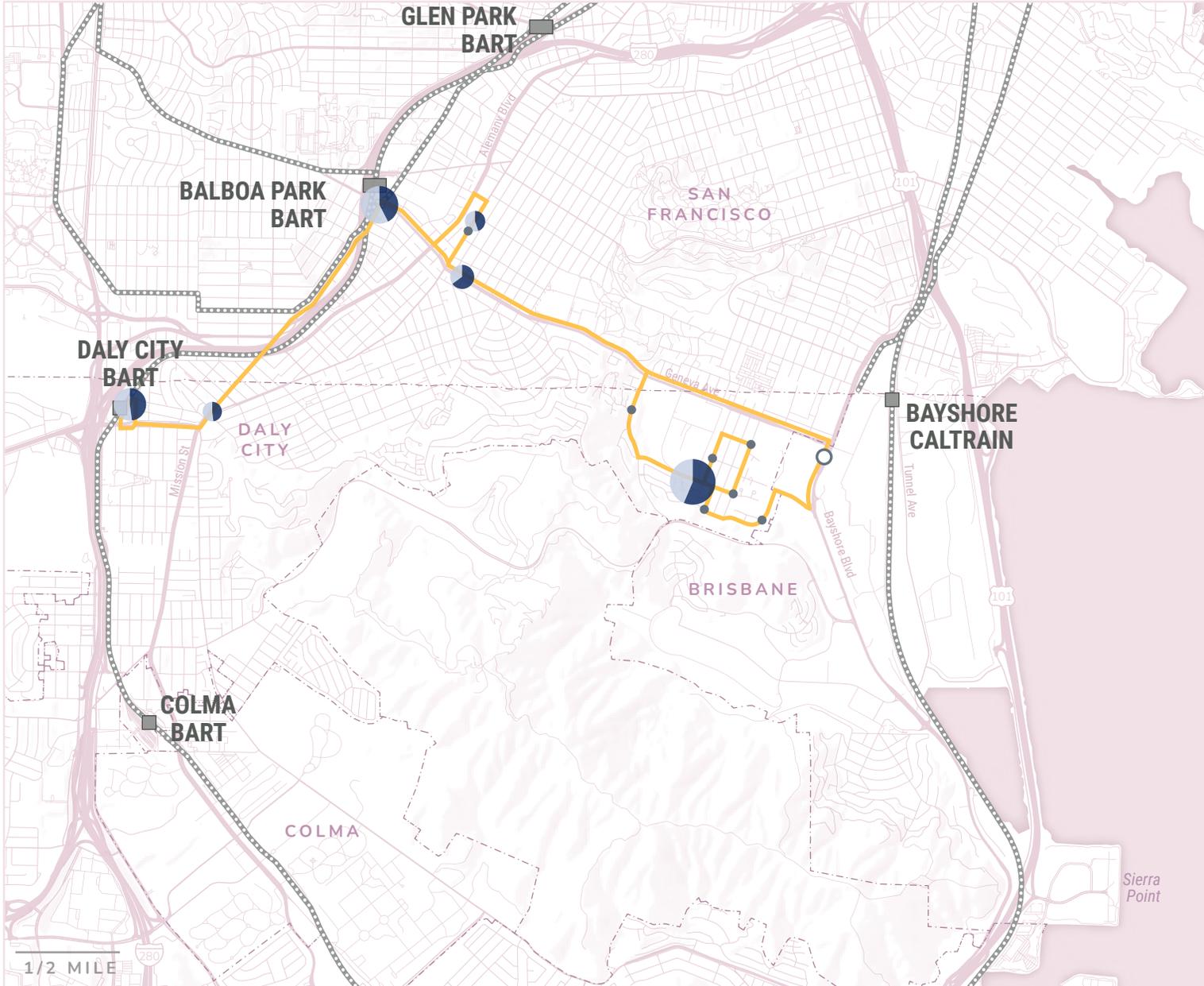
Route Map



Appendix C: Route Ridership Profiles

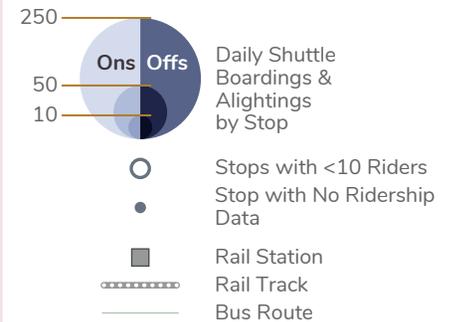
This section provides maps of shuttle ridership by route. Ridership was manually summarized from Fall 2019 ridership logs by shuttle drivers.

Average Daily Ridership by Shuttle Stop: Daly City Bayshore

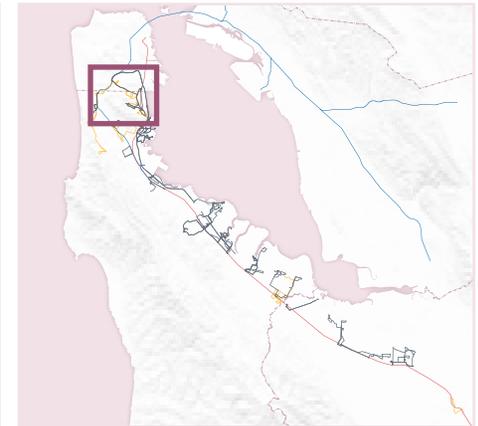
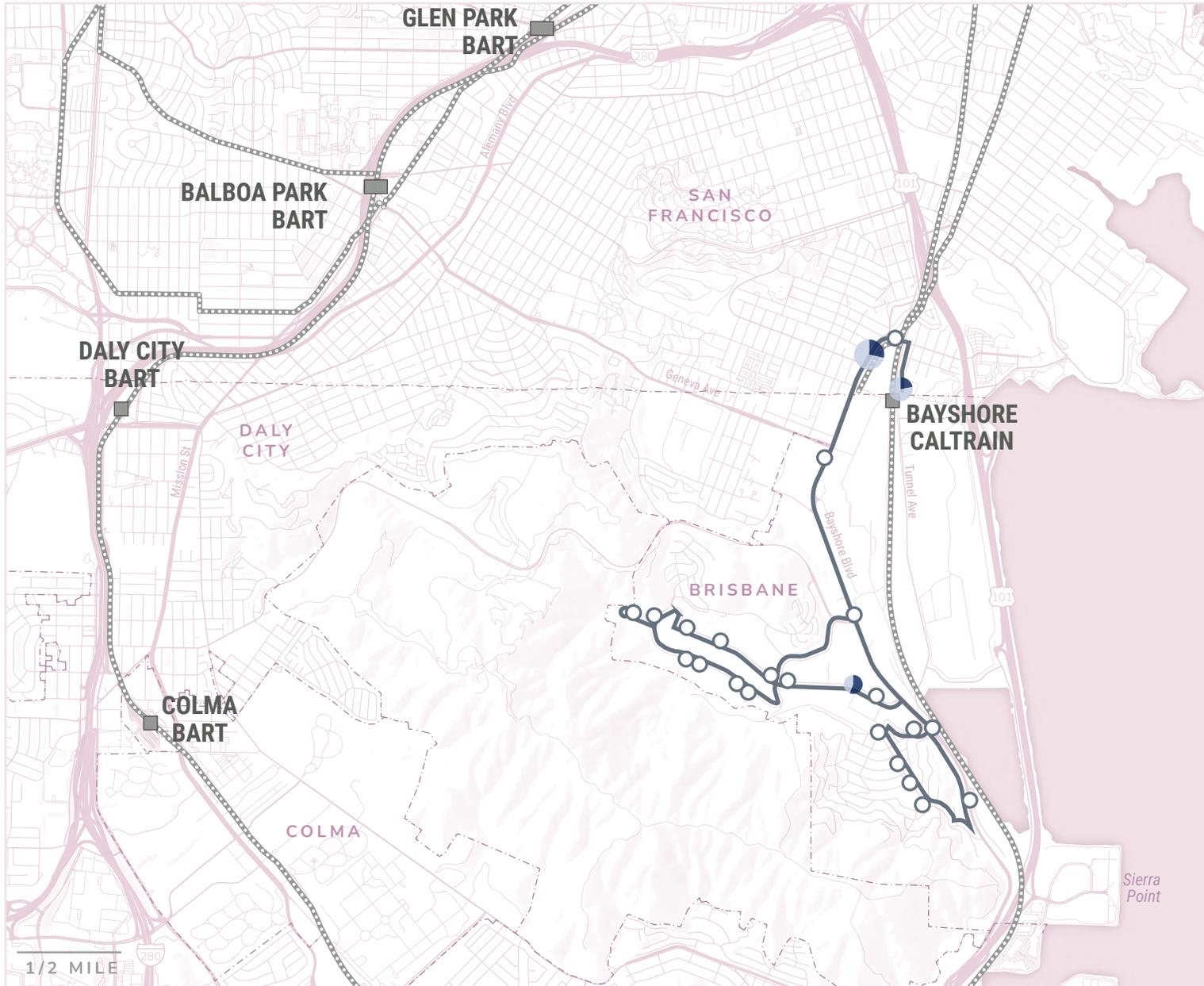


Region: Brisbane-Daly City
 Type: **Community**
 Daily Ridership: 117

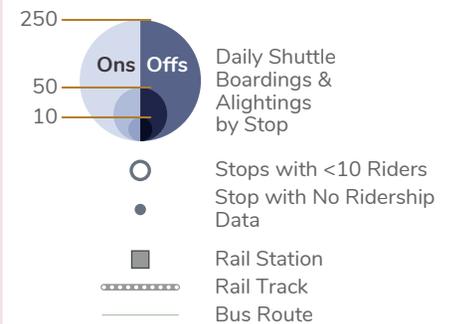
Note: Some stop-level data not available for Daly City Bayshore



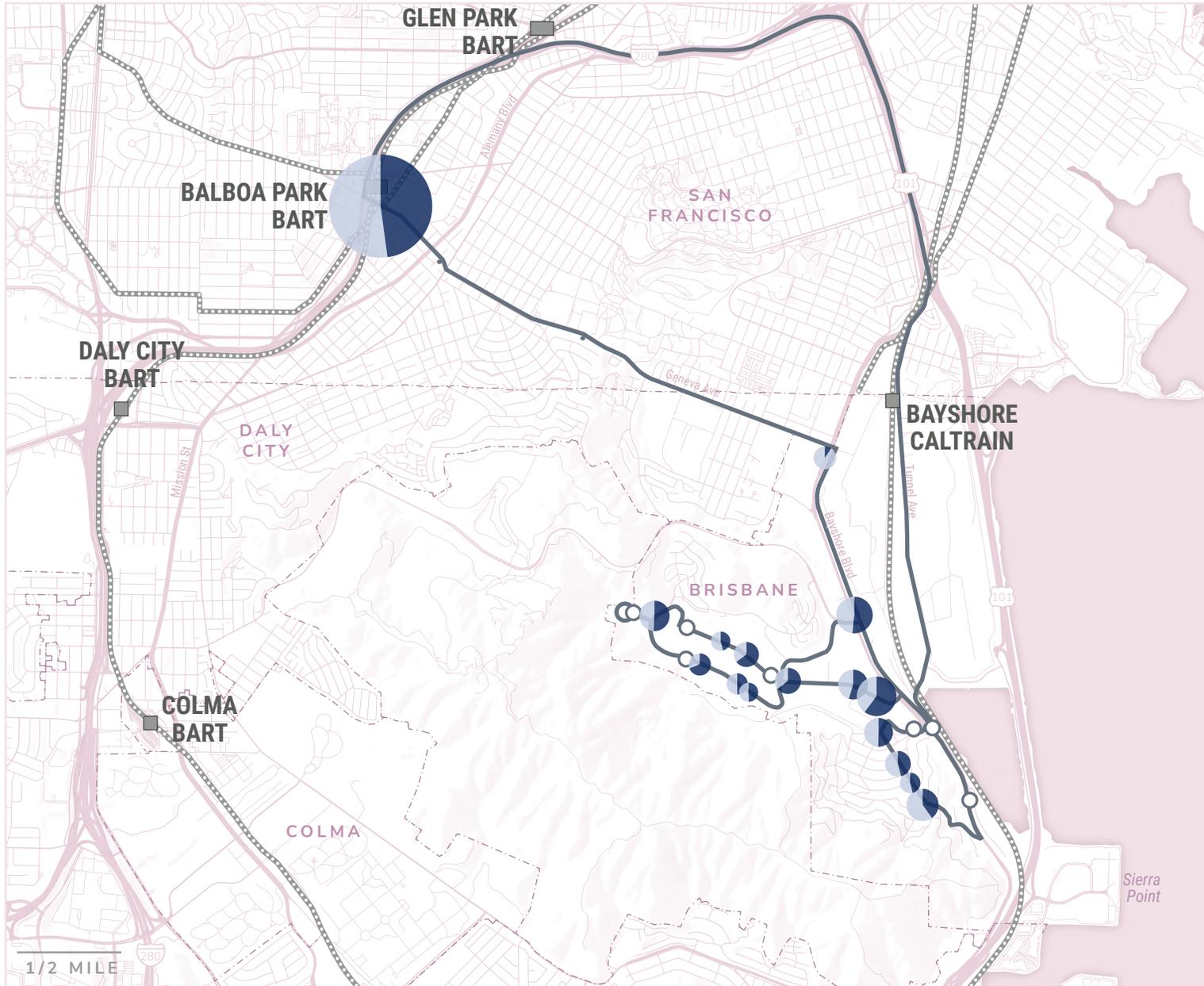
Average Daily Ridership by Shuttle Stop: Bayshore-Brisbane



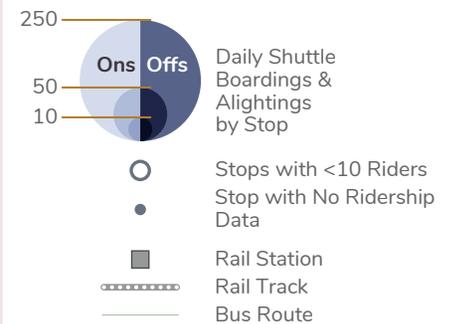
Region: Brisbane-Daly City
Type: Commuter
Daily Ridership: 49



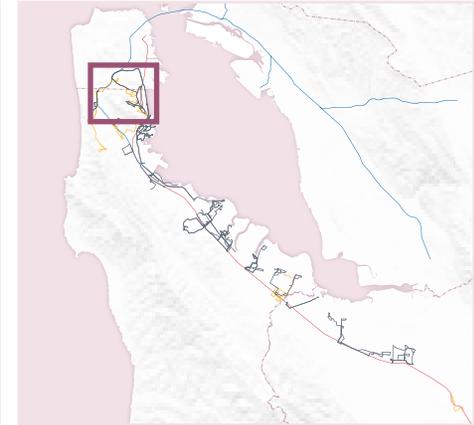
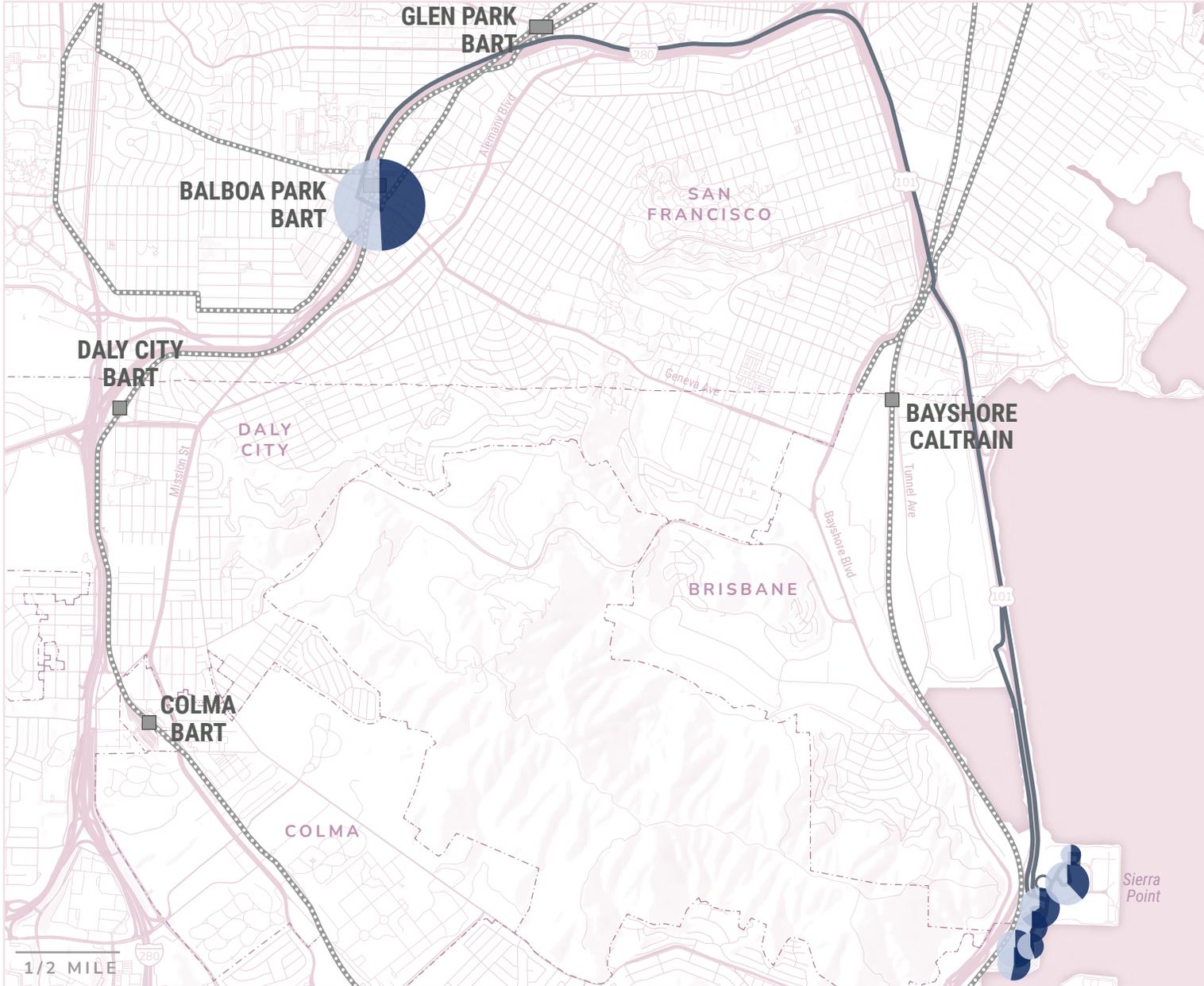
Average Daily Ridership by Shuttle Stop: Crocker Park



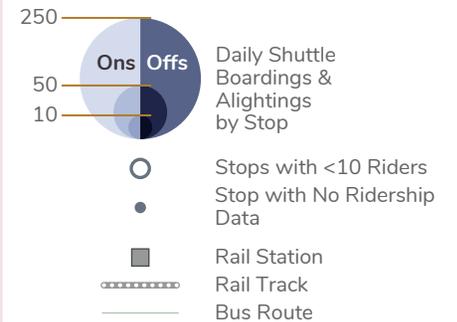
Region: Brisbane-Daly City
 Type: Commuter
 Daily Ridership: 332



Average Daily Ridership by Shuttle Stop: Sierra Point BART

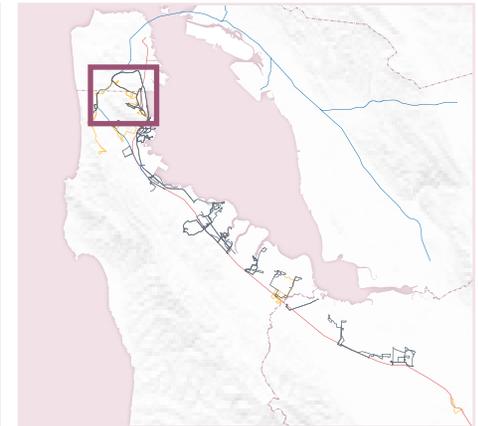
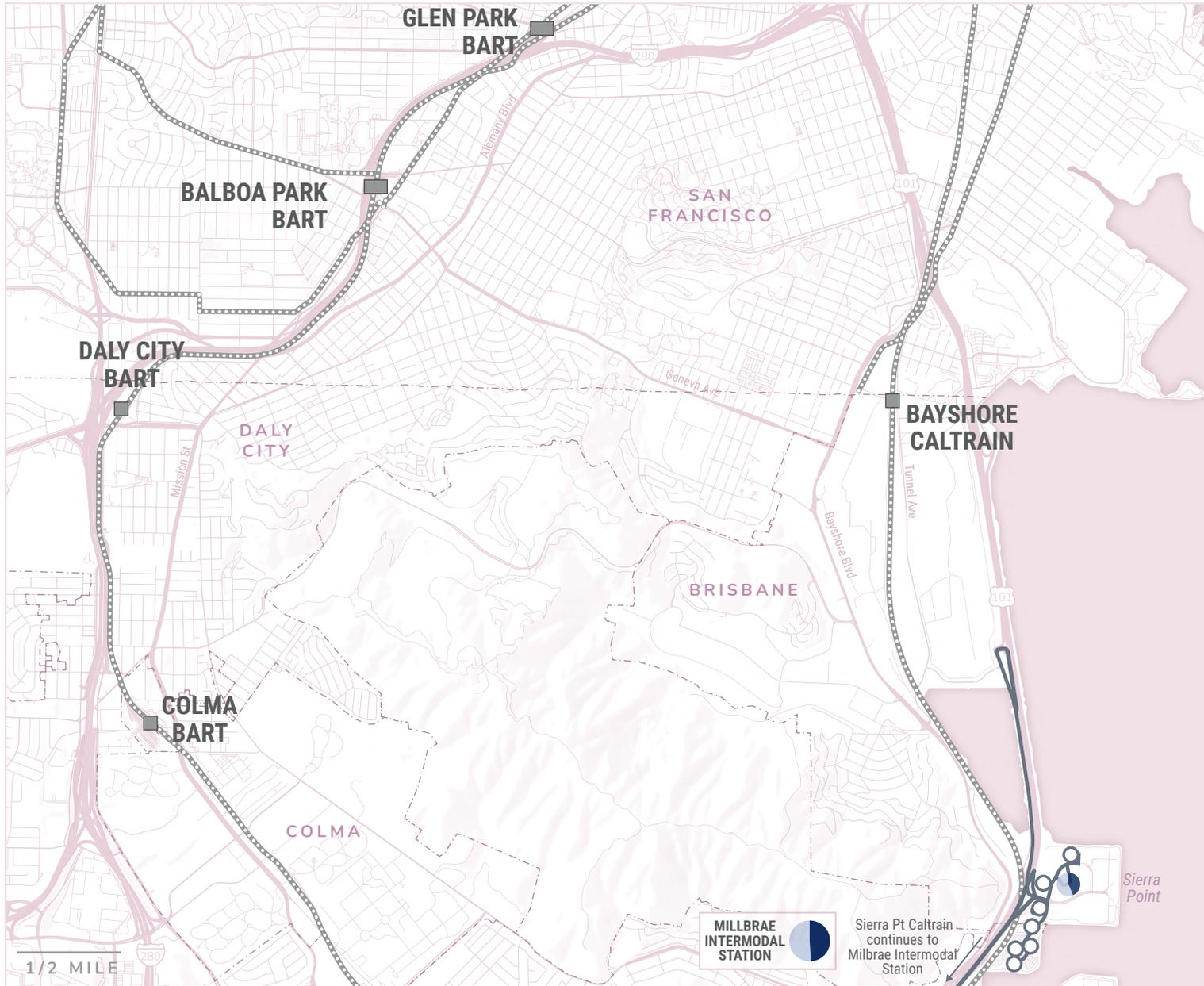


Region: Brisbane-Daly City
 Type: Commuter
 Daily Ridership: 247

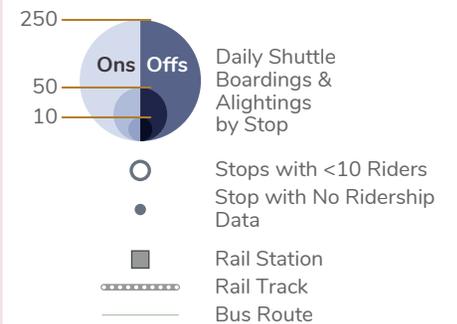


Source: May 2019 Shuttle Ridership

Average Daily Ridership by Shuttle Stop: Sierra Point Caltrain

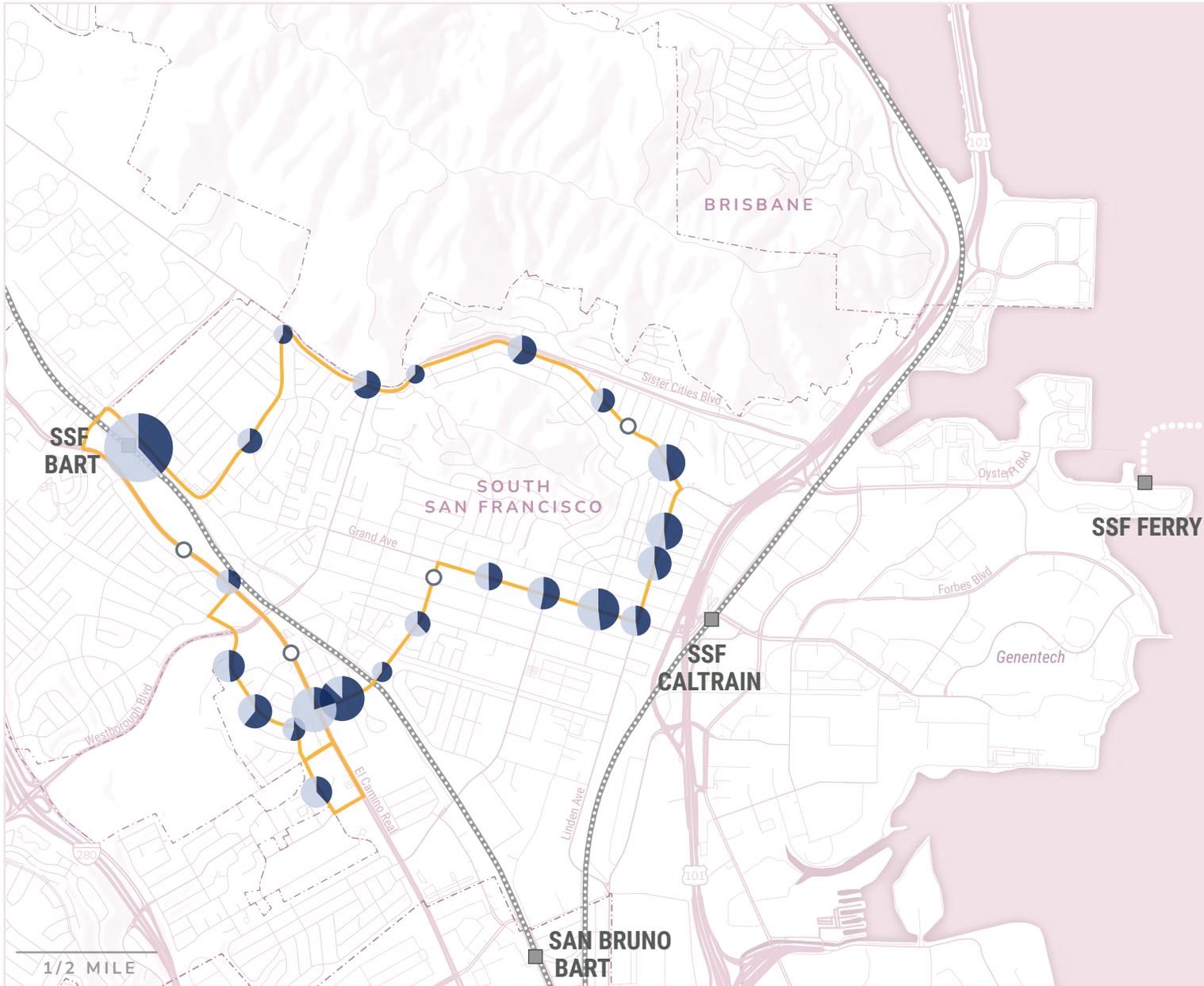


Region: Brisbane-Daly City
 Type: Commuter
 Daily Ridership: 53



Source: May 2019 Shuttle Ridership

Average Daily Ridership by Shuttle Stop: South City



Region: South San Francisco

Type: Community

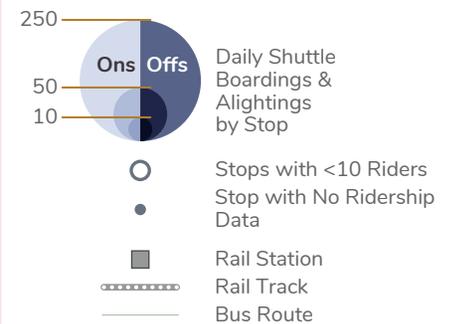
Daily Ridership: 301



Average Daily Ridership by Shuttle Stop: One Tower Place

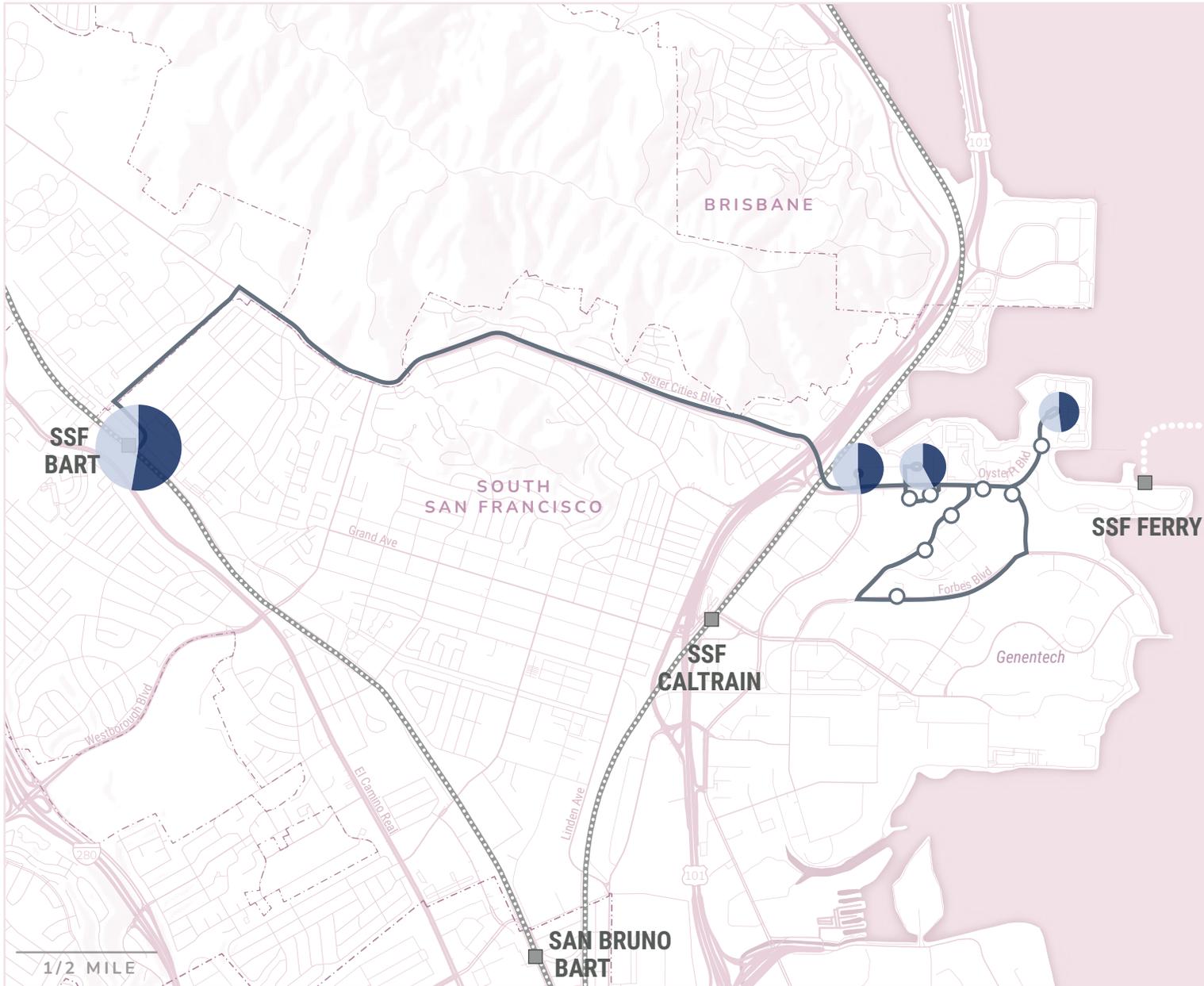


Region: South San Francisco
 Type: Commuter
 Daily Ridership: 90



Source: May 2019 Shuttle Ridership

Average Daily Ridership by Shuttle Stop: Oyster Point BART



Region: South San Francisco
 Type: Commuter
 Daily Ridership: 217



Source: May 2019 Shuttle Ridership

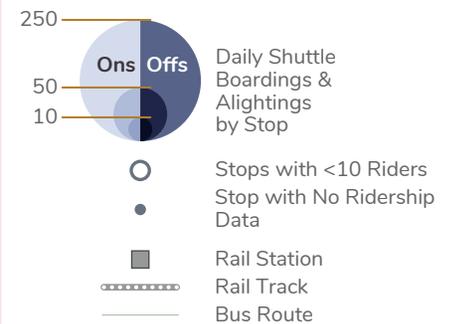
Average Daily Ridership by Shuttle Stop: Oyster Point Caltrain



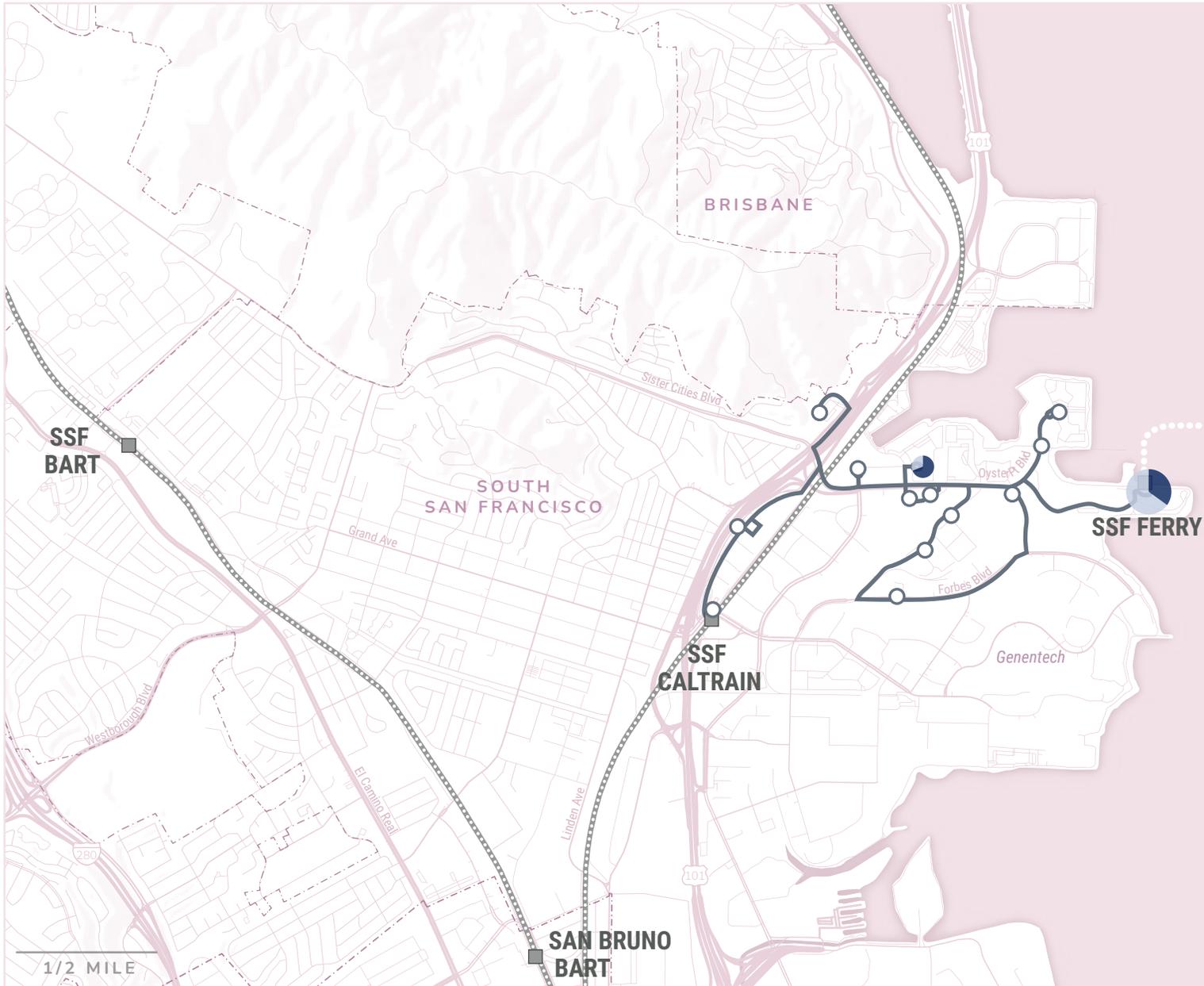
Region: South San Francisco

Type: Commuter

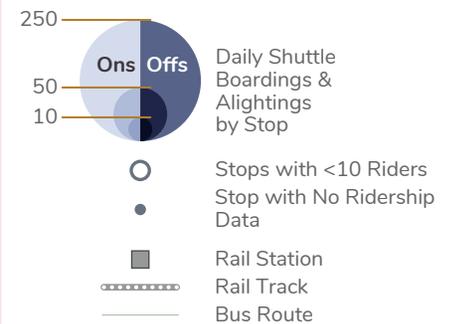
Daily Ridership: 121



Average Daily Ridership by Shuttle Stop: Oyster Point Ferry



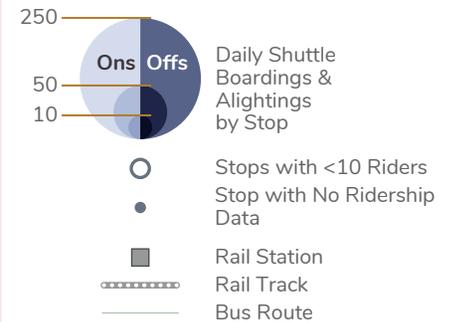
Region: South San Francisco
 Type: Commuter
 Daily Ridership: 58



Average Daily Ridership by Shuttle Stop: Utah-Grand BART



Region: South San Francisco
 Type: Commuter
 Daily Ridership: 102

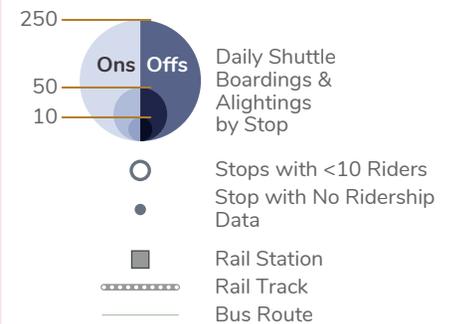


Source: May 2019 Shuttle Ridership

Average Daily Ridership by Shuttle Stop: Utah-Grand Caltrain

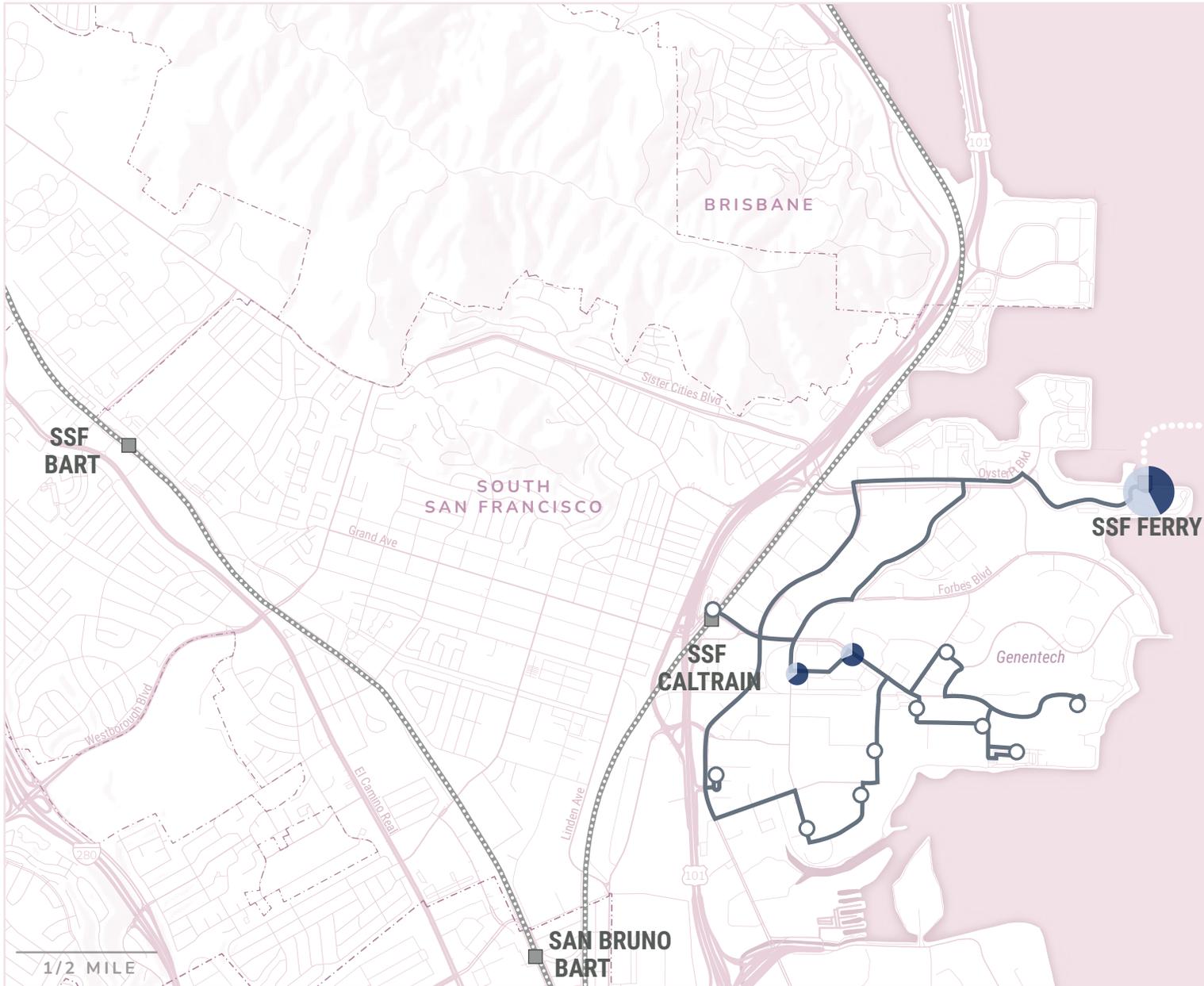


Region: South San Francisco
 Type: Commuter
 Daily Ridership: 126



Source: May 2019 Shuttle Ridership

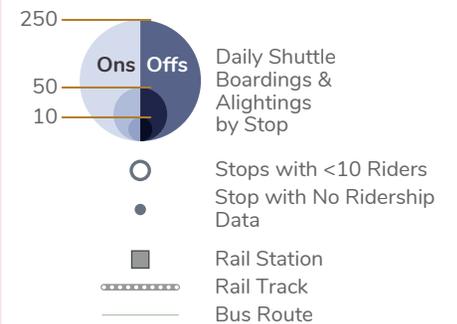
Average Daily Ridership by Shuttle Stop: Utah-Grand Ferry



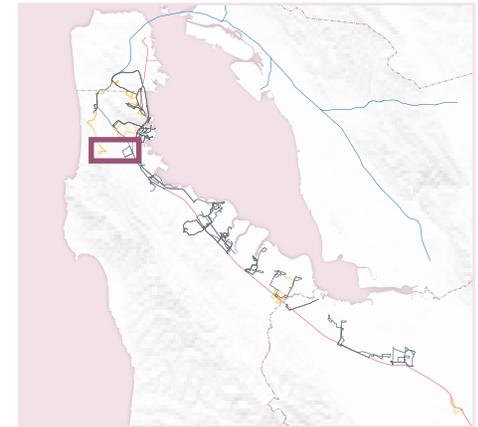
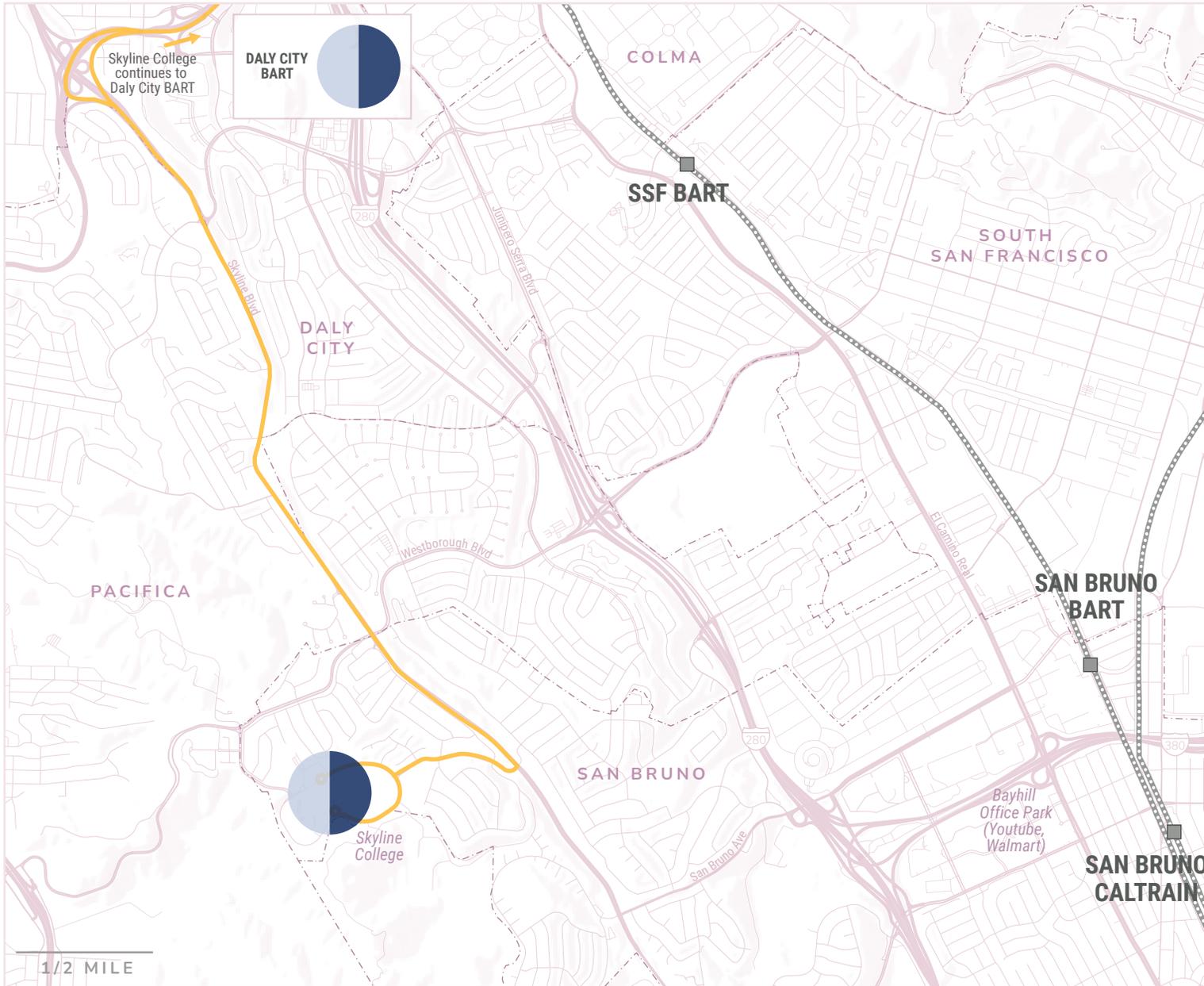
Region: South San Francisco

Type: Commuter

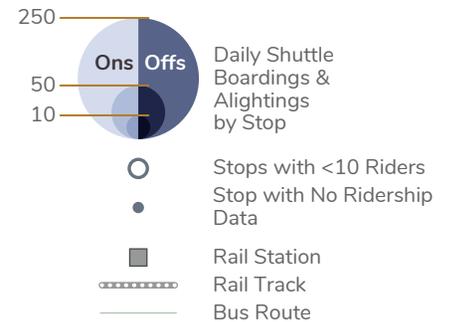
Daily Ridership: 62



Average Daily Ridership by Shuttle Stop: Skyline College

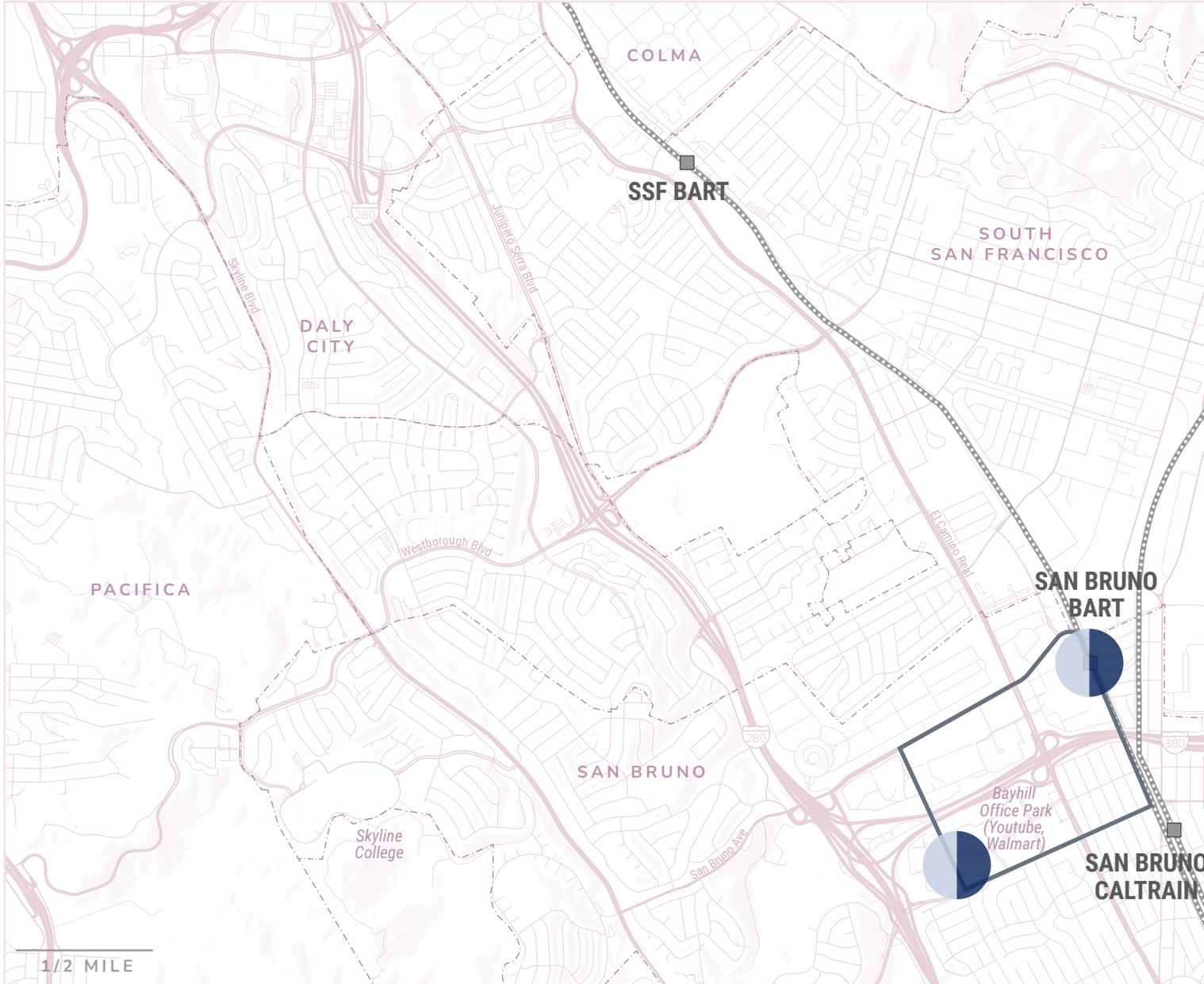


Region: San Bruno
 Type: Community
 Daily Ridership: 284

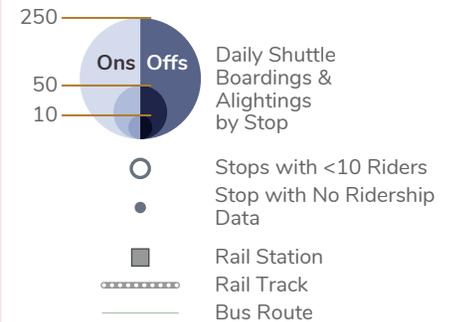


Source: May 2019 Shuttle Ridership

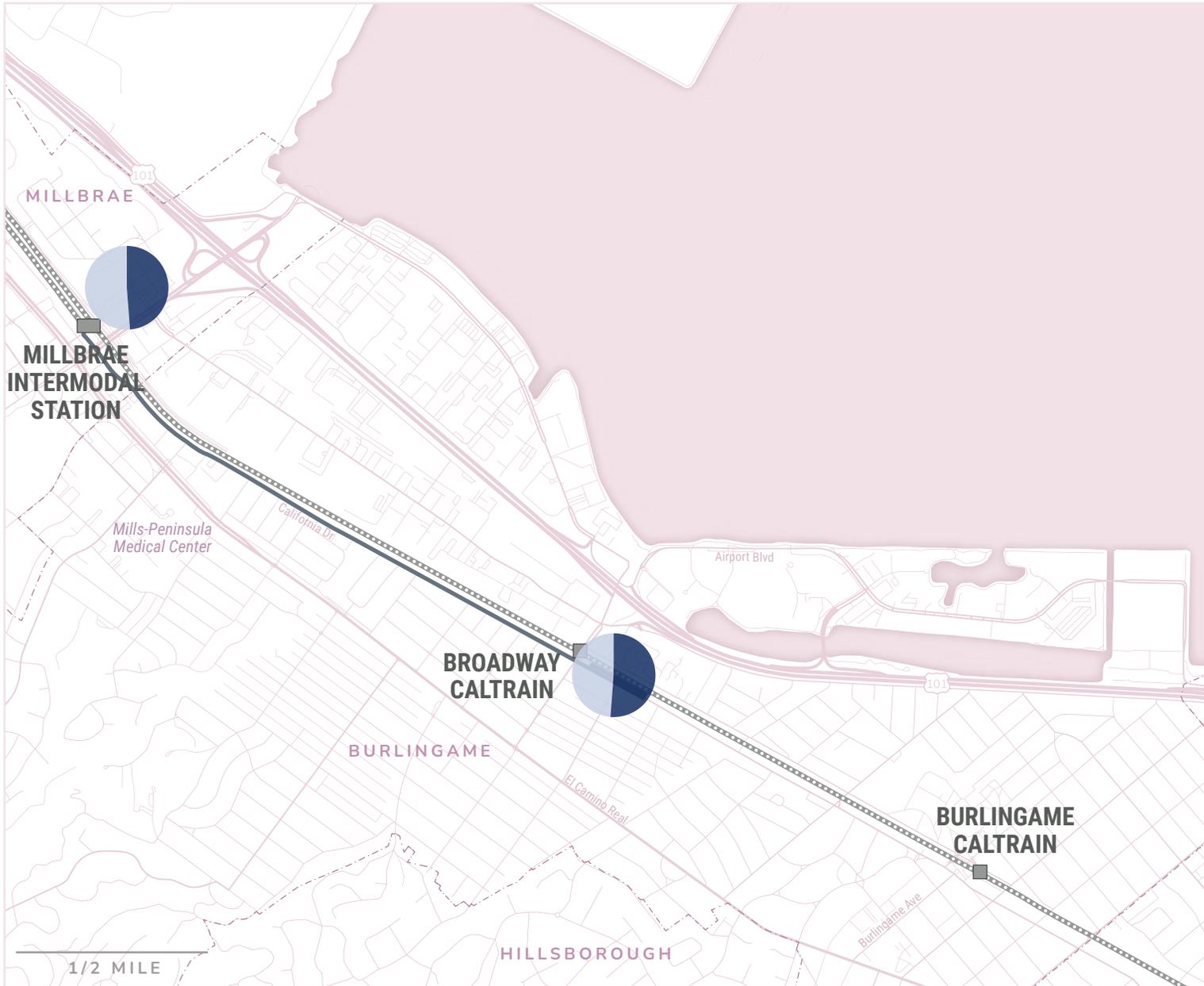
Average Daily Ridership by Shuttle Stop: Bayhill BART



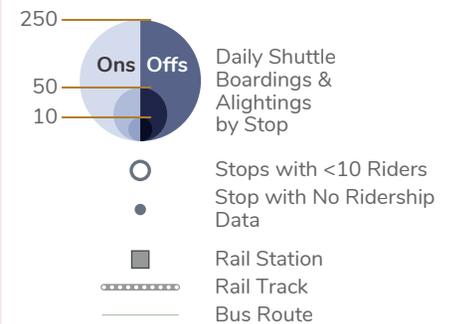
Region: San Bruno
 Type: Commuter
 Daily Ridership: 139



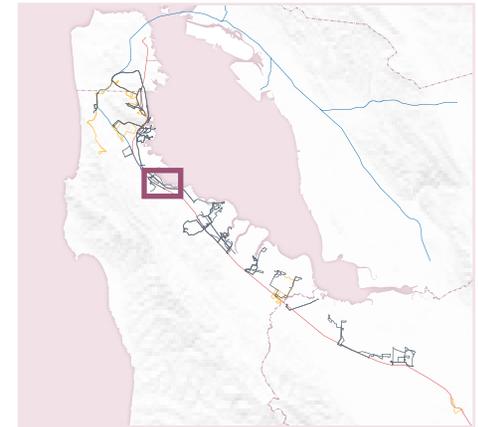
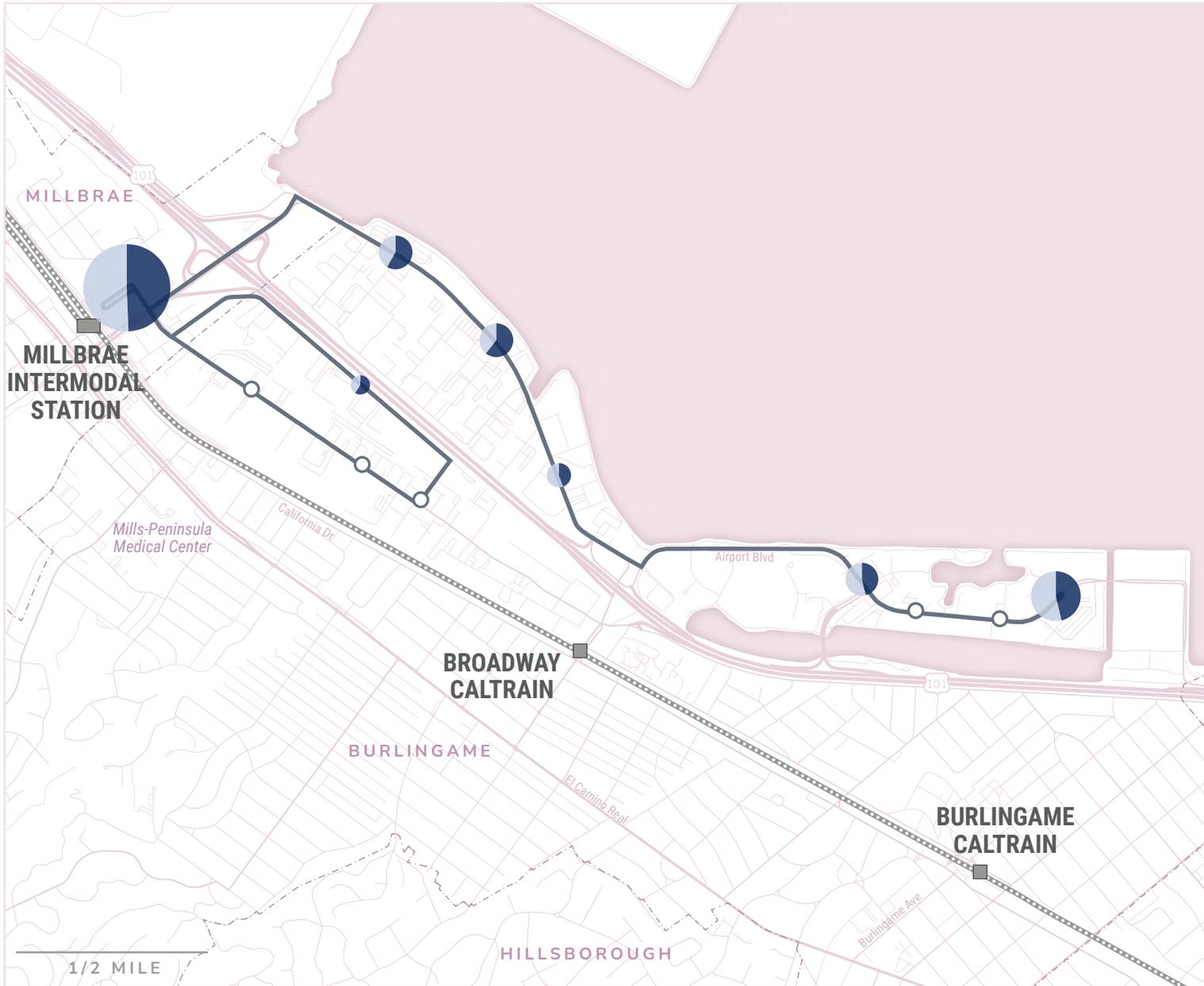
Average Daily Ridership by Shuttle Stop: Broadway-Millbrae



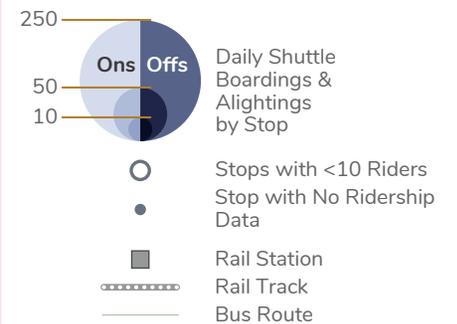
Region: Millbrae-Burlingame
 Type: Commuter
 Daily Ridership: 182



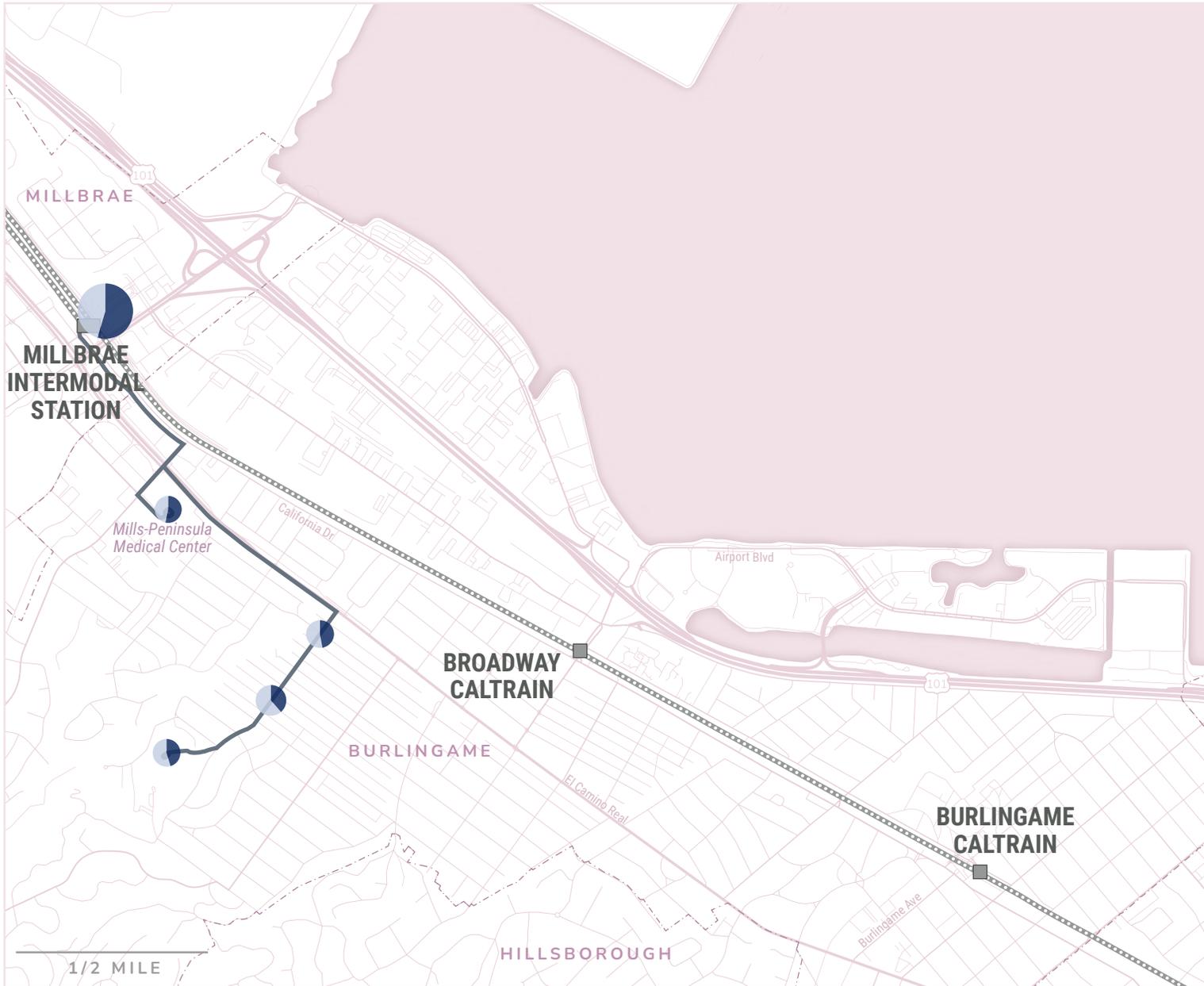
Average Daily Ridership by Shuttle Stop: Burlingame Bayside



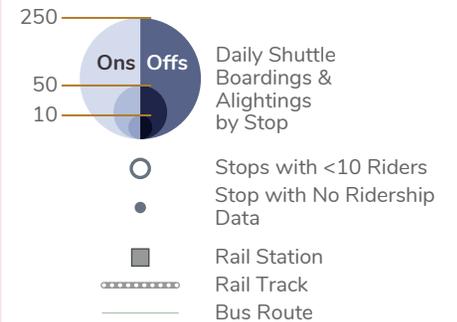
Region: Millbrae-Burlingame
 Type: Commuter
 Daily Ridership: 205



Average Daily Ridership by Shuttle Stop: North Burlingame



Region: Millbrae-Burlingame
 Type: Commuter
 Daily Ridership: 87



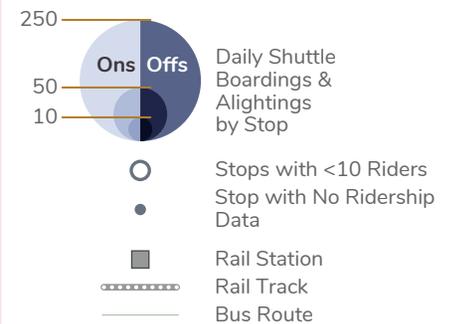
Average Daily Ridership by Shuttle Stop: Campus Drive



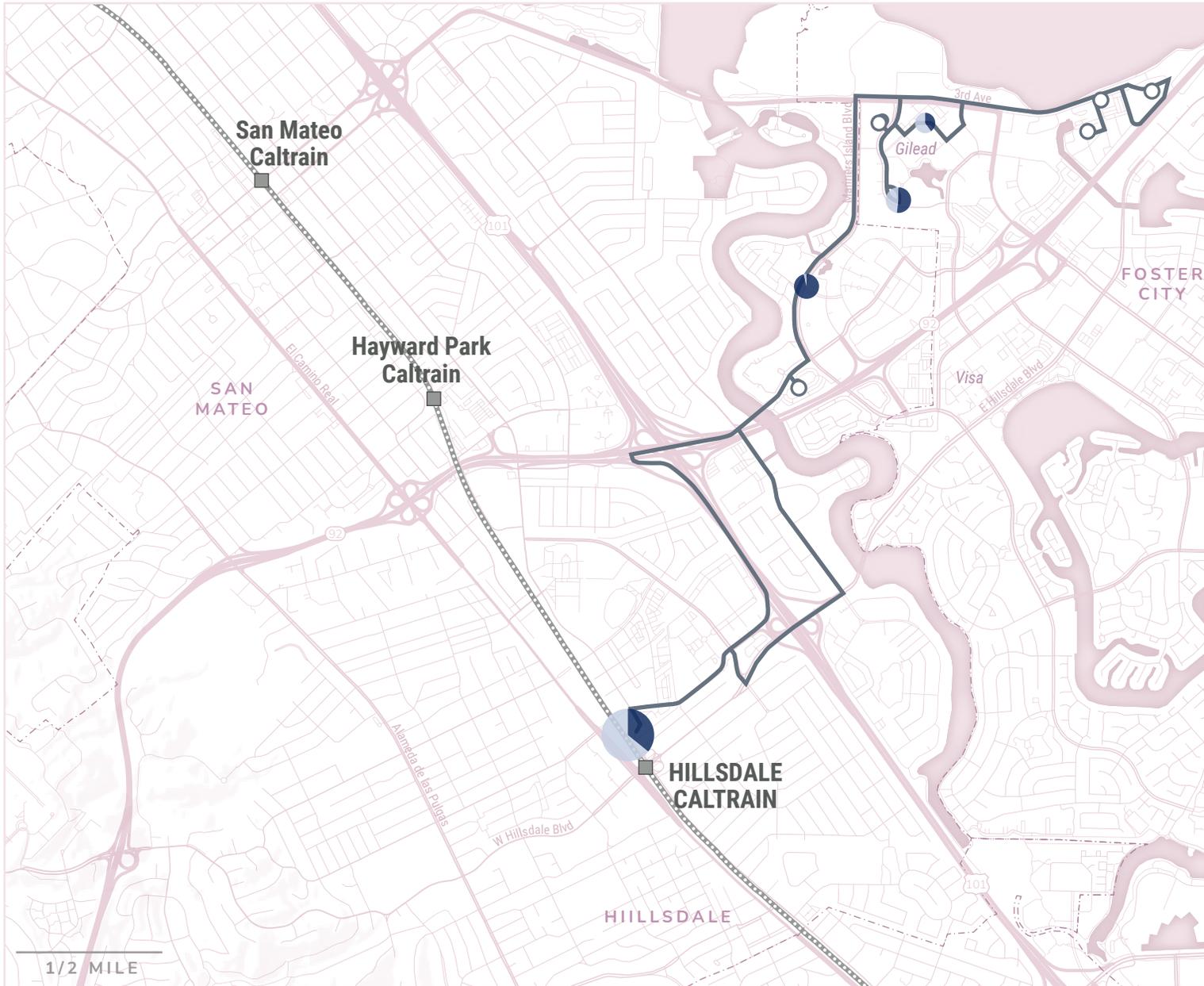
Region: San Mateo-Foster City

Type: Commuter

Daily Ridership: 65



Average Daily Ridership by Shuttle Stop: Lincoln Centre



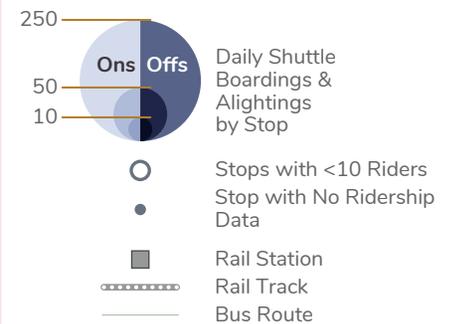
Region: San Mateo-Foster City
 Type: Commuter
 Daily Ridership: 84



Average Daily Ridership by Shuttle Stop: Mariners' Island

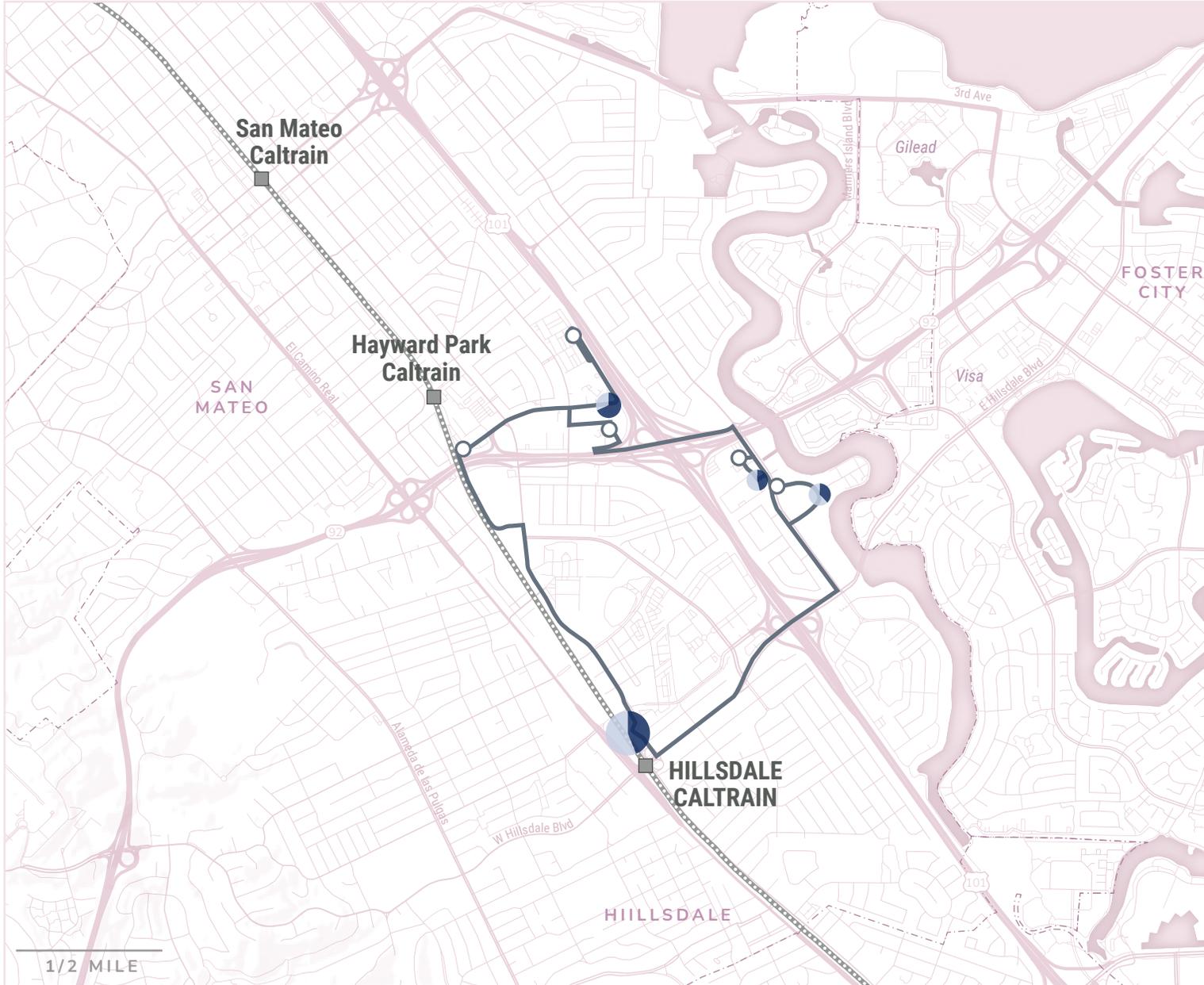


Region: San Mateo-Foster City
 Type: Commuter
 Daily Ridership: 104

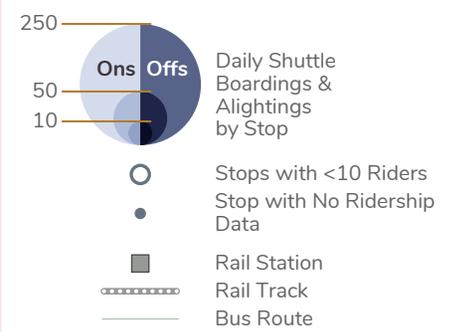


Source: May 2019 Shuttle Ridership

Average Daily Ridership by Shuttle Stop: Norfolk

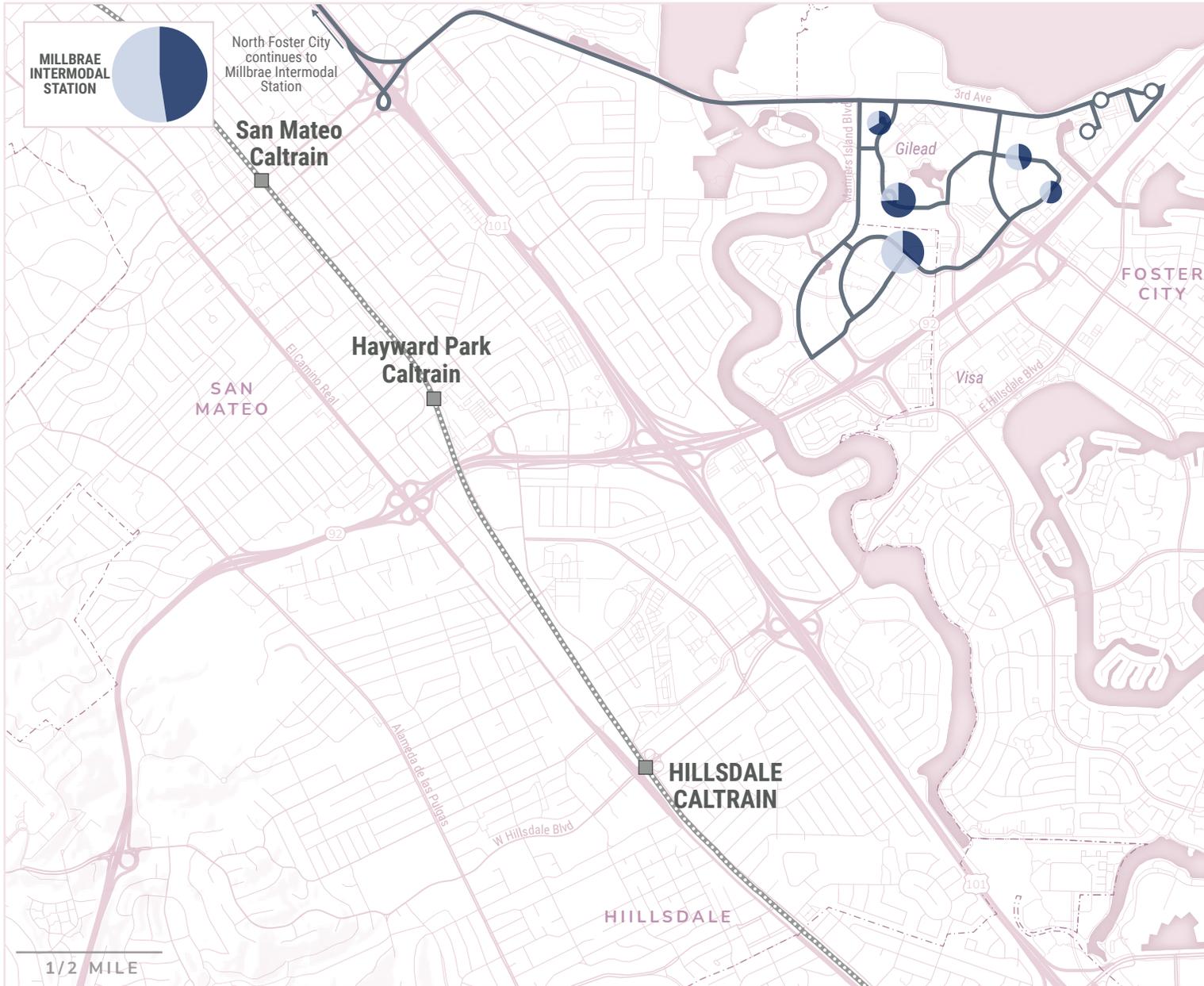


Region: San Mateo-Foster City
Type: Commuter
Daily Ridership: 59



Source: May 2019 Shuttle Ridership

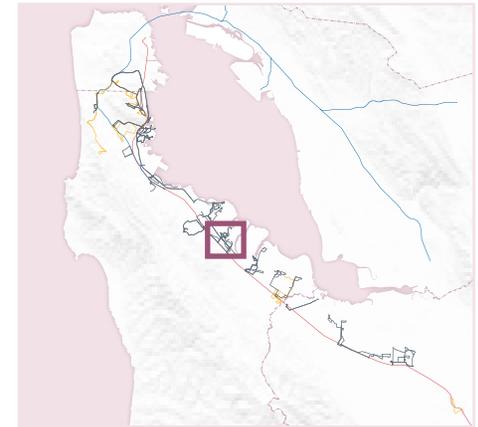
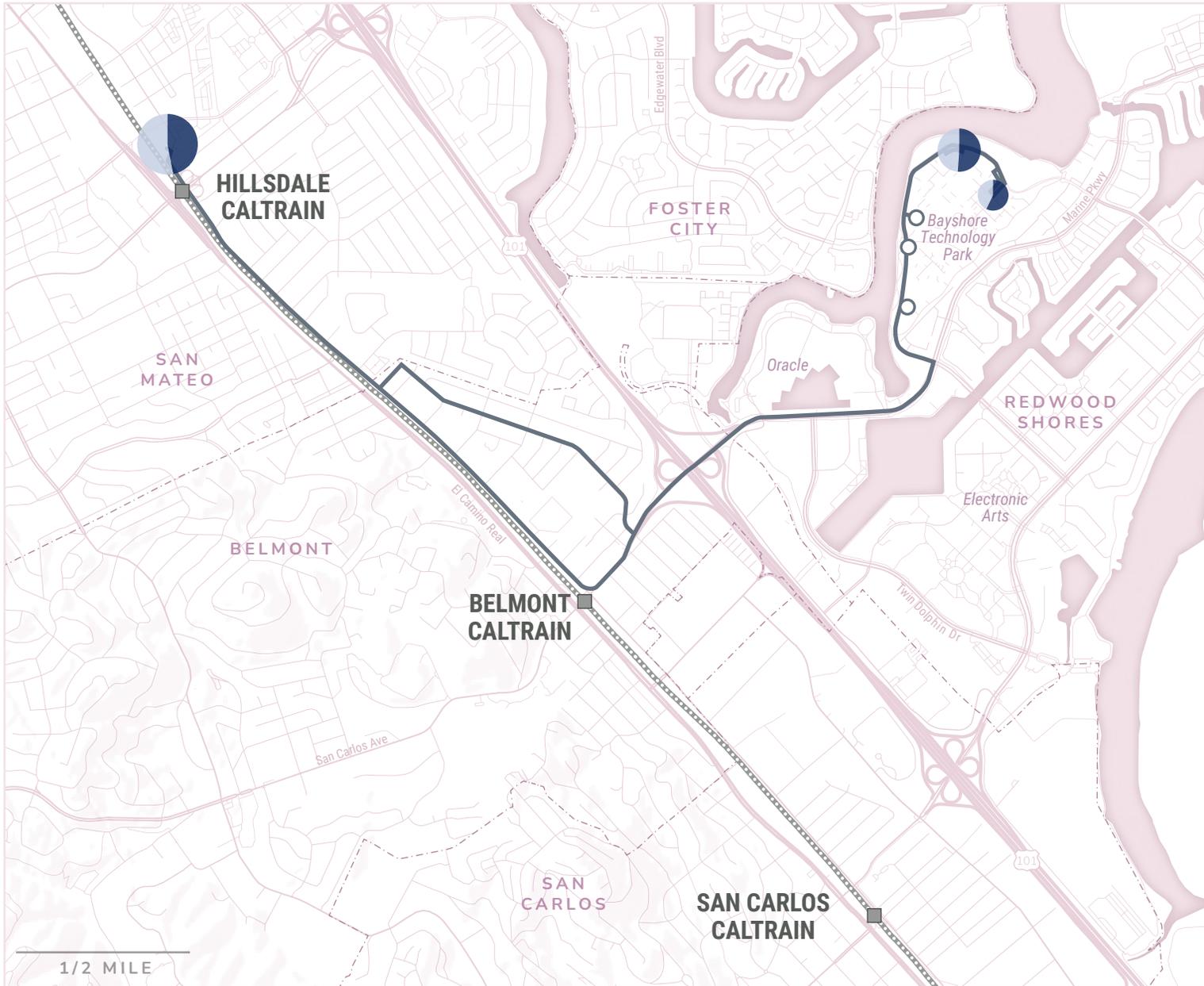
Average Daily Ridership by Shuttle Stop: North Foster City



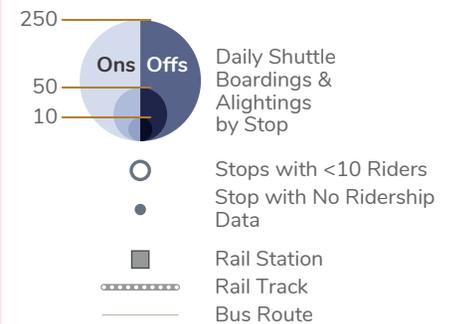
Region: San Mateo-Foster City
 Type: Commuter
 Daily Ridership: 142



Average Daily Ridership by Shuttle Stop: Bayshore Technology Park

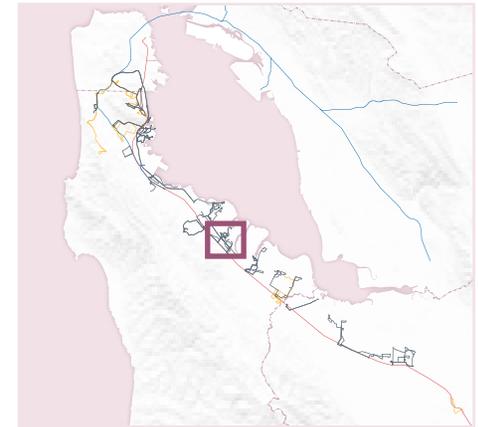
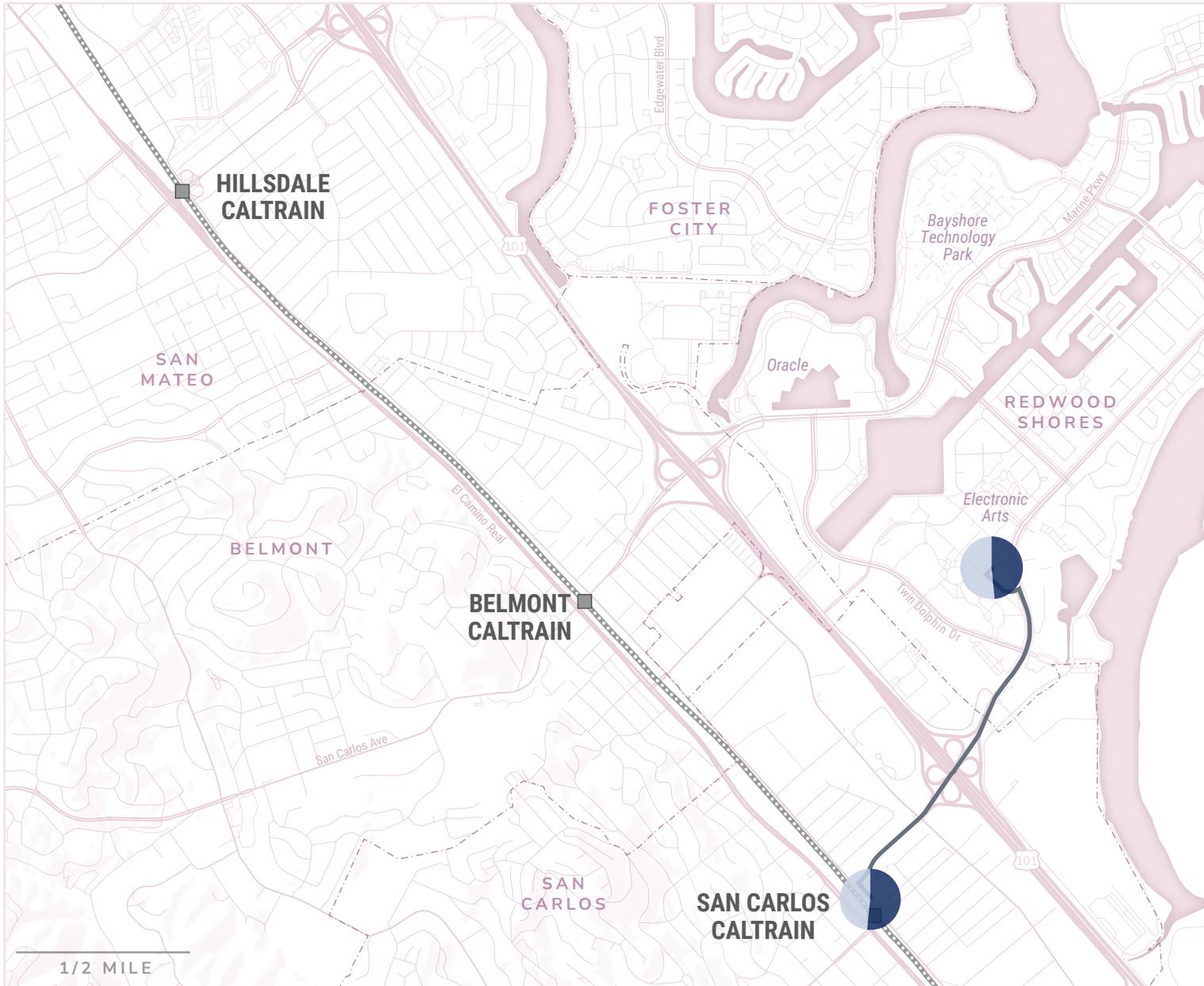


Region: Belmont-San Carlos
Type: Commuter
Daily Ridership: 110



1/2 MILE

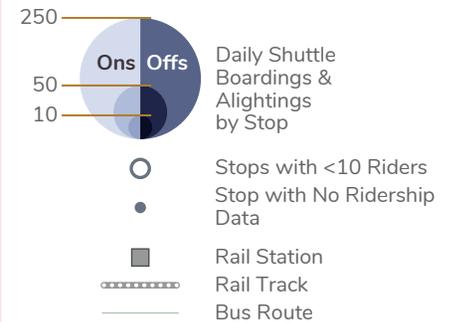
Average Daily Ridership by Shuttle Stop: Electronic Arts



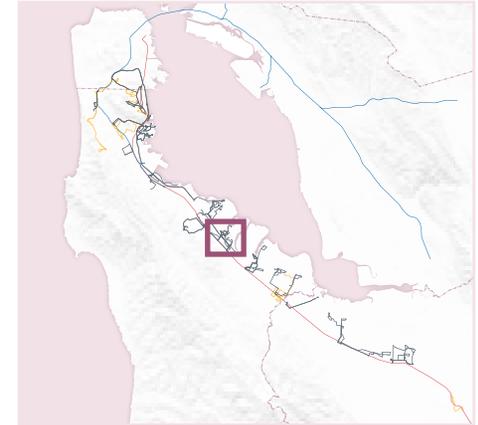
Region: Belmont-San Carlos

Type: Commuter

Daily Ridership: 98



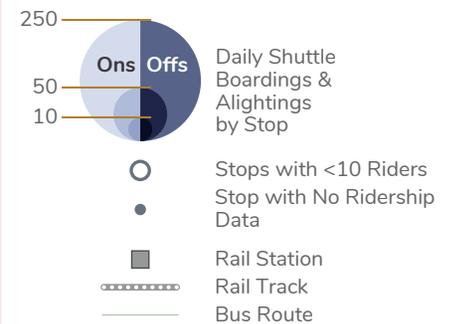
Average Daily Ridership by Shuttle Stop: Oracle



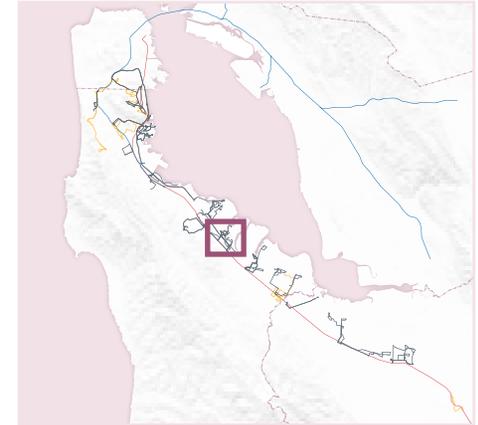
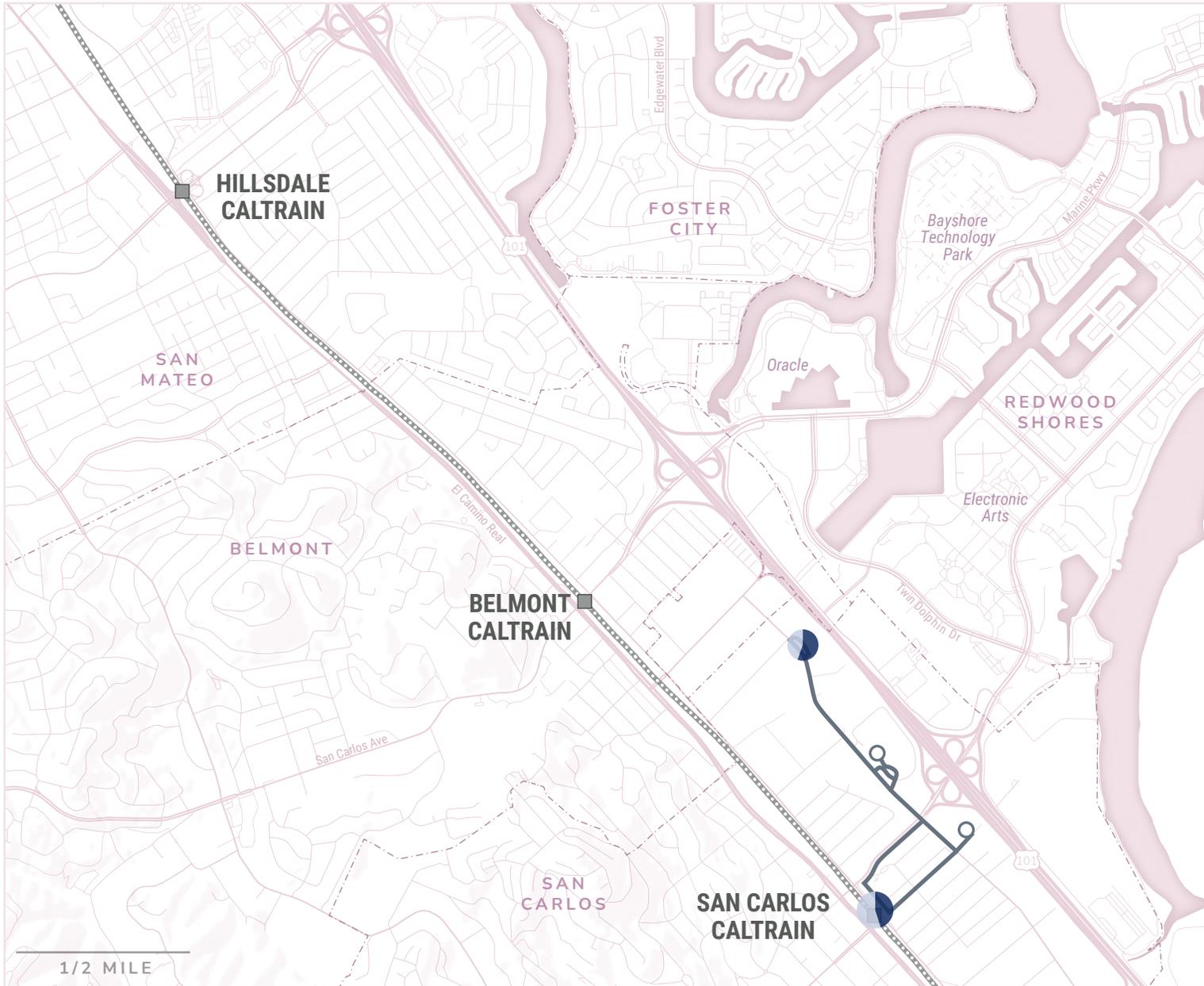
Region: Belmont-San Carlos

Type: Commuter

Daily Ridership: 96



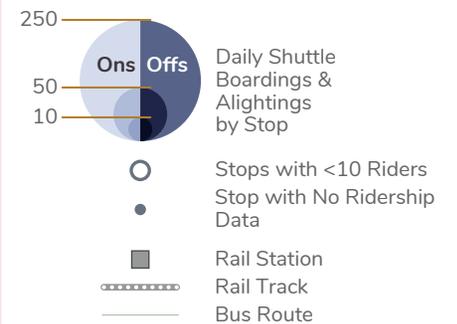
Average Daily Ridership by Shuttle Stop: San Carlos Commuter



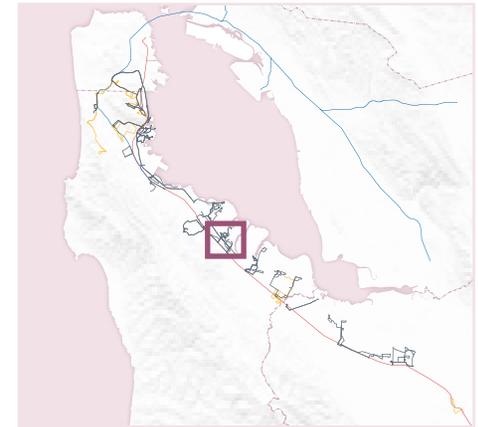
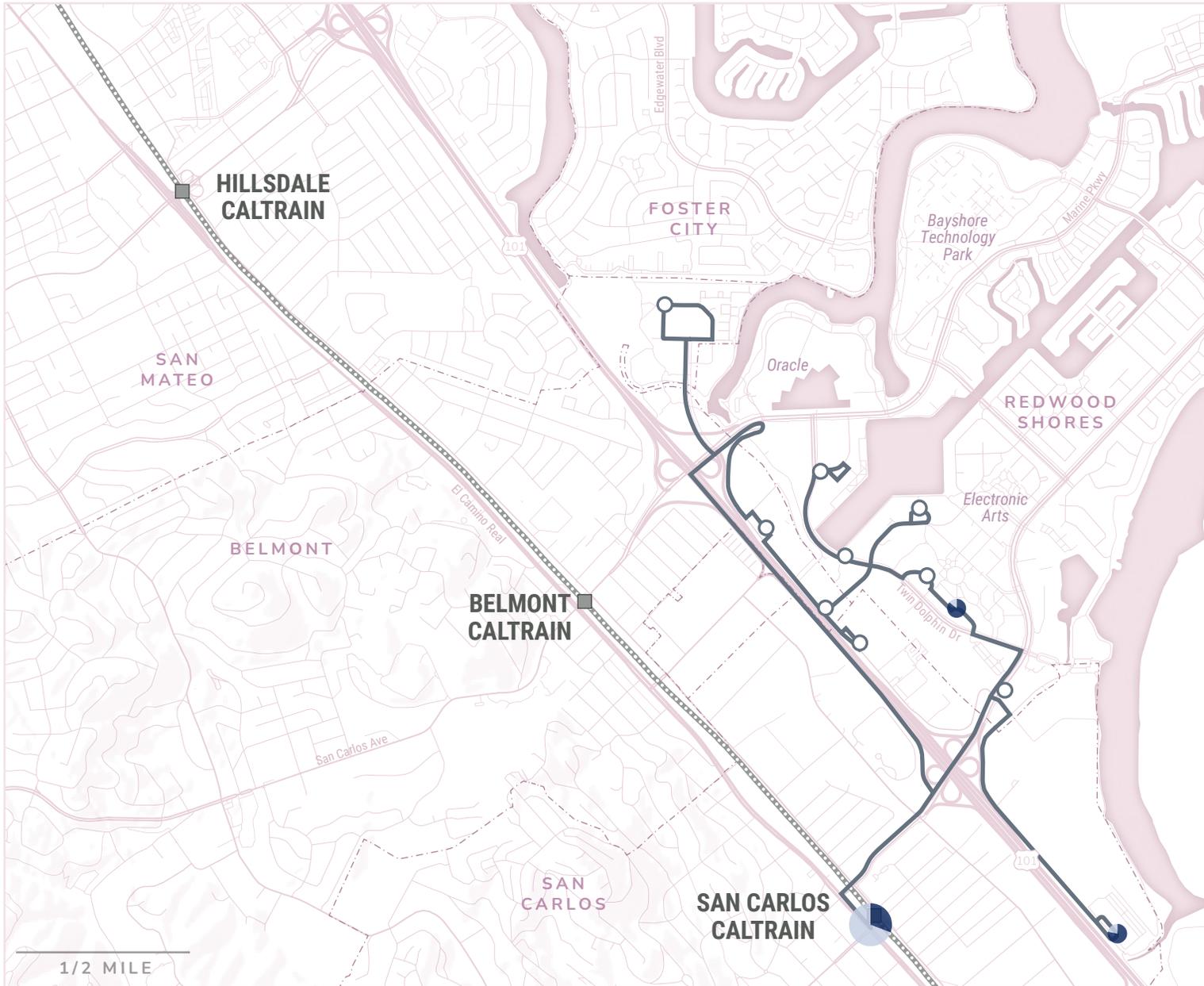
Region: Belmont-San Carlos

Type: Commuter

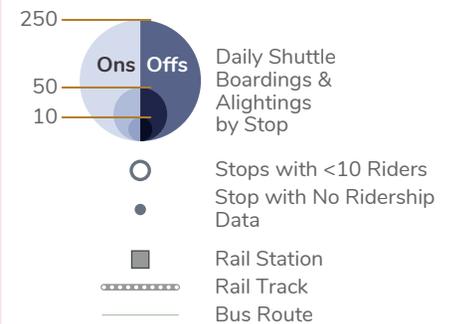
Daily Ridership: 33



Average Daily Ridership by Shuttle Stop: Twin Dolphin

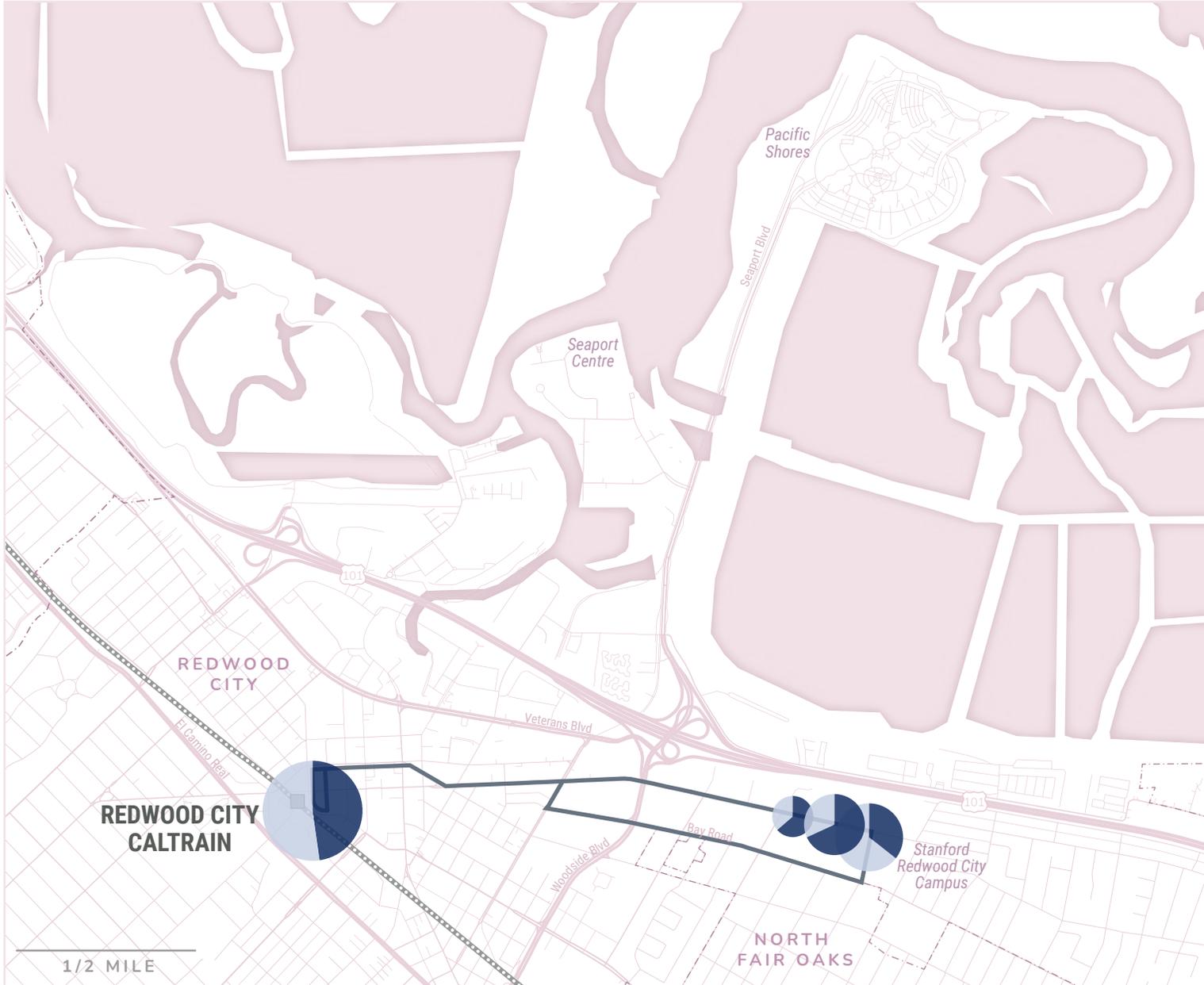


Region: Belmont-San Carlos
Type: Commuter
Daily Ridership: 64

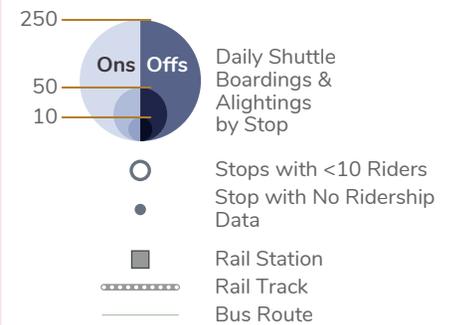


1/2 MILE

Average Daily Ridership by Shuttle Stop: Midpoint

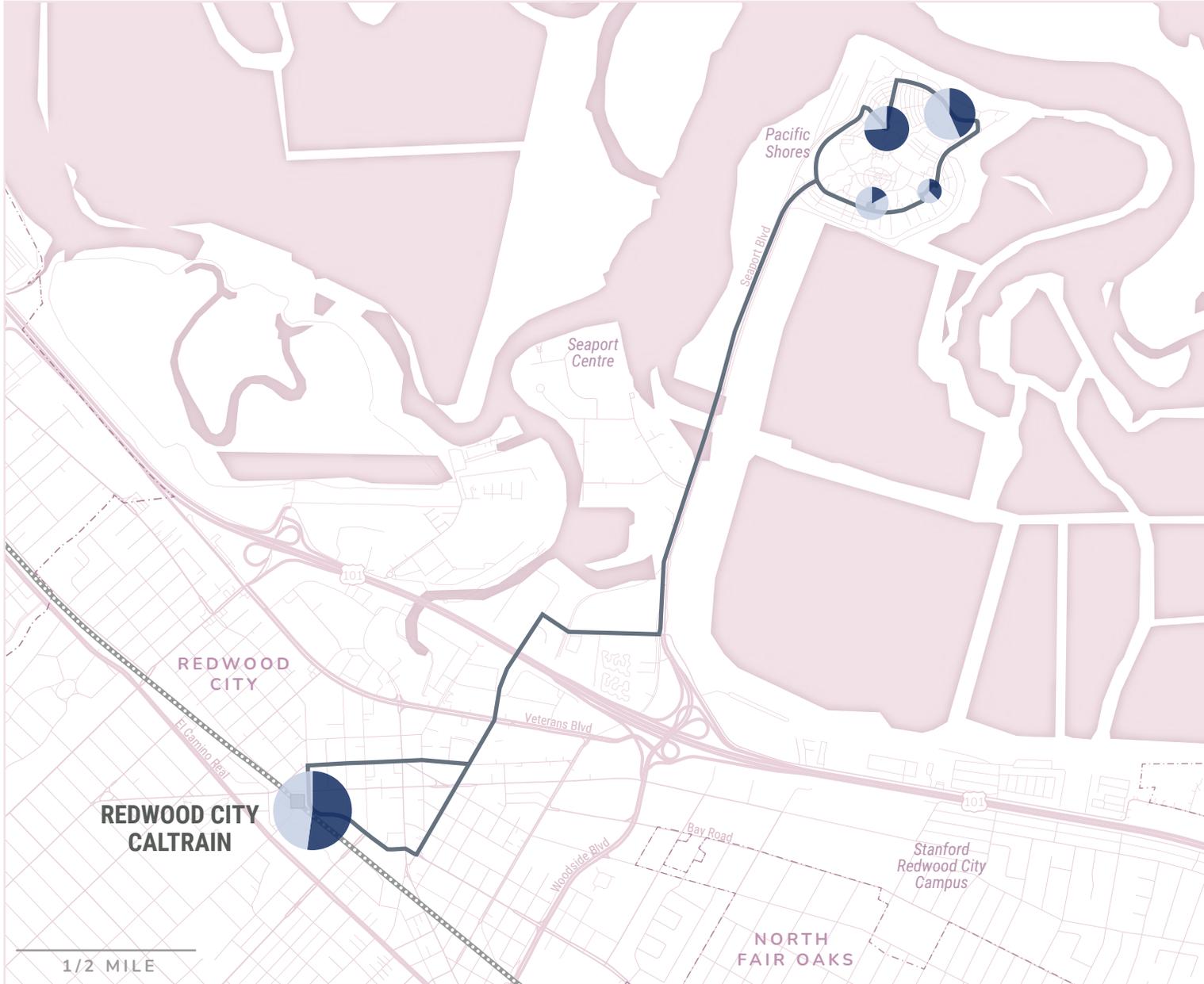


Region: Redwood City
Type: Commuter
Daily Ridership: 164

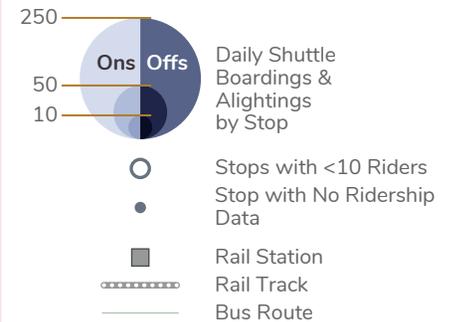


Source: May 2019 Shuttle Ridership

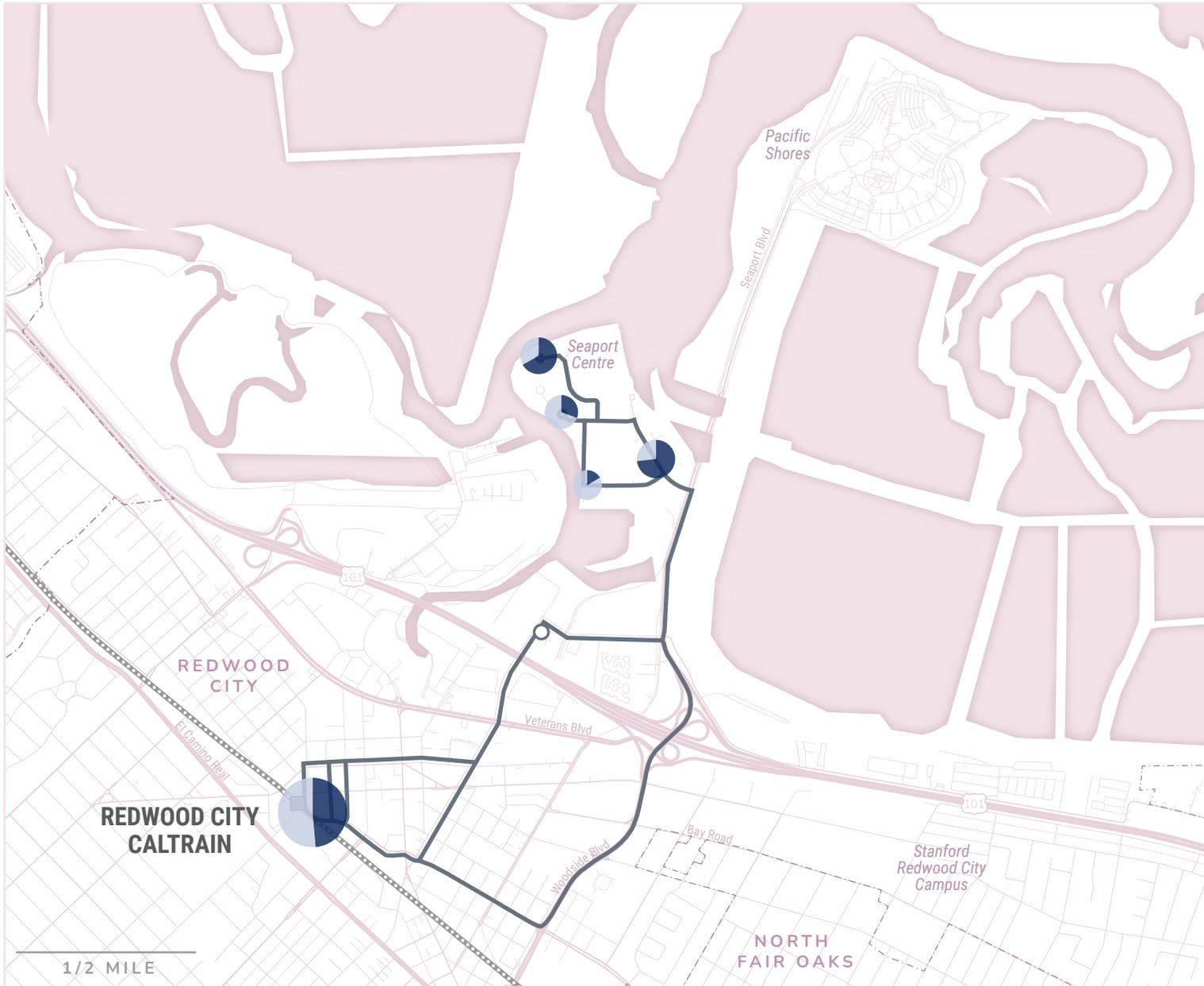
Average Daily Ridership by Shuttle Stop: Pacific Shores



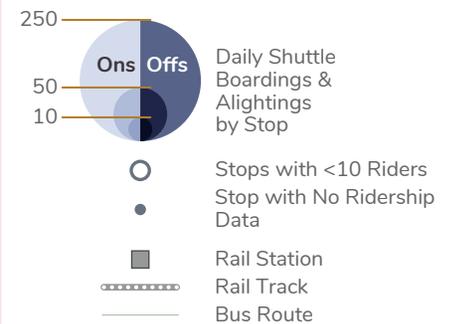
Region: Redwood City
Type: Commuter
Daily Ridership: 202



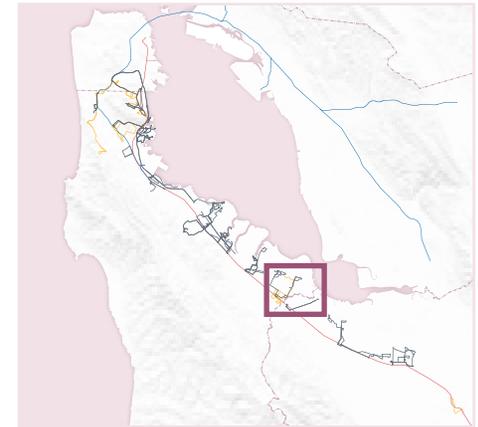
Average Daily Ridership by Shuttle Stop: Seaport Centre



Region: Redwood City
 Type: Commuter
 Daily Ridership: 144



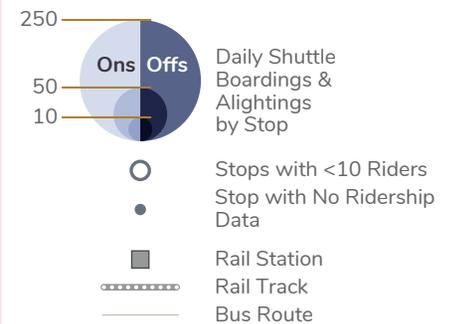
Average Daily Ridership by Shuttle Stop: Belle Haven



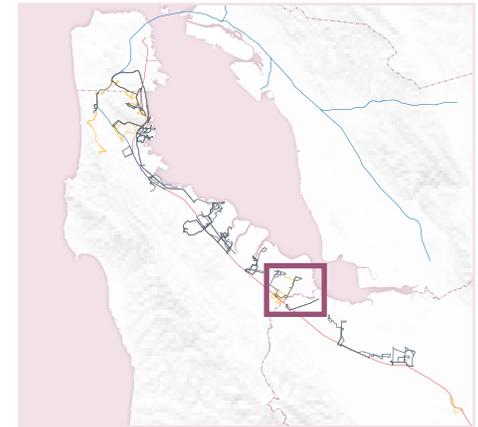
Region: Menlo Park-Palo Alto

Type: Community

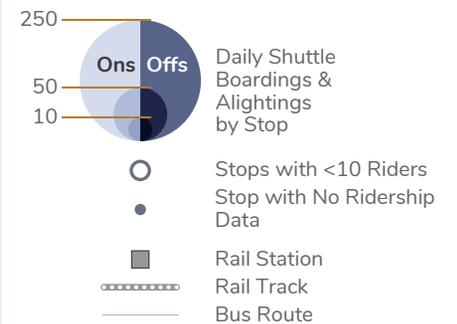
Daily Ridership: 57



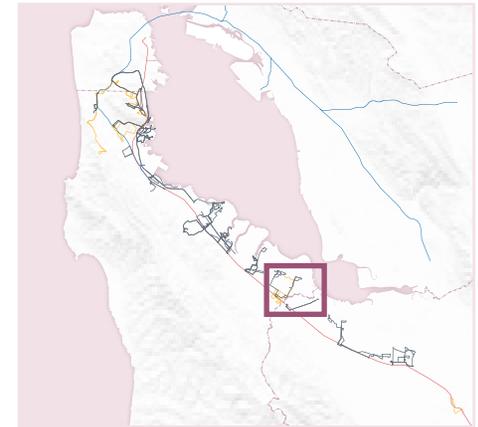
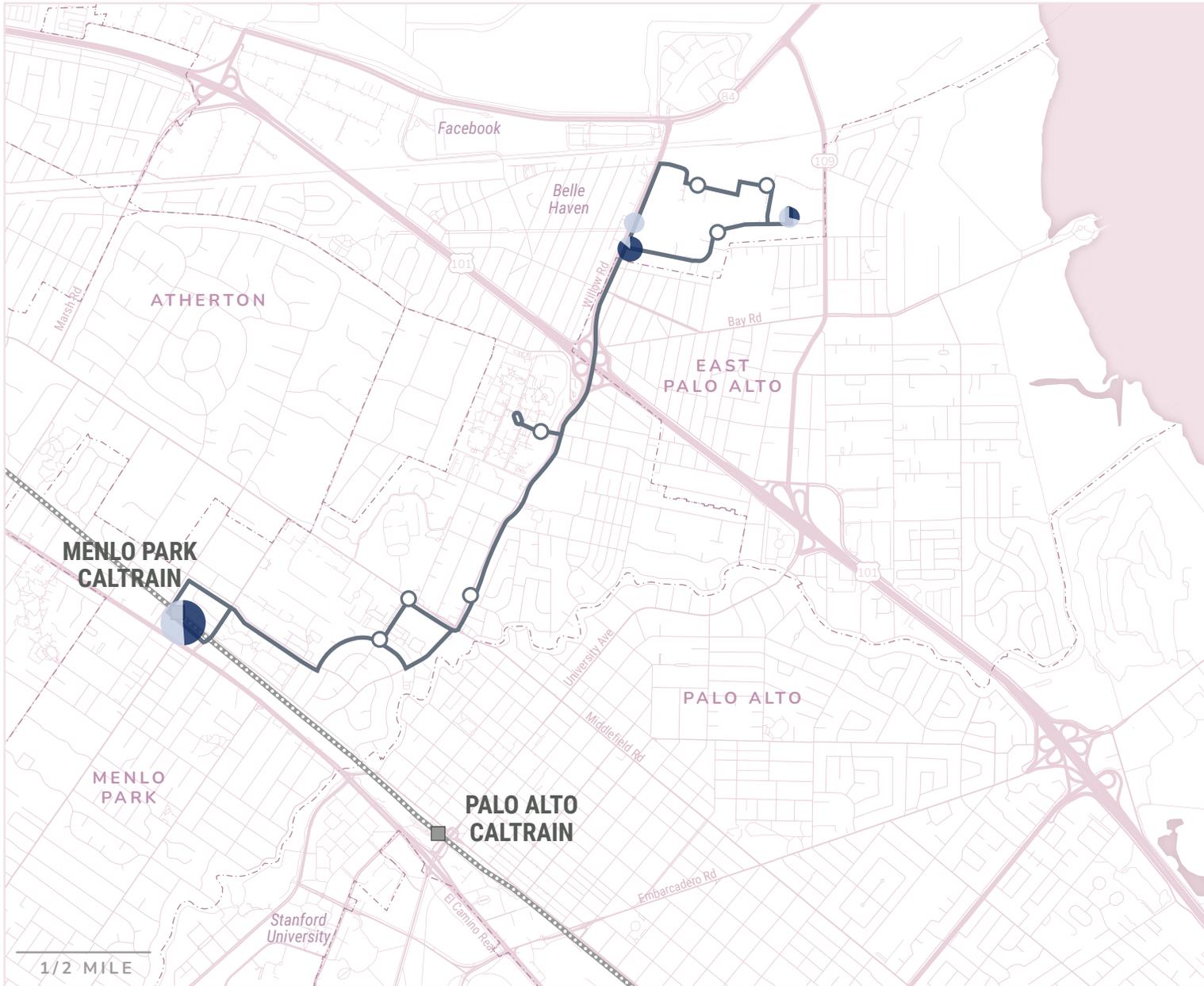
Average Daily Ridership by Shuttle Stop: Marsh Road



Region: Menlo Park-Palo Alto
 Type: Commuter
 Daily Ridership: 81



Average Daily Ridership by Shuttle Stop: Willow Road

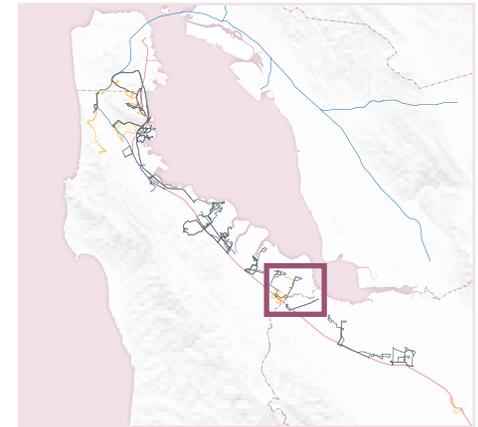
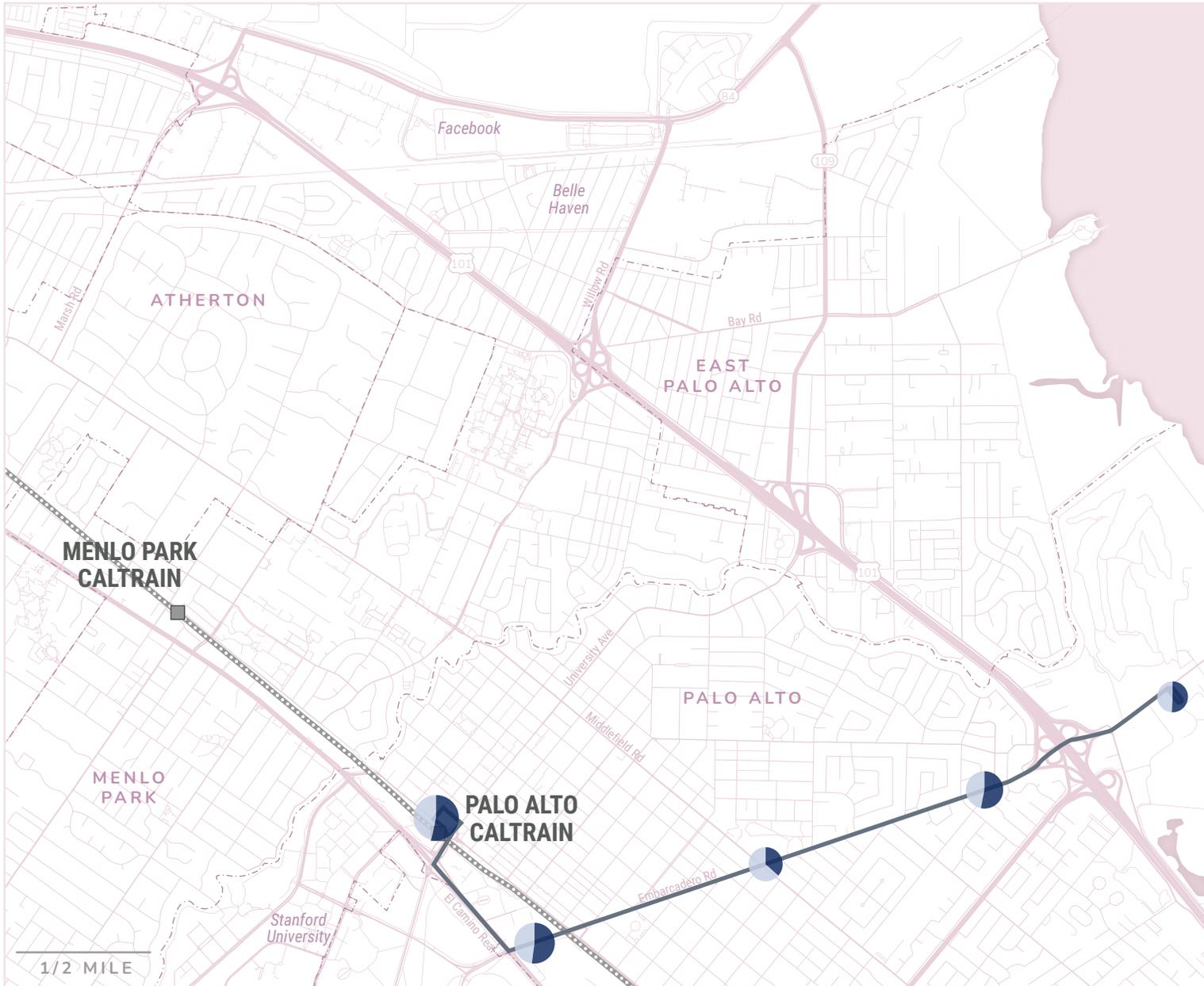


Region: Menlo Park-Palo Alto
Type: Commuter
Daily Ridership: 56



Source: May 2019 Shuttle Ridership

Average Daily Ridership by Shuttle Stop: Embarcadero

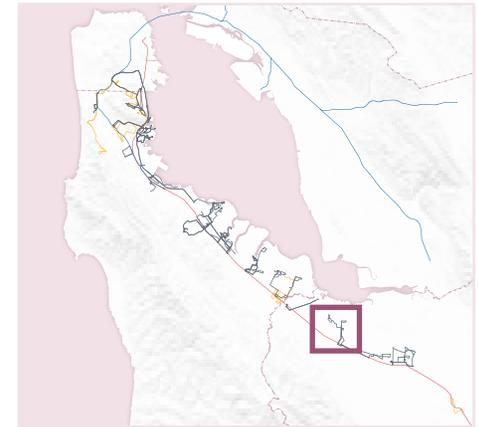
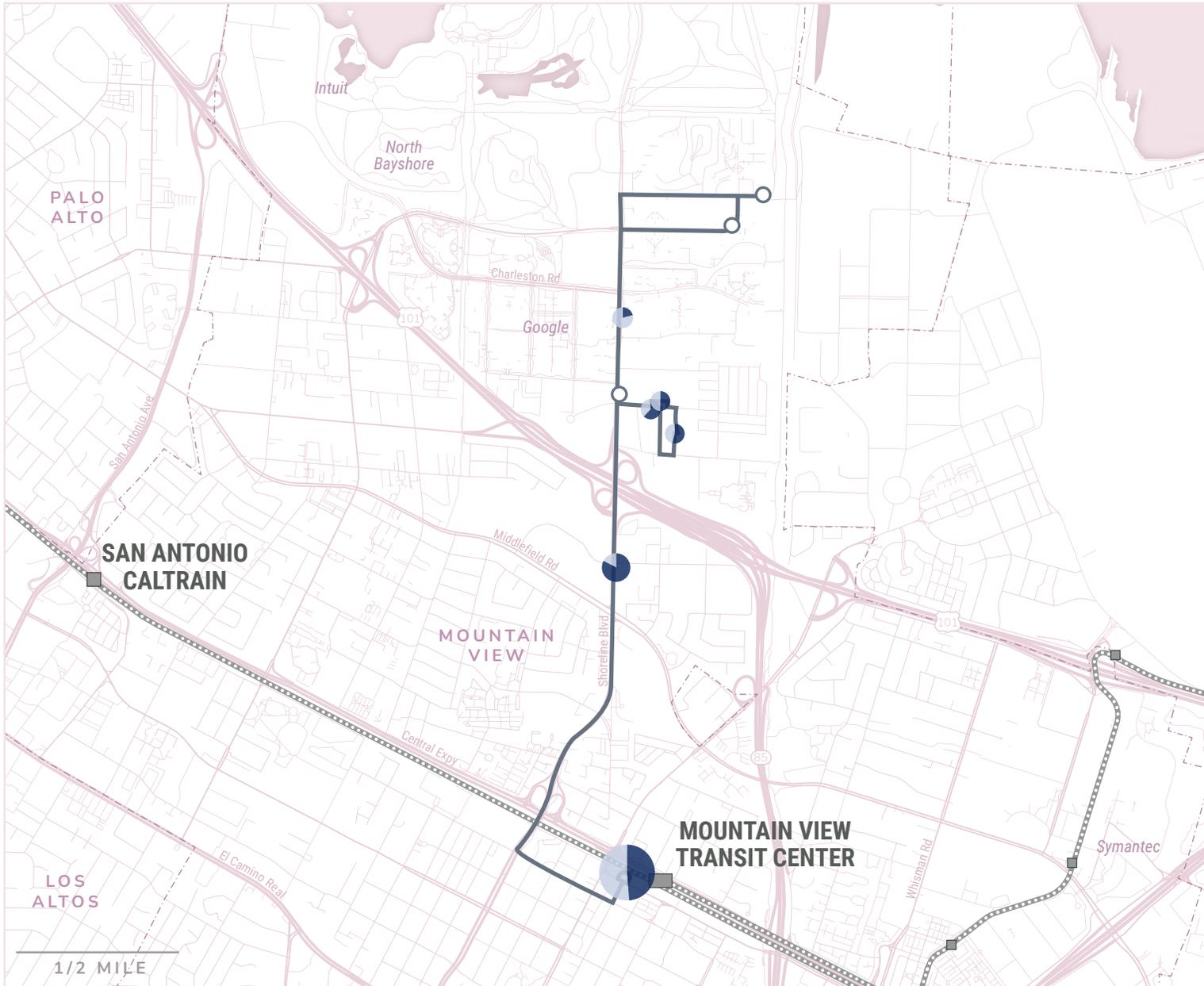


Region: Menlo Park-Palo Alto
 Type: Commuter
 Daily Ridership: 139



Source: May 2019 Shuttle Ridership

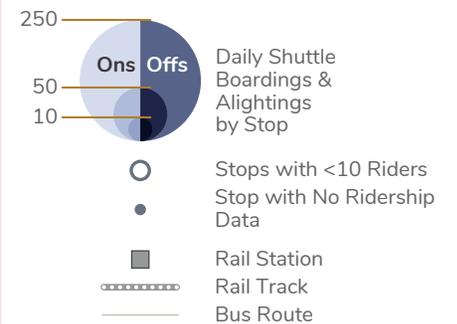
Average Daily Ridership by Shuttle Stop: East Bayshore



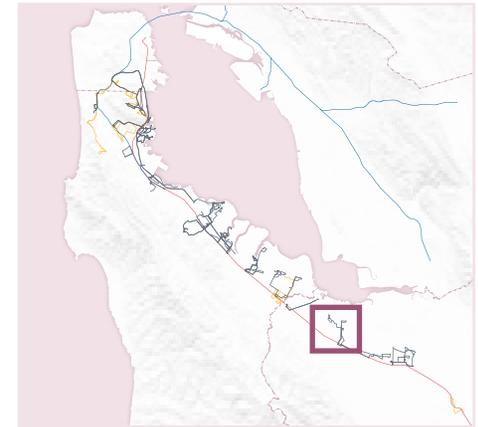
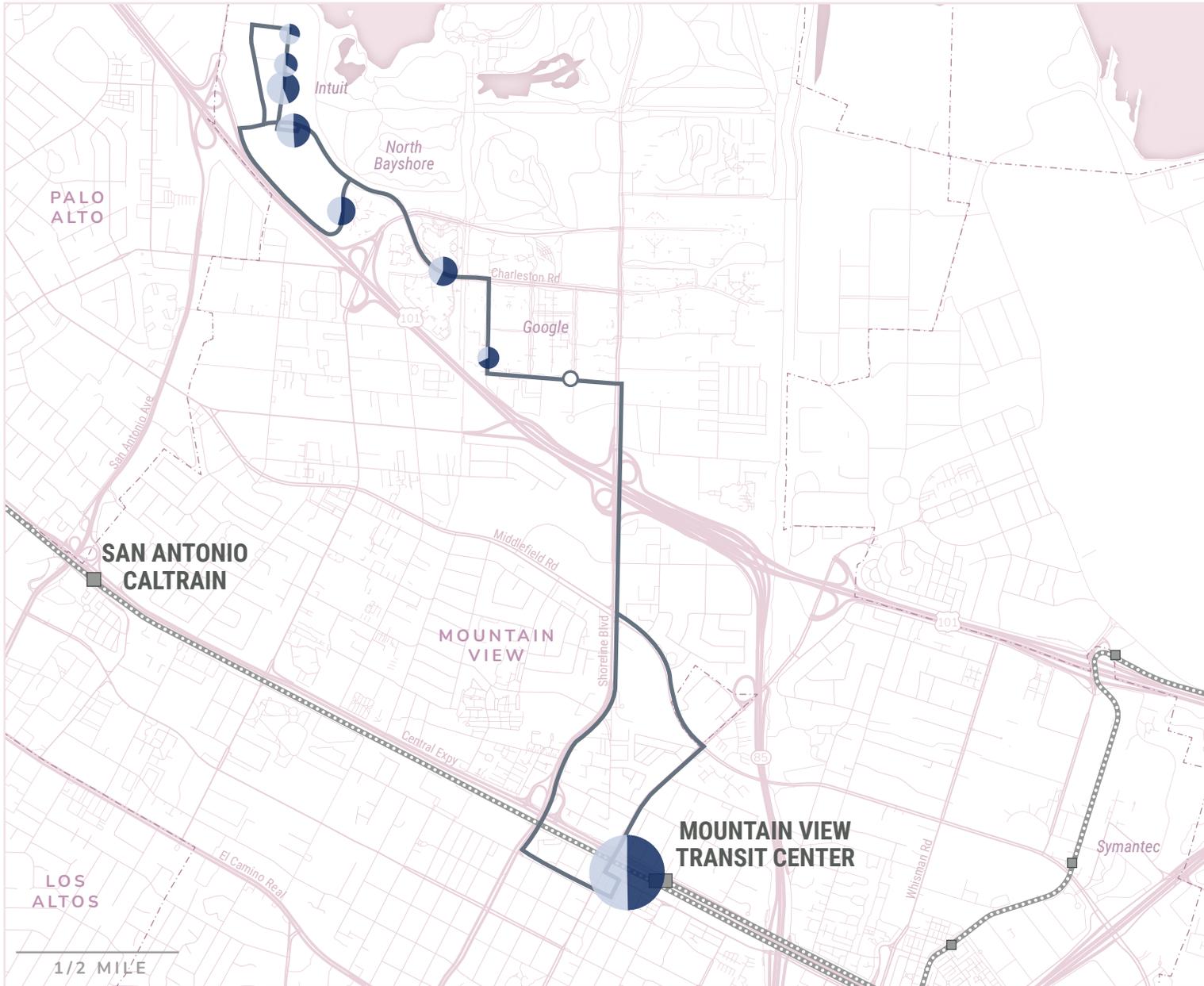
Region: Mountain View

Type: Commuter

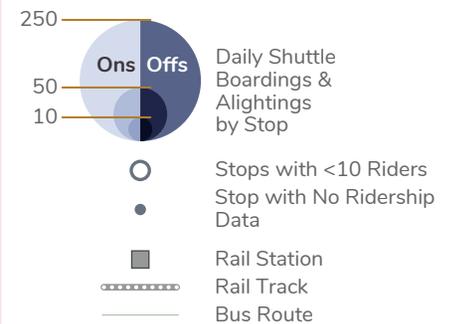
Daily Ridership: 100



Average Daily Ridership by Shuttle Stop: West Bayshore

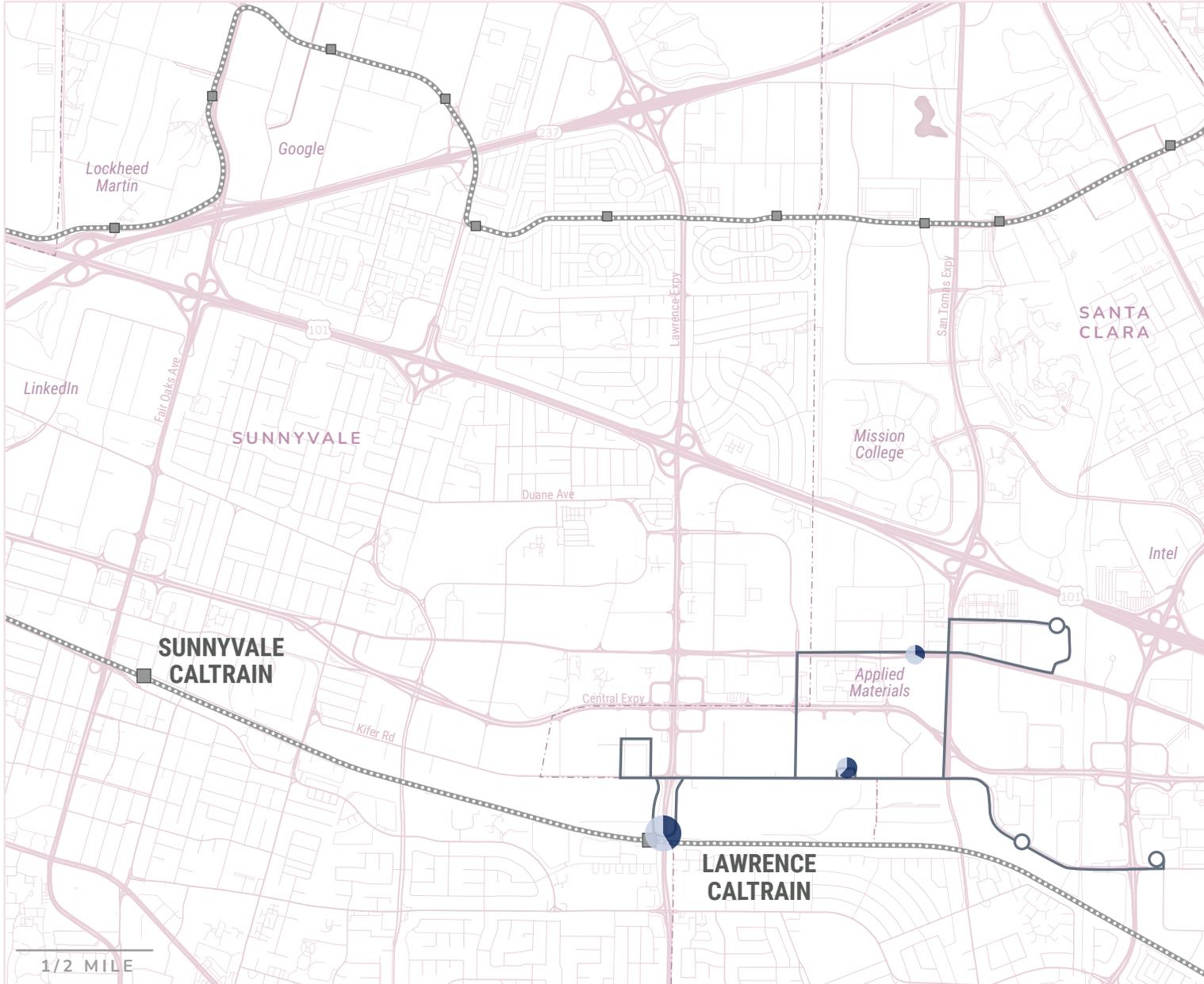


Region: Mountain View
 Type: Commuter
 Daily Ridership: 175

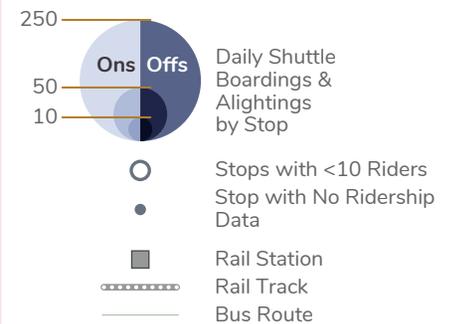


Source: May 2019 Shuttle Ridership

Average Daily Ridership by Shuttle Stop: Bowers/Walsh

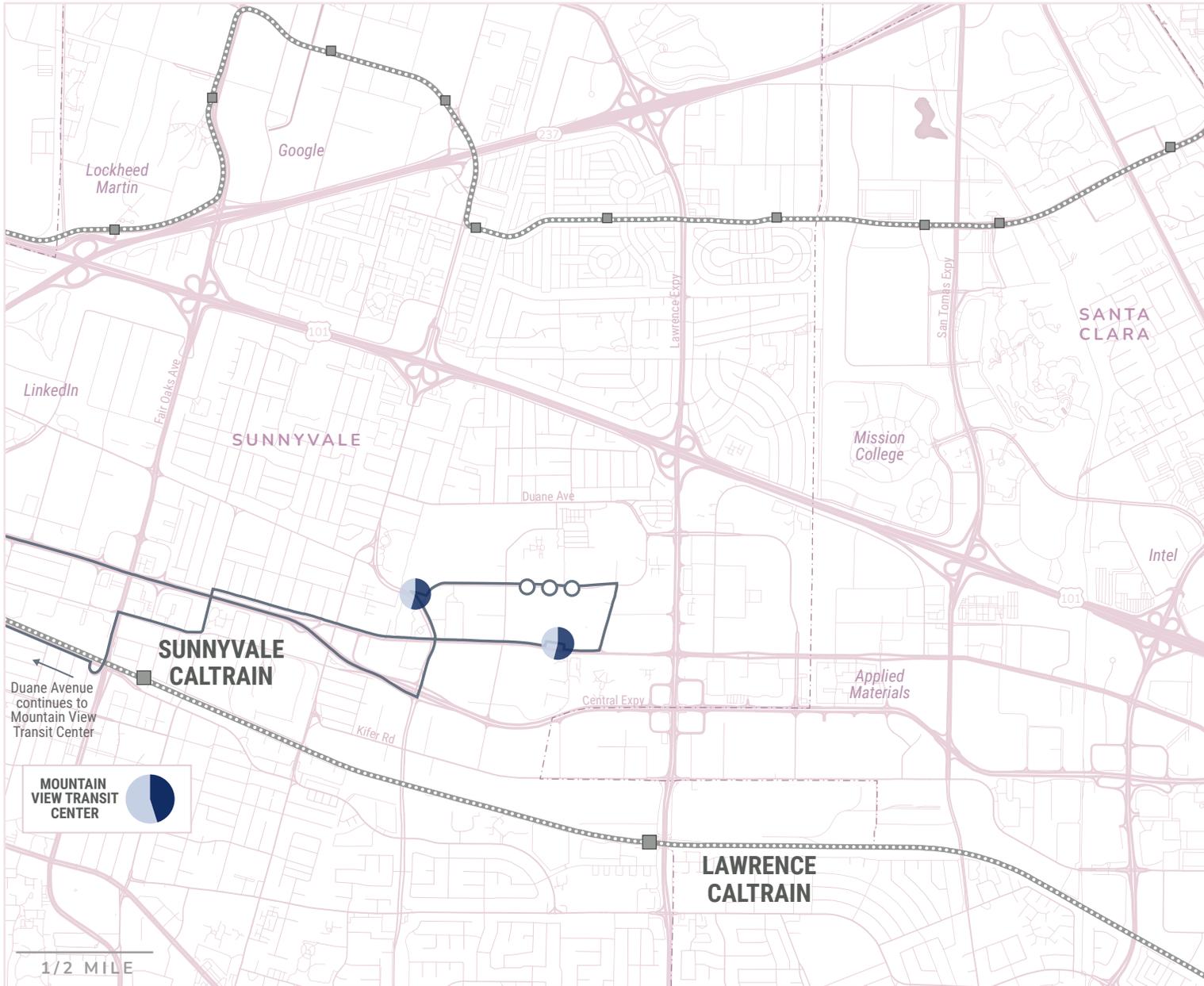


Region: Sunnyvale-Santa Clara
 Type: Commuter
 Daily Ridership: 31



Source: May 2019 Shuttle Ridership

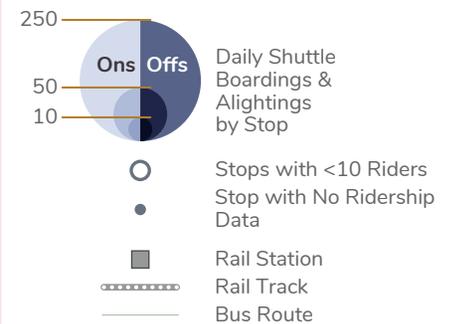
Average Daily Ridership by Shuttle Stop: Duane Avenue



Region: Sunnyvale-Santa Clara

Type: Commuter

Daily Ridership: 51

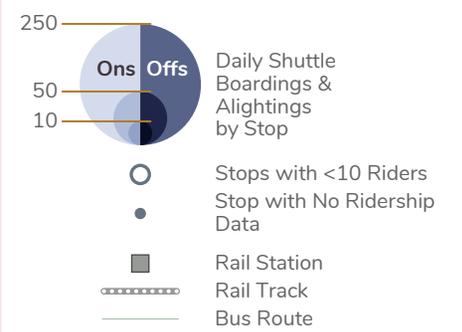


Source: May 2019 Shuttle Ridership

Average Daily Ridership by Shuttle Stop: Mission College



Region: Sunnyvale-Santa Clara
Type: Commuter
Daily Ridership: 76



Source: May 2019 Shuttle Ridership

Appendix D. Shuttle Program Data

This section provides backup data tables based on FY19 shuttle program data.

Table D-1. Performance Metrics (2019)

Shuttle Type	Passengers Per Revenue Hour	Cost per Passenger
San Mateo Community	11.5	\$6.95
San Mateo Commuter	15.6	\$5.28
Santa Clara Commuter	9.6	\$8.65

Source: Fehr & Peers, 2021

Table D-2. Average Daily Ridership

Shuttle Type	2014	2015	2016	2017	2018	2019
San Mateo Community	28,252	47,955	84,393	159,356	165,480	177,161
San Mateo Commuter (BART)	308,577	343,632	390,936	380,715	341,071	337,583
San Mateo Commuter (Caltrain)	524,046	538,065	518,457	480,433	493,092	481,753
Santa Clara Commuter	203,372	190,879	215,959	192,053	168,974	143,975

Source: Fehr & Peers, 2021

Table D-3. Shuttle Funding Sources (2019)

Shuttle Type	Employers	SMCTA/ C/CAG	Caltrain	SamTrans	TFCA	Other City Funds	Total
San Mateo Community	\$131,000	\$703,000	-	\$29,000	-	\$416,000	\$1,279,000
San Mateo Commuter	\$1,788,000	\$2,555,000	\$91,000	\$32,000	\$341,000	\$154,000	\$4,961,000
Santa Clara Commuter	\$641,000	-	\$305,000	-	\$185,000	\$114,000	\$1,245,000
Total	\$2,560,000	\$3,258,000	\$396,000	\$61,000	\$526,000	\$684,000	\$7,485,000

Source: Fehr & Peers, 2021

Table D-4. Annual Household Income Distribution

Shuttle Type	Less than \$50K	\$50K-\$75K	\$75K - \$100K	\$100K - \$150K	\$150K or more
San Mateo Community	44%	22%	6%	14%	13%
San Mateo Commuter	13%	14%	17%	23%	33%
Santa Clara Commuter	5%	9%	12%	23%	51%

Source: Fehr & Peers, 2021

Table D-5. Race/Ethnicity

Shuttle Type	White	Asian	Hispanic/Latino	Black	Other
San Mateo Community	31%	47%	7%	5%	10%
San Mateo Commuter	32%	46%	10%	5%	8%
Santa Clara Commuter	14%	35%	37%	3%	11%

Source: Fehr & Peers, 2021

Table D-6. County of Residence

Shuttle Type	San Mateo	Santa Clara	San Francisco	Alameda	Contra Costa	Other
San Mateo Community	81%	4%	14%	0%	0%	1%
San Mateo Commuter (BART)	30%	16%	27%	14%	11%	2%
San Mateo Commuter (Caltrain)	26%	46%	26%	0%	0%	1%
Santa Clara Commuter	San Mateo	Santa Clara	San Francisco	Alameda	Contra Costa	Other

Source: Fehr & Peers, 2021

Table D-7. Average Daily Ridership by City of Boarding (2019)

Shuttle Type	Average Daily Ridership
San Francisco	340
Brisbane	260
South San Francisco	1,210
Daly City	143
San Bruno	227
Millbrae	345
Burlingame	249
San Mateo	352
Foster City	83
Belmont	6
San Carlos	156
Redwood City	759
Menlo Park	183
Palo Alto	100
Mountain View	267
Sunnyvale	75
Santa Clara	51
San Jose	25
Total	4,836

Source: Fehr & Peers, 2021