2013 TMASF CONNECTS STATUS REPORT
JANUARY 2013 – DECEMBER 2013

TMASF Connects posts annual reports to our website following acceptance by the City and County of San Francisco Planning Department and Commission.

2013 TMASF Connects Commute Status Report
City Planning Commission Case Number 2010.0081 U

2013 TMASF Connects Work Status Report
City Planning Commission Case Number 2010.0081 U

SUBMITTED FOR APPROVAL TO THE CITY AND COUNTY OF SAN FRANCISCO PLANNING DEPARTMENT AND COMMISSION

SUBMITTED BY
TMASF CONNECTS STAFF
KIMBERLY B. MARTINSON, CAE
DECEMBER 2013
TMASF Mission Statement

The TMASF is a privately funded not-for-profit association of commercial real estate owners and managers in San Francisco who work together through the Connects program to promote local workforce development and trip reduction strategies delivered through sustainable and state-of-the-art technologies, building a mobile and environmentally conscious community.

TMASF Connects Commute Program Vision

The TMASF Connects Commute program is intended to increase commuter awareness of trip reduction strategies to reduce reliance upon the single occupant vehicle.

TMASF Connects Work Program Vision

The TMASF Connects Work program intends to encourage continued development of our local workforce, learning options and employment opportunities and help reduce reliance on the single occupant vehicle for daily commute trips.
Organizational History

The Transportation Management Association of San Francisco (TMASF) was incorporated in 1989 and began offering services to commuters in member buildings during 1990. Since the original work plan was submitted in 1990, the TMASF program has remained in compliance with the terms of the governing authorizations granted by the City and County of San Francisco (CCSF) Planning Commission without interruption. The association has grown from a charter membership of 24 buildings in 1990 to 64 in 2013—an increase from our 2012 roster of 61 members.

During a public hearing in October 2010, the CCSF Planning Commission authorized the TMASF Connects program to provide compliance program services for member buildings. These programs are designed for compliance with CCSF Planning Code Section 163 through the year 2021. A local workforce-development program was authorized though 2016 to support CCSF Planning Code Section 164.

This report is intended to provide an update to the CCSF Planning Staff and Commission about our program activities from January 2013 through December 2013. In summary, we have fulfilled our obligations for both the Connects Commute (Planning Code Section 163) and Connects Work (Planning Code Section 164) without substantive change.

We continue to work in partnership with the City and County of San Francisco and within the region. We remain committed and supportive of the City’s Transit First policy, local workforce development, and trip-linking efforts to contribute to a sustainable city of the future. TMASF Connects continues to be 100% financed through collection of membership fees and does not accept public funding.

To learn more about the TMASF Connects Commute and Work programs, please visit www.tmasfconnects.org. Materials, reports, and survey findings are published in the Annual Reports and Archived Materials section of our website.
TMASF Connects At Glance

History
Founded in 1989 to promote commute alternatives to driving alone, TMASF Connects serves 64 of San Francisco’s commercial buildings representing 20,000,000 square feet of real estate, 2,500 employers and more than 70,000 employees, and does not accept any public funding.

Award winning commute assistance programs, nationally recognized program models, stable staffing and board of directors, state of art website, mapping and resources, many available as a public service. Extensive workforce development tools.

Mission Statement
The TMASF is a privately funded not-for-profit association of commercial real estate owners and managers in San Francisco. They work together through the Connects program to promote local workforce development and trip reduction strategies delivered through sustainable and state-of-the-art technologies, building a mobile and environmentally conscious community.

Current Programs
- **TMASF Connects Commute** is a full-service commute assistance program and offers a state-of-the-art map matched to traffic conditions and public transit options for commuters and those in need of paratransit services.
- **TMASF Connects Work** offers employers tools, guides, and links to local hiring sources. Job seekers and employees will find links, events and tips to help boost the skills necessary for maximum employment at any stage of the worklife cycle.
- **TMASF Connects Community** helps residents and visitors assess their daycare needs, from caring for children to senior citizens.

Program Results
Independently-administered trip reduction surveys indicate that only 7.9% of all trips to member buildings are taken by commuters choosing to use single occupant vehicles. The program has placed more than 200 workers from civic rehabilitation programs into temporary employment. The program qualifies TMASF Connects members for maximum trip reduction credit for US Green Building Council Leadership in Environmental and Engineering Design (LEED) certification.

Resources, Publications and Information
- **Website:** www.tmasfconnects.org
- **Reports:** Annual Reports
- **Scholarship:** Applications due January 30th each year – check for eligibility
TMASF Connects
Board of Directors

Paul E. Paradis, LEED AP
Chairman
Hines

Bonnie S. Pybus, RPA, FMA, LEED GA
President
Boston Properties

Tawni Frank Sullivan
Executive Vice President
Chief Financial Officer
CAC Real Estate Management Company

Paul C. Richards, CPM, RPA
Executive Vice President Association Affairs
Wilson Meany

Mark V. Buckingham
Vice President Connects Work
Hines

Randy Valdez
Vice President Connects Commute
McCarthy Cook & Company

Albert J. Maher, CPM
Emeritus
Maher Consulting
To Be Announced

TMASF Connects Work
Executive Committee
Members

Mark V. Buckingham
Vice President Connects Work
Hines

Doug Baker
GLL Bit fremont Street Partners, L.P.

Brad Collins
GLL Real Estate Partners

Katy Florance
Jones Lang LaSalle

Stacia Keisner
CB Richard Ellis

Andrea Labutan
Jones Lang LaSalle Americas, Inc

Paige Salazar
Terwilliger Management Company
TMASF Connects Staff

Kimberly B. Martinson, CAE
Executive Director
kmartinson@tmasfconnects.org

Miranda Mickiewicz
Planning Associate
miranda@tmasfconnects.org

Lina Savage
Administrative Assistant
lsavage@tmasfconnects.org

Lynna Vong
Apprentice

Arianna Husbands
Office Assistant

Kaylee Tolley
Chief College Intern
TMASF Connects 2013
Member Buildings

275 Battery 400 Howard 350 Rhode Island
750 Battery 405 Howard Rincon Center
185 Berry (Berry Bldg) 500 Howard* 353 Sacramento
185 Berry (Wharf) 875 Howard* One Sansome
333 Bush 88 Kearny 343 Sansome*
One California 222 Kearny 475 Sansome**
101 California 388 Market 55 Second *
150 California* 455 Market 101 Second*
345 California 685 Market 303 Second
550 California 800 Market** 501 Second
580 California 901 Market 100 Spear
600 California* 1155 Market 160 Spear
Ferry Building 201 Mission 201 Spear
201 Filbert 555 Mission* 345 Spear (Hills Plaza)*
100 First* 560 Mission* 49 Stevenson
22 Fourth* 250 Montgomery 71 Stevenson
50 Fremont 456 Montgomery 550 Terry Francois
199 Fremont* 505 Montgomery 260 Townsend
One Front 555 Montgomery
601 Gateway 655 Montgomery
651 Gateway 33 New Montgomery
600 Harrison 90 New Montgomery
75 Hawthorne 235 Pine*

*Indicates buildings that are work committee members
**Indicates new member buildings
### CCSF Planning Code Section 163
#### Program Requirements

<table>
<thead>
<tr>
<th>Number</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ONE</strong></td>
<td>Schedule promotion and assistance activities throughout the year, to help keep commute issues in the minds of commuters and to provide ongoing assistance</td>
</tr>
<tr>
<td><strong>TWO</strong></td>
<td>Focus activities on education regarding commute options; assistance in selecting and learning to use the most appropriate commute options; and incentives to use the most efficient and appropriate options in the context of building or employee needs</td>
</tr>
<tr>
<td><strong>THREE</strong></td>
<td>Ensure that activities are conducted at a level of effort that will assure contribution to gradual modal shift over time, such that past goals for overall downtown commute patterns, established by the Downtown Plan, may continue to be attained</td>
</tr>
<tr>
<td><strong>FOUR</strong></td>
<td>Develop and implement activities that provide for targeting commute groups in order to produce the most effective marketing and education efforts, and if necessary, the most effective incentives to induce commute pattern change</td>
</tr>
<tr>
<td><strong>FIVE</strong></td>
<td>Monitor program effectiveness and progress at regular intervals</td>
</tr>
</tbody>
</table>

### CCSF Planning Code Section 164
#### Program Requirements

<table>
<thead>
<tr>
<th>Number</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ONE</strong></td>
<td>To determine the number and nature of jobs that will become available as a result of added downtown office development</td>
</tr>
<tr>
<td><strong>TWO</strong></td>
<td>To publicize to San Francisco residents the availability of those jobs</td>
</tr>
<tr>
<td><strong>THREE</strong></td>
<td>To work with local schools and job training programs to create a labor pool of San Francisco residents qualified to obtain jobs created by added downtown office development</td>
</tr>
<tr>
<td><strong>FOUR</strong></td>
<td>To work with employers in the building to encourage their hiring of qualified San Francisco residents</td>
</tr>
<tr>
<td><strong>FIVE</strong></td>
<td>To carry out other activities determined by the Department of City Planning, or its designee, to be reasonable and appropriate in meeting the purpose of this requirement</td>
</tr>
</tbody>
</table>
# Table of Contents

<table>
<thead>
<tr>
<th>Page</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>TMASF CONNECTS ASSOCIATION YEAR IN REVIEW &amp; LOOKING FORWARD</td>
</tr>
<tr>
<td>16</td>
<td>2013 TMASF CONNECTS COMMUTE STATUS REPORT</td>
</tr>
<tr>
<td></td>
<td>Program Requirements Fulfillment Response Statement</td>
</tr>
<tr>
<td>29</td>
<td>2013 TMASF CONNECTS WORK STATUS REPORT</td>
</tr>
<tr>
<td></td>
<td>Program Requirements Fulfillment Response Statement</td>
</tr>
<tr>
<td>37</td>
<td>TMASF CONNECTS 2013 PORTFOLIO</td>
</tr>
<tr>
<td></td>
<td>TMA SF Connects 2013 Member Survey</td>
</tr>
<tr>
<td></td>
<td>40                                                                           Program Requirements Fulfillment Response Statement</td>
</tr>
<tr>
<td></td>
<td>89                                                                           Compiled Informational Mailings</td>
</tr>
<tr>
<td></td>
<td>192                                                                          The Connector 2013 Issues</td>
</tr>
<tr>
<td></td>
<td>203                                                                          Promotional Materials Developed and Distributed</td>
</tr>
<tr>
<td></td>
<td>260                                                                          Work Program</td>
</tr>
<tr>
<td></td>
<td>266                                                                          GOVERNANCE</td>
</tr>
</tbody>
</table>

11 TMA SF CONNECTS
TMASEF Connects:
Year in Review and Looking Forward
Association Overview

2013 Commuter Behavior Survey, New Website launched, Commute events, San Francisco Unified School District internships and scholarships, Bay Bridge Closure employment placement

In 2013, TMASF Connects Commute completed the required biennial survey of commuter behavior. We provided these results to the CCSF Planning Staff. We are pleased to report that 9% of total commuters are driving alone to work. Of those, 1% drives a hybrid vehicle and 2.3% use their car for business. The 2013 drive-alone by choice rate is our lowest ever—a true Single Occupant Vehicle (SOV) rate of 6.7%.

Since 2011, the drive-alone rate has dropped by 2.6% from 11.6% to 9.0%. Public transit is used by more than 77% of all TMASF Connects commuters, with Bay Area Rapid Transit (BART) and San Francisco Municipal Transportation Agency (SFMTA) as dominant services used. Transit delays, crowding, and traffic were the most commonly cited commute problems. During 2013, TMASF Connects met with the General Managers of MUNI and BART to review survey findings and forge closer working relationships. More than a third of commuters cited a need for more transit services and higher frequency to improve their commute.

Between January 2013 and March 2013, we conducted the TMASF Connects 2013 Commuter Behavior Survey. During that period, we did not promote commute alternatives, offer incentives or otherwise attempt to influence commute behavior. TMASF Connects Alerts and Advisories were issued in e-mail format and communicated only urgent information. A complete copy of the survey findings, which were shared with members, is found in this package.

During 2013, we convened our entire membership on three separate occasions. The first meeting of all members was to prepare them for participation in the biennial survey. A second meeting was held with the top management of SFMTA, including their General Manager. The meeting focused on discussions the survey findings and shared efforts between our membership and SFMTA to promote public transportation usage. A third meeting was held with the BART General Manager and TMASF Connects members. This meeting focused on discussing the possible courses of action to minimize the impacts of a BART strike. These meetings clarified institutional issues faced by the two major transit agencies and allowed their top management to understand the depth and breadth of our membership. All parties more fully understand the impacts that member behavior and system change have on one another.

The 2013 commuter behavior survey also provided updated information to be submitted to the United States Green Building Council (USGBC) for approval of our program for Leadership in Energy and Environmental Design (LEED) points for our members. The Average Vehicle Ridership (AVR) of 9.38% determined in the survey qualifies member properties to receive the maximum allowable points for the credit. The survey findings from 2013 have been incorporated into our current program services and will help guide development of our 2014 activities.
TMASF Connects launched our newly rebuilt website during 2013. The TMASF Connects Work website was refined to better meet the needs of our members based on results of a January 2013 survey. The new site features simplified navigation, improved content and organization, and expanded tools for employers, employees, students, and job seekers. We also developed a tutorial video to help site visitors access the mapping features. The new format allows us to offer an on-line scholarship application in the TMASF Connects Work section of the site.

Through the TMASF Connects Work Program, we were instrumental in placing more than 50 interns from San Francisco Unified School District (SFUSD) in member buildings. We also expanded our scholarship program, awarding four students with significant funds to help foster continued learning. Eligibility to compete for a TMASF Connects scholarship requires a student to maintain a 2.75 Grade Point Average (GPA), complete an internship or work 100 hours in a member building and have an acceptance letter from any accredited post-secondary learning or training entity. Students participate in a panel interview with a seated selection committee.

As of this writing, our association has become an appointed member of the SFUSD Career Technical Advisory Committee, charged with curriculum development to foster college or career ready students upon graduation from high school. TMASF Connects staff also worked actively with the National Academy Foundation (NAF) during 2013. More detail about NAF projects will be covered in the Work Compliance section of this report. TMASF Connects also participated in a number of events to promote work and educational opportunities for San Francisco residents.

We are proud to have placed 50 interns in summer programs, and helped secure employment for 15 students for support activities needed to open the new Bay Bridge.

TMASF Connects continues to serve two properties in South San Francisco at the Gateway Center. We have established a permanent kiosk on the property and keep it supplied with materials and promotional items. We are planning to conduct a commuter event during 2014 at the Gateway Center.

Both TMASF Connects Commute and Work programs remain robust, topical, and engaged in our community. We hosted more than 40 events in preparation for major transit disruptions—BART strikes and closure of the San Francisco-Oakland Bay Bridge (Bay Bridge). Further detail is provided for both programs in their respective sections of this report. A roster of members in good standing is included in this report. Copies of representative and significant promotional, advisory and service-oriented materials are included in the 2013 Portfolio.

TMASF Connects continues to work with City entities as requested. Changes in the CCSF Planning Code for transportation demand management programs of the future are significant. Although the TMASF Connects program continues to operate under authorization from the CCSF Planning Commission, we have begun the process of modifying our program offerings to include promotion of car sharing and flextime/staggered-hour work scheduling.
TMASF Connects is working with a number of buildings, various CCSF agencies, and appropriate consultants to consider our role in offering a shuttle system. As of this writing, our board of directors, consultant, and legal and accounting personnel are working together to understand if we might be able to offer a shuttle service that expands efficiency for commuters, reduces congestion at queuing sites and eliminates a number of under-utilized and redundant vehicles. A portion of the fees generated from this service are intended to be used to fund our TMASF Connects Scholarship Program. We fully expect to have concluded our due diligence and report expanded service offerings of a shuttle service if it is a viable option during the 2014 compliance period.

As we begin our 25th year, we remain committed to our partnership with the City, members and the community and are renewed in our purpose. Our association continues to adapt to changing CCSF Planning Code requirements and is also working with other City entities to explore other options to help reduce the number of single occupant vehicles traveling to our member buildings.
2013 TMASF Connects
Commute Status Report

Program Requirements
Fulfillment Response Statement
### CCSF Planning Code Section 163 Program Requirements

#### Case Number 2010.0081 U

<table>
<thead>
<tr>
<th>Number</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>ONE</td>
<td>Schedule promotion and assistance activities throughout the year, to help keep commute issues in the minds of commuters and to provide ongoing assistance.</td>
</tr>
<tr>
<td>TWO</td>
<td>Focus activities on education regarding commute options; assistance in selecting and learning to use the most appropriate commute options; and incentives to use the most efficient and appropriate options in the context of building or employee needs.</td>
</tr>
<tr>
<td>THREE</td>
<td>Ensure that activities are conducted at a level of effort that will assure contribution to gradual modal shift over time, such that past goals for overall downtown commute patterns, established by the Downtown Plan, may continue to be attained.</td>
</tr>
<tr>
<td>FOUR</td>
<td>Develop and implement activities that provide for targeting commute groups in order to produce the most effective marketing and education efforts, and if necessary, the most effective incentives to induce commute pattern change.</td>
</tr>
<tr>
<td>FIVE</td>
<td>Monitor program effectiveness and progress at regular intervals.</td>
</tr>
</tbody>
</table>
TMASF Connects Commute Program: 2013 Year In Review And Looking Forward

The TMASF Connects Commute program continues to meet the requirements of City and County of San Francisco (CCSF) Planning Code Section 163. We offer a robust program for our member properties that is proven effective through consistently expanding membership. The TMASF Connects surveys report that our drive-alone by choice rate has dropped below 10%, to 6.7%. The drive-alone by choice rate reflects the total drive-alone rate of 9% minus those individuals using company vehicles to conduct business.

During 2014, we expect to continue expanding our efforts to promote carsharing and flextime. The BART service disruptions provided a good introductory platform about the benefits of staggered work hours and flextime scheduling. We intend to expand our information and explanation of those program benefits as we move ahead.

This year, more than 40 commuter assistance events were held in member buildings. Since our commuters use public transportation for more than 77% of all trips, the goal of the events was to help individuals identify a public-transportation-based back-up plan. Expanding commuter access to secondary public transportation alternatives helps to reduce the number of commuters turning to their car as the preferred alternative.

The TMASF Connects Commute program is approved by the CCSF Planning Commission and authorized by Case Number 2010.0081U through 2021. In 2013, the program fulfilled and exceeded all of the planned activities identified in the program plan schedule.

TMASF Connects members continue to apply for LEED-EBOM certification with the assistance of TMASF Connects. Our Commute program is approved by the United States Green Building Council (USGBC) to receive points for the alternative trip reduction credit. During 2013, our new website launched a Members Only section. The new section allows us to offer tools that allow member building representatives to quickly find commute fact sheets and past materials, promote job opportunities within their buildings, and view past membership account information. The section is a work in progress and continues to benefit from member involvement and identification of needs through survey findings.

We maintained an aggressive program of electronic communication for members in 2013. An estimated 70,000 tenants received more than 75 separate alerts, advisories, promotions of campaigns with incentives, and information requests delivered through email, website, and social media outlets. Topics covered included service disruptions, major events, and special occurrences that were
expected to impact travel. Representative topics included: BART service disruption, AC Transit strike potential, Bay Bridge closure, 2013 commuter survey, America’s Cup schedule, SFUSD high school internship promotion, and encouragement to explore and understand www.tmasfconnects.org.

TMASF Connects continues to target messages and develop programs that will remind commuters to stay informed and help them select their most efficient commute options. We will continue to meet our requirements and fulfill planned activities identified in our current work plan and authorized through 2021 by CCSF Planning Commission Case Number 2010.0081 IU. TMASF Connects strives to stay on the leading edge of technology and plans to incorporate new technologies to better reach and serve our members.

2014 will bring one or two major city-wide commuter events hosted by TMASF Connects. It will also be our 25th year of operation, and a series of promotions are being planned for our membership. The TMASF Connects work program will celebrate the success that fewer than 9% of daily commute trips to our member buildings involve driving a single-occupant vehicle. The program will continue to work closely with local transportation service providers to make sure that our members understand their commute challenges and options, and are confident in their choices to use alternatives to driving alone.
Program Requirements
Fulfillment Response Statement

**Number ONE** Schedule promotion and assistance activities throughout the year, to help keep commute issues in the minds of commuters and to provide ongoing assistance.

**Summary** Events and Information

During 2013, TMASF Connects Commute program conducted aggressive promotion and assistance activities. Our efforts included hosting more than 40 events in member buildings. These events were designed to offer direct assistance to those in attendance. The BART strikes and the possibility of an AC Transit service disruption were dominant concerns throughout our membership between June and October 2013. Working together with the ferry service providers, 511 programs, and BART, our events focused on helping commuters understand the alternative services to either BART or AC Transit.

More than 52% of all commuters into TMASF member buildings use BART for some portion of their daily trip to work. This, coupled with the scheduled closure of the Bay Bridge, made commuter assistance an important component of our 2013 efforts.

In addition to issuing Connects Alerts, Connects Advisories, and other fact-sheet-based communication pieces, we also designed a new template, The Connector. Similar to a magazine insert, The Connector is designed to address one topic thoroughly. A number of these pieces were developed and distributed to members. We received many favorable comments about the usefulness of this effort.

When we issue these communications, we send them electronically to our 64 member building representatives, who in turn distribute them to the tenants in the buildings. This results in a reach of an estimated 70,000 commuters based on the tenant count from the 2013 TMASF Connects Commuter Behavior Survey and increased membership. Transit promotion and assistance finding alternatives to driving alone are the cornerstones of the TMASF Connects program. Further details about levels of effort, measures of program effectiveness, targeting and efficiency are addressed throughout this report.
**Number**

**TWO**

Focus activities on education regarding commute options; assistance in selecting and learning to use the most appropriate commute options; and incentives to use the most efficient and appropriate options in the context of building or employee needs.

---

**Summary**

*Education, Assistance*

TMASF Connects programs work together to address the immediate informational needs of daily commuters and longer-term issues that require education and training. The new Bay Bridge, on-going construction around the new Transbay Terminal, and the Central Freeway project require on-going information that educates a commuter about options and impediments to travel. During 2013, TMASF Connects introduced an educational tutorial video about using our website.

In anticipation of a major service disruption caused by a BART or potential AC Transit strike, TMASF provided an array of direct commuter assistance. We hosted Commute Assistance events and developed new materials and web resources. Our efforts are designed to educate, provide assistance, and incentivize transit to our members if possible.

During 2013, we distributed Clipper Cards, key chains, transit ticket holders, cell phone pockets, and other incentive items to encourage commuters to visit our website. Our site offers a complete portal for commuters. Routes, schedules, trip planners, real-time traffic information paired with real-time transit alternatives, commute subsidy information and practical advice are representative tools found in our commute site.

The TMASF Connects website, www.tmasfconnects.org provides education about travel options in the Bay Area through links to both popular trip options and the lesser-known alternatives. We assist users with planning trips and finding transit alternatives during traffic incidents. Links provided on the website identify incentives and alternatives to driving alone including saving gas money, improved environmental benefits, increased time efficiency, and health improvement through human-powered modes, etc. For example, the page titled Financial Incentives explains how a commuter could pay for transit using pre-tax dollars, as well as calculators that show how much money can be saved by using transit instead of driving.

TMASF Connects program offers direct commute assistance through hosted events, materials developed and our website offerings. TMASF Connects program was robust and addressed many commuter issues during 2013.
Number THREE

Ensure that activities are conducted at a level of effort that will assure contribution to gradual modal shift over time, such that past goals for overall downtown commute patterns, established by the Downtown Plan, may continue to be attained.

Summary Activities and Effort

The TMASF Connects 2013 Commuter Behavior Survey showed that the share of commuters to our member buildings who choose to drive alone is very low and is decreasing, while transit usage continues to increase and is now at 77.6%. The mode split shown on our survey demonstrates the accomplishment of the goals of downtown commute patterns established by the Downtown Plan. TMASF Connects remains committed to provide information that helps maintain these high transit mode shares.

The complete survey report can be viewed in this report and is discussed in more detail in Program Requirement Number Five.

Based on results from the 2013 commuter survey, the TMASF Connects program has designed a network of services to help remind commuters about travel options.

More than 75 informational pieces of varying size and depth were distributed to our 70,000 commuting members. Materials are also housed in the News & Info section of our website.

During 2013, the TMASF Connects level of effort to promote our program and the use of commute alternatives to driving alone included hosting events, developing electronic material and conducting specific outreach campaigns throughout the year.

The program year was abbreviated because we conducted a major commuter behavior survey during February and March. As required, we do not promote commute alternatives during the 30 days prior to, during and immediately following a survey. As such, our promotional program year began in April 2013.
Activities and Effort

These events serve to help inform and educate the public about Bay Area commute options with a focus on Transbay travel. The focus of more than 40 events held in member buildings during the summer of 2013 was to try to answer the question: If BART, AC Transit or the Bay Bridge were unable to be used – what are the options?

<table>
<thead>
<tr>
<th>Events Held</th>
<th>Date</th>
<th>Events Held</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>49 Stevenson</td>
<td>6/18/13</td>
<td>655 Montgomery</td>
<td>7/2/13</td>
</tr>
<tr>
<td>71 Stevenson</td>
<td>6/18/13</td>
<td>555 Montgomery</td>
<td>7/2/13</td>
</tr>
<tr>
<td>55 Second</td>
<td>6/18/13</td>
<td>505 Montgomery</td>
<td>7/2/13</td>
</tr>
<tr>
<td>101 Second</td>
<td>6/18/13</td>
<td>456 Montgomery</td>
<td>7/2/13</td>
</tr>
<tr>
<td>201 Spear</td>
<td>6/19/13</td>
<td>405 Howard</td>
<td>7/9/13</td>
</tr>
<tr>
<td>160 Spear</td>
<td>6/19/13</td>
<td>550 California</td>
<td>7/9/13</td>
</tr>
<tr>
<td>100 Spear</td>
<td>6/19/13</td>
<td>250 Montgomery</td>
<td>7/9/13</td>
</tr>
<tr>
<td>201 Mission</td>
<td>6/19/13</td>
<td>600 California</td>
<td>7/9/13</td>
</tr>
<tr>
<td>875 Howard</td>
<td>6/20/13</td>
<td>580 California</td>
<td>7/9/13</td>
</tr>
<tr>
<td>22 Fourth</td>
<td>6/20/13</td>
<td>750 Battery</td>
<td>7/10/13</td>
</tr>
<tr>
<td>800 Market</td>
<td>6/20/13</td>
<td>150 California</td>
<td>7/10/13</td>
</tr>
<tr>
<td>685 Market</td>
<td>6/20/13</td>
<td>275 Battery</td>
<td>7/10/13</td>
</tr>
<tr>
<td>601-651 Gateway</td>
<td>6/24/13</td>
<td>388 Market</td>
<td>7/10/13</td>
</tr>
<tr>
<td>353 Sacramento</td>
<td>6/25/13</td>
<td>1155 Market</td>
<td>7/16/13</td>
</tr>
<tr>
<td>475 Sansome</td>
<td>6/25/13</td>
<td>901 Market</td>
<td>7/16/13</td>
</tr>
<tr>
<td>343 Sansome</td>
<td>6/25/13</td>
<td>33 New Montgomery</td>
<td>7/16/13</td>
</tr>
<tr>
<td>235 Pine</td>
<td>6/25/13</td>
<td>455 Market</td>
<td>7/16/13</td>
</tr>
<tr>
<td>501 Second</td>
<td>6/26/13</td>
<td>260 Townsend</td>
<td>7/18/13</td>
</tr>
<tr>
<td>600 Harrison</td>
<td>6/26/12</td>
<td>201 Filbert</td>
<td>7/24/13</td>
</tr>
<tr>
<td>88 Kearny</td>
<td>6/26/13</td>
<td>475 Sansome</td>
<td>7/25/13</td>
</tr>
<tr>
<td>222 Kearny</td>
<td>6/26/13</td>
<td>550 Terry Francois</td>
<td>7/25/13</td>
</tr>
<tr>
<td>500 Howard</td>
<td>6/27/13</td>
<td>303 Second</td>
<td>8/1/13</td>
</tr>
<tr>
<td>90 New Montgomery</td>
<td>6/27/13</td>
<td>199 Fremont</td>
<td>8/8/13</td>
</tr>
<tr>
<td>405 Howard</td>
<td>6/27/13</td>
<td>One Front</td>
<td>8/15/13</td>
</tr>
</tbody>
</table>
TMASF Connects also participated in the BART Blue Sky event, Walk SF, and several other rideshare, carshare, and bicycle events. Our website and program offerings also included participation in Spare the Air campaign. We have discussed our participation in targeted regional events in Program Requirement Number Four.

TMASF Connects Alerts are designed to provide immediate information about a situation that impacts the next commute trip. Depending upon the nature of the message, an Alert directs commuters to various alternatives or resources and provides assistance. Incentives to try a new method of traveling to work can also be derived from repeated alert messages that prompt reconsideration of travel mode.

TMASF Connects Advisories educate commuters by providing information about planned, large-scale efforts such as Bay Bridge, Transbay Terminal, and Central Freeway projects. Educating the public about planned traffic disruptions encourages people to learn to check the status of their commute mode and to know their alternatives. Assistance for large projects usually follows through events and outreach. Unless sponsoring governmental agencies are offering a financial incentive, an Advisory is largely confined to education and assistance. Please refer to the Portfolio section of this report for a complete roster of Alerts, Advisories, materials and the TMASF Connects 2013 Commuter Behavior Survey report.

TMASF Connects has a rich history of working with local, regional, and state entities to provide a complete set of information for our members and the public. Our association has hosted multi-partner events, participated in regional outreach and events, and bundled available information to offer a complete view of an issue, service, incentive campaign, or change in transportation structure. During 2014, TMASF Connects will host a number of large events to promote local workforce development; encourage transit, rideshare, and non-motorized commute modes; and to celebrate our 25th anniversary.
Number FOUR

Develop and implement activities that provide for targeting commute groups in order to produce the most effective marketing and education efforts, and if necessary, the most effective incentives to induce commute pattern change.

Summary

Level of Effort and Message Development, Transit Service Disruption, Regional Efforts

With a drive-alone by choice rate of 6.7%, per the TMASF Connects 2013 Commuter Behavior Survey, we understand that commuters in our member buildings already enjoy using the benefits of transit, rideshare, and other alternatives to driving. To best address member needs during 2013, we focused our efforts on commute alternative back-up awareness. As stated throughout this report, the BART, AC Transit, and Bay Bridge disruptions provided opportunities for message development about alternative trip modes as well as workforce techniques of telecommuting and implementation of flextime scheduling.

The TMASF Connects 2011 Commuter Behavior Survey reports origin and destination information and modes of travel being used by TMASF Connects members. From this data, we can extrapolate that approximately 34% of all trips to our member buildings rely solely on BART, and a total of 52% include BART for some portion of their trip. Approximately one-third of our commuters use SF Muni. Another 3.4% use AC Transit for some portion of their trip. As BART was on strike, the demands on SF Muni and AC Transit were significant. However, our survey also finds that 20% of all commuters use some combination of these three services on a daily basis. Highlighting non-motorized trip alternatives such as walking, cycling, telecommuting, and flextime are essential to offering a responsibly balanced program.

Level of Effort and Message Development

The level of effort expended to keep commute options in the forefront of member’s minds is detailed extensively in Program Requirement Number Three. Aside from the crisis management associated with BART service disruptions, our message also focused on maximizing the use of www.tmasfconnects.org, bicycle regulation changes for the BART system, carpooling, and Central Subway project updates.

TMASF Connects spent considerable time, effort, and money to rebuild our website. The new site features a tutorial video designed to encourage commuters to address road congestion problems by using public transportation alternatives. We believe this continuous information offering—pairing road problems with transit solutions—is the single most effective message for commuters.
Commuter Education for Transit Service Disruption

In summary, 2013 presented commuters with a series of immediate challenges. Coupled with a 6.7% drive-alone by choice rate, TMASF Connects targeted our messages and efforts to helping as many commuters as possible understand their back-up commute options. Our goal was to reduce the number of single-occupant vehicles entering the City during a BART strike or Bay Bridge closure as much as possible. As discussed in Program Requirement Number Three, we conducted more than 40 member building events designed to help commuters understand their back-up options.

As discussed in Program Requirement Number Three, our level of effort was extraordinary during 2013. As technology refinements occur, our ability to communicate with 70,000 commuters expands our reach. Consistently delivering important, accurate, helpful and timely information is a hallmark of our program efforts. Our survey finds that more than a third of commuters surveyed cite the delivery of information that impacts their next commute as being one of the single most important factors in helping them determine how to travel.

We tailored The Connector issues with a full complement of commute information. Although our primary message was to notify the commuting public about immediate options, The Connector also provided an inventory of transit services, facts about Bay Area transportation, casual carpooling, paratransit and referrals to other entities. TMASF Connects received many comments about the professional and helpful nature of The Connector pieces.

Regional Efforts

Developing true incentives for more than 70,000 commuters who are using public transportation is always challenging. Working together with transit agencies, carshare, pedestrian and other entities, we participated in a number of large-scale events during 2013. These include:

- **Green Event** 560 Mission March 28, 2013
- **Walk to Work Day** San Francisco April 12, 2013
- **BART Blue Sky Festival** Justin Herman Plaza April 19, 2013
- **Earth Day Event** 100 First Street April 30, 2013
- **Bike to Work Day** San Francisco May 9, 2013
- **Sharing is Caring Event** 185 Berry Street July 11, 2013
- **Summer Commuter Event** 260 Townsend Street July 18, 2013

These events included TMASF Connects staff providing commute assistance, raffling prizes, and working with other entities to expand upon using public transportation and other non-motorized options for the daily trip to work. Our event roster was expanded to include a carshare and walk-to-work event. We look forward to continuing our efforts to find more alternatives to driving alone to work—either as a change or a permanent alternative.
Number
FIVE

Summary
New Members, 2013 Commuter Behavior Survey & LEED

Associations and non-profit entities measure program effectiveness through a series of metrics. These can include meeting fundraising goals and increasing memberships, pledges, or participation in a particular area. Metrics can also include advancing certain legislative agendas, shifting public perception about an issue or correcting an image that is negative to the overall goals of the association.

TMASF Connects has defined a series of metrics that apply directly to our membership. These include expanding membership and monitoring trip modes to determine the daily travel profile of our member commuters. Additional measures of program effectiveness include board, committee, staff, and member participation; continued reliance on membership fees rather than public funds to keep the program running; and sustained or newly-formed partnerships.

The TMASF organization will celebrate 25 years of continuous operation during 2014. Many of our current members were founders of the organization. Our senior staff has remained consistent and dedicated. The TMASF Connects Work internship program has grown significantly during the past three years. The program continues to remain 100% privately funded. We had 100% membership renewal during 2013 and added three new members.

New Members

During 2013, we added three new member buildings to our membership. These are existing high-rise structures that are pursuing LEED certification. They do not have CCSF Planning Code Section 163 requirements. Both these new properties joined our association in order to participate in what they view to be an effective and important amenity for their tenants, participate in a broader effort to promote a mobile and clean downtown, and to be recognized for their participation by the United States Green Building Council’s (USGBC’s) LEED program.

Membership in TMASF Connects qualifies a property management firm that is pursuing LEED certification to obtain the maximum number of credits for participation in an alternative transportation program. Both members have expressed a commitment to long-term membership and participation.
2013 Commuter Behavior Survey & LEED

On odd-numbered years, TMASF Connects hires an independent survey consultant to conduct a commuter behavior survey monitoring member travel behaviors. The survey findings represent a key measure of program effectiveness and compliance with CCSF authorization of TMASF Connects program.

During 2013, TMASF Connects hired KEMA Services, Inc., an independent consultant, to develop and administer the commuter behavior survey. KEMA staff determined a random sample methodology for conducting the commuter behavior survey that follows CCSF survey protocols. They identified the 1% random sample and created paper surveys for distribution according to that formula. During the TMASF Connects Commute 2013 Commuter Behavior Survey, KEMA worked through the established protocols to determine mode shares among member building commuters. Our survey consultant has presented this independently gathered information to the TMASF Connects board, staff, and CCSF partner groups. Copies of all reports have been filed with the CCSF Planning Department.

The 2013 Commuter Behavior Survey also calculates Average Vehicle Ridership (AVR). This additional measurement of the number of people commuting per vehicle is one that the USGBC uses as to determine whether a program or building qualifies for the Alternative Commute Transportation credit awarded by LEED. The AVR among TMASF Connects member buildings was found to be 9.38%, which continues to qualify all TMASF Connects members for full points toward this credit. In 2009, the US Green Building Council accepted TMASF Connects program and survey data as acceptable for full points for TMASF Connects members.

A copy of the entire survey is included in this document. We have also included the survey highlights that were presented to SFMTA and BART General Managers.
2013 TMASF Connects Work Status Report
Program Requirements Fulfillment Response Statement
## CCSF Planning Code Section 164 Program Requirements

Case number 2010.0081U

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ONE</td>
<td>To determine the number and nature of jobs that will become available as a result of added downtown office development</td>
</tr>
<tr>
<td>TWO</td>
<td>To publicize to San Francisco residents the availability of those jobs</td>
</tr>
<tr>
<td>THREE</td>
<td>To work with local schools and job training programs to create a labor pool of San Francisco residents qualified to obtain jobs created by added downtown office development</td>
</tr>
<tr>
<td>FOUR</td>
<td>To work with employers in the building to encourage their hiring of qualified San Francisco residents</td>
</tr>
<tr>
<td>FIVE</td>
<td>To carry out other activities determined by the Department of City Planning, or its designee, to be reasonable and appropriate in meeting the purpose of this requirement</td>
</tr>
</tbody>
</table>
TMASF Connects Work 2013 Year In Review And Looking Forward

The TMASF Connects Work program is pleased to report notable accomplishments during 2013 on behalf of the training and educational aspects of our program. We focused our efforts on working with the San Francisco Unified School District (SFUSD) and other educational entities committed to developing curriculum, training opportunities, and internships to foster college or career ready graduates. We expanded our website to offer more opportunities and tools for job seekers and local employers.

Of particular pride to our organization is the expansion of our scholarship and internship program. We were able to place more than 50 interns and 15 students with paying jobs during the closure of the Bay Bridge. Our outreach efforts to members focused on hiring summer interns and identification of the various non-profit job training programs in San Francisco.

The TMASF Connects Work program is available to all members regardless of permit considerations.

As in 2012, job creation as a result of new building construction among TMASF Connects members was negligible. San Francisco is attracting new employers and expanding the number of jobs based in the City. Much of the job growth occurred in areas outside of our membership area—Mid-Market, Mission Bay and outlying areas. Our membership growth came from existing buildings.

Our program focus has been on the creation of internship positions and opportunities to contribute to a curriculum that helps strengthen the skills of the next generation workforce. We have increased the amount of funds for our scholarship program. We have hired a consultant to evaluate a potential new revenue source that if deemed viable, will significantly increase our scholarship programs going forward.

CCSF Planning Code Section 164 identifies several workforce program strategies to contribute to the goal of reducing traffic congestion. These strategies contribute to a prepared and competitive workforce by providing educational opportunities and local job-training programs for workers. Promoting San Francisco’s qualified residents to employers in member buildings, and by remaining flexible to work with CCSF Planning staff to address issues as they arise are also strategies included in the CCSF Planning Code. These activities are tied to the creation of jobs that arise from new commercial office space development identified in the Planning Code.

During 2012 and continuing into 2013, we began to review the changes to San Francisco’s Planning Code. The revised goals for new development, centering the Transbay Terminal District offer a significant
potential for new job creation. As that project moves toward completion, we will continue refinement of TMASF Connects services to best serve the needs of the expanding workforce.

TMASF Connects continues to promote opportunities for San Francisco students to find internship placement. During 2013, we again offered financial incentives to our members to participate in the SFUSD summer internship program for high school students. We used written materials, direct contact, and events to promote the program. Our association employed two interns from the high school class of 2013. Our membership placed more than 50 interns during the summer of 2013.

The 2013 internship program featured interviews between students and professionals with aligned career interests. The interviews were designed to help students consider which course of study would prepare them for jobs in their fields of interest. TMASF Connects engaged two student interns in 2013 and focused on providing a more robust experience shared by a smaller number of people. We arranged interviews with cosmetic, travel and hospitality, and business entities.

During 2014, TMASF Connects will continue promotion of SFUSD’s summer internship programs for high school students and other local career-readiness efforts. Early in 2014, we are beginning an extensive promotion about the benefits of hiring interns to assure maximum participation by our membership.

The San Francisco Unified School District (SFUSD) has developed an executive committee of curriculum advisors from the City’s business community to identify and develop coursework to prepare students for successful participation in the local workforce or continuing post-secondary study. TMASF Connects will play a significant role in making sure that our member building tenants are aware of the value of hiring recent San Francisco high school graduates and that the high school curriculum is relevant to workforce needs. Members from major San Francisco workforce organizations are also represented on this task force. Representative groups include The Mayor’s Office of Economic & Workforce Development, SF Chamber of Commerce, Workforce Investment Board, and others.

During 2013, TMASF Connects also engaged several college students and interns. These students participated in preparatory activities for the opening of the new Bay Bridge and office assistance during the BART strike. Our association values participation of the next generation in our organization. We actively develop internship opportunities for high school, college, apprentice and returning-to-work job candidates.

A highlight of our program is the increasing importance of scholarships awarded to graduating high school students. Student eligibility is tied to overall grade point average (GPA), extra-curricular activities, participation in an internship or working for 100 hours in a TMASF Connects member building. Students who are either career-ready or college-bound are eligible for scholarship consideration.

As of this writing, we are considering extending the scholarship program for continuing secondary education or training.
Former interns who are in a post-secondary program or job candidates/local employees working in either a member building or participating in a local, civic group may also be eligible for scholarship funding. These funds are expected to encourage successful employment and would be used as deemed necessary by the recipients. Extending the scholarship program to include these college sophomores, juniors and seniors furthers the intent of this program to educate and retain qualified local residents for the San Francisco workforce.

During 2013, our website was expanded to include a web-based scholarship application. The ease of filing and the ability for a student to save the application is expected to further streamline our scholarship award process.

Scholarship funds were collected from our membership through dues payment. This is a popular program for our members and we look forward to our next award for the Class of 2014. We will promote both the internship and scholarship programs within our membership, and encourage members to mentor summer interns to help prepare the next generation workforce through early experience in a job setting.

Currently, we are working on a pilot project that if implemented is expected to add significant funds to the scholarship program. We expect to report on the status of this effort during the 2014 reporting period.

During 2012, as we began to build our new website, we also studied the most effective methods to allow our members to post available jobs and announce internships online. As of this writing, we believe the abundance of job posting sites is sufficient for job seekers and do not intend to develop our own. We will continue to evaluate the merits of creating our own job bank, but believe our resources are better spent on continued refinement and inclusion of local listings, programs, resources, and educational opportunities that will provide assistance to the workforce and students.

The TMASF Connects Work program continues to meet the spirit and fulfill the requirements of CCSF Planning Code 164. We offer a robust program, survey our members, expand our website and actively look for ways to help develop a competitive, prepared workforce of San Francisco residents that is known to employers in member buildings.

We continue to combine the commute and work program elements together to advance the message that San Francisco is a Transit First city with a qualified and competitive workforce. TMASF Connects remains committed to reducing traffic congestion through local workforce development, as well as continuing to promote alternatives to driving alone.
Program Requirements Fulfillment Response Statement

Number ONE
To determine the number and nature of jobs that will become available as a result of added downtown office development.

The TMASF Connects Work staff continues to monitor job creation data from the SF Chamber of Commerce, Workforce Investment Board, Employment Development Department and other sources. As jobs become available in our member buildings, we will begin to promote the availability of those jobs to San Francisco residents from our website. As discussed in the 2013 Year in Review and Looking Forward section of the report, our survey indicated that existing TMASF Connects members were creating and replacing positions at rates that essentially resulted in no new jobs.

Many of the new jobs being created in San Francisco are not located in our member buildings. Currently-expanding areas such as Mid-Market and Mission Bay are not areas typically served by TMASF Connects. Replacement positions and new opportunities are expected to develop within our membership as new construction occurs within our service area. During 2014, we intend to conduct a member survey about hiring trends.

Number TWO
To publicize to San Francisco residents the availability of those jobs.

As job opportunities within our membership begin to develop, we will publicize those jobs. Currently, we are promoting internships to our members as the primary method of engaging local residents with opportunities in our member buildings.

Number THREE
To work with local schools and job training programs to create a labor pool of San Francisco residents qualified to obtain jobs created by added downtown office development.

As discussed in the 2013 Year in Review and Looking Forward section, TMASF Connects continues to actively promote student intern opportunities and job shadowing, and to promote our scholarship program. We significantly increased funding of our scholarship program during 2013. We are actively evaluating a pilot program that will bridge both the commute and the work programs. We are actively working with educators and other business entities to develop curriculum that prepares students for employment post-secondary training. We continue to promote SFUSD student internship programs through extensive outreach effort within our membership.
Number FOUR  To work with employers in the building to encourage their hiring of qualified San Francisco residents.

To encourage hiring of qualified San Francisco residents, we focused on promoting the local resources available through our website. TMASF Connects does not work with specific job candidates to fill particular positions. Our efforts center on promoting local job training, rehabilitation and educational programs, which train qualified applicants.

Number FIVE  To carry out other activities determined by the Department of City Planning, or its designee, to be reasonable and appropriate in meeting the purpose of this requirement.

Our continued work with SFUSD is our primary method of fulfilling this requirement. We are a supportive and active partner to SFUSD for internship, scholarship and curriculum development activities. Through the SFUSD, we are also working with the National Academy Foundation (NAF) to represent the City.

Our members are actively engaged and supportive of the TMASF Connects Work programs and we look forward to building on our efforts to date. As we end 2013, we are spending time and money to understand the ramifications of offering a shuttle program for a portion of our membership. Our current plan is to take a significant portion of the fee earned from this service and dedicate it to our scholarship funds. The working title of our project is ShuttleShare for Scholars.

We will continue to report on our progress in bringing this project to fruition. The TMASF Connects Work staff continues to monitor job creation data from the SF Chamber of Commerce, Workforce Investment Board, Employment Development Department and other sources. As jobs become available in our member buildings, we will begin to promote the availability of those jobs to San Francisco residents from our website.
TMASF Connects

2013 Portfolio
Portfolio Table of Contents

2013 MEMBER SURVEY
Survey Highlights
Survey Results
Pre-survey correspondence

COMMUTE PROGRAM
Date | Advisories
--- | ---
1.25 | Critical Mass 1-25-13
2.14 | Presidents Day Holiday public transit schedules
2.22 | Chinese New Year Parade
2.22 | Critical Mass 2-22-13
3.04 | Lighting Ceremony on the Bay Bridge
3.07 | Sunday Streets Embarcadero
3.15 | 2013 St. Patrick’s Day Parade and Festival
3.15 | Bikes on BART five-day pilot program
3.22 | All Electronic Tolling on the Golden Gate Bridge
3.29 | Critical Mass 3-29-13
4.05 | Beale Street closure April 5-8
4.10 | Walk to Work Day April 12
4.26 | Critical Mass 4-26-13
4.30 | Possible commute disruptions: May Day
5.10 | Presidio Parkway Construction Overnight NB Hwy 1 closures
5.16 | Bay to Breakers, Amgen Tour of California
5.31 | Critical Mass 5-31-13
6.14 | San Francisco Marathon
6.14 | Vice President Biden visit
6.24 | Transit changes effective July 1st
6.25 | San Francisco Pride 2013
6.27 | Commute Options during potential BART strike
7.01 | BART strike July 1 (UPDATE #1)
7.02 | TMASF Connects - Carpooling during the BART strike (UPDATE #2)
7.03 | TMASF Connects - updates during BART strike (UPDATE #3)
7.03 | TMASF Connects - updates during BART strike (UPDATE #4)
7.26 | Critical Mass 7-26-13
8.09 | August 9th Weekend Advisory
8.30 | Critical Mass 8-30-13
9.18 | Oracle OpenWorld 2013
9.27 | Critical Mass 9-27-13
10.04 | October 4th events advisory
10.10 | October 10th Oakland Arena
10.11 | BART Strike Advisory #1
10.11 | BART Strike Advisory #2
10.11 | BART Strike Advisory #3
10.11 | BART Strike Advisory #4
10.11 | BART Strike Advisory #5
10.25 | Critical Mass 10-25-13
10.29 | Highway 4 closure
11.14 | Caldecott Tunnel
11.21 | Central Subway advisory
11.22 | How to Use the Map
11.25 | Obama Visit
11.26 | Thanksgiving transit service and Critical Mass
12.2 | Bikes on BART

Date | Alerts
--- | ---
3.7 | Police activity near Market and Davis
3.25 | Caltrain pedestrian fatality
3.27 | Glen Park BART station closure
5.15 | BART police activity at MacArthur
5.24 | Fruitvale BART station closed
5.31 | Transit alternatives during BART delays
5.31 | Update on BART delays
6.4 | BART medical emergency at Fruitvale
6.14 | June 14 BART delay
6.18 | Colma closure
6.18 | Hayward BART station closure
6.28 | BART strike announcement
6.28 | BART - shuttle sheet
6.28 | El Cerrito Plaza BART station closure
7.12 | Police activity on Brannan between 7th and 8th
7.16 | Protests at Church and Duboce
7.18 | BART service stopped between North Berkeley-Richmond
7.25 | July 25 BART delays
7.31 | Delay at Embarcadero BART station
### Compiled Informational Mailings

<table>
<thead>
<tr>
<th>Date</th>
<th>Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.27</td>
<td>Train stoppage at Glen Park</td>
</tr>
<tr>
<td>4.18</td>
<td>BART Blue Sky Festival</td>
</tr>
<tr>
<td>5.31</td>
<td>Urgent BART Delay</td>
</tr>
<tr>
<td>6.4</td>
<td>President Obama in town</td>
</tr>
<tr>
<td>6.20</td>
<td>Informational Materials Memo</td>
</tr>
<tr>
<td>6.24</td>
<td>BART Strike vote Memo</td>
</tr>
<tr>
<td>6.26</td>
<td>Castro Street Closures</td>
</tr>
<tr>
<td>6.27</td>
<td>BART Strike Update: No Set Date</td>
</tr>
<tr>
<td>6.27</td>
<td>BART Shuttles</td>
</tr>
<tr>
<td>6.28</td>
<td>El Cerrito BART Stoppage</td>
</tr>
<tr>
<td>7.1</td>
<td>BART Strike: No New Updates</td>
</tr>
<tr>
<td>7.12</td>
<td>Police Activity at Brannan</td>
</tr>
<tr>
<td>7.23</td>
<td>Summer Update</td>
</tr>
<tr>
<td>7.25</td>
<td>BART Delays at Richmond</td>
</tr>
<tr>
<td>7.26</td>
<td>Bay Bridge is now open</td>
</tr>
<tr>
<td>7.30</td>
<td>Member Update Bridge and BART</td>
</tr>
<tr>
<td>7.31</td>
<td>BART Strike Comprehensive Overview</td>
</tr>
<tr>
<td>8.4</td>
<td>BART Cooling Off Period</td>
</tr>
<tr>
<td>8.23</td>
<td>Bridge Lane Closure</td>
</tr>
<tr>
<td>9.23</td>
<td>Fire near West Oakland Station</td>
</tr>
<tr>
<td>9.26</td>
<td>BART Strike Update</td>
</tr>
<tr>
<td>9.30</td>
<td>BART Delay at Daly City</td>
</tr>
<tr>
<td>10.7</td>
<td>Possible BART Strike Looming</td>
</tr>
<tr>
<td>10.9</td>
<td>BART Strike Update</td>
</tr>
<tr>
<td>10.15</td>
<td>No BART Strike Tuesday</td>
</tr>
<tr>
<td>10.16</td>
<td>AC Transit Cooling Off Period</td>
</tr>
<tr>
<td>10.16</td>
<td>Major BART Delay in Transbay Tube</td>
</tr>
<tr>
<td>10.17</td>
<td>BART Negotiation Changes</td>
</tr>
<tr>
<td>10.17</td>
<td>BART Mediator Withdraw</td>
</tr>
<tr>
<td>10.17</td>
<td>Grace Crunican Remarks</td>
</tr>
<tr>
<td>10.18</td>
<td>BART Management Comments</td>
</tr>
<tr>
<td>10.21</td>
<td>BART Update and TMASF Connects Communications</td>
</tr>
</tbody>
</table>

### Issues of The Connector:
- 2nd BART Strike (Distributed in August)
- Bay Bridge Closure
- October BART Strike
- Holiday 2013

### Promotional Materials Developed and Distributed
- TMASF Connects Promotional Gifts
  - Eyeglass sleeves
  - Tumbler
  - Commuter Card Holder
  - Flashlight Keychain
  - Messenger Bags
  - Webcards

- Transit Agency Schedules and Maps
  - AC Transit
  - BART
  - CalTrain
  - Golden Gate Transit
  - SamTrans
  - San Francisco Bay Ferry
  - SFMTA

### WORK PROGRAM:
- 2013 Intern Announcement Letter
- 2013 Scholarship Award Announcement
- 2013 Scholarship Guidelines
- 2013 Scholarship Application
- 2014 Scholarship Flyer
- 2014 Scholarship Information Package
- 2014 Intern Profile and Scholarship Application
TMASF Connects

2013 COMMUTER BEHAVIOR SURVEY HIGHLIGHTS

May 8, 2013
TMASF Connects 2013 Survey Process

• Surveyed 60 member buildings with 59,369 occupants
• 597 surveys collected – 1% sample size
• Survey period February 7 – 25
• Conducted per CCSF Planning Dept. requirements
• Conducted per LEED EB:O&M requirements
• Survey analysis and report prepared by DNV KEMA
2013 Drive-Alone Rate and historical trends

- 2013 Drive-Alone Rate is 9.0%
- Historical low drive-alone rate for TMASF buildings
2013 TMASF Survey – Primary Commute Modes

• 78% selected Public Transit as Primary Commute Mode
• 4.5% increase in public transit use over 2011 TMASF Survey

Results based on primary commute modes selected by 597 survey respondents.
LEED EB:O&M Alternative Transportation Credit

- 89% reduction in conventional commuting trips per LEED methodology.
- TMASF Member Buildings achieve 16 points towards LEED EB:O&M certification (SSc4)
Factors driving increased alternative transportation use

Increases likely due to number of related factors, such as:

- Buildings concentrated in core SF business districts
- Demographic factors – home city, age group, job type
- Environmental awareness and lifestyle factors
- Improving economic conditions and increased traffic
- Promotion of transit options and commuter services
- Infrastructure and residential development along BART lines
- High cost of parking, gas, bridge tolls
2013 TMASF Survey - Home Counties

- 4.4% increase in respondents from San Francisco and Alameda Counties
- 6% decrease in respondents San Mateo and North Bay Counties

2011 vs. 2013 TMASF Survey - Home Counties

<table>
<thead>
<tr>
<th>County</th>
<th>2011</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Francisco</td>
<td>46%</td>
<td>50%</td>
</tr>
<tr>
<td>Contra Costa</td>
<td>0%</td>
<td>10%</td>
</tr>
<tr>
<td>Alameda</td>
<td>10%</td>
<td>12%</td>
</tr>
<tr>
<td>Santa Clara</td>
<td>3%</td>
<td>4%</td>
</tr>
<tr>
<td>San Mateo</td>
<td>10%</td>
<td>11%</td>
</tr>
<tr>
<td>North Bay</td>
<td>0%</td>
<td>8%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
<td>3%</td>
</tr>
</tbody>
</table>
Other Survey Highlights and Trends

• 3-person carpool doubled between 2009 and 2013

• Extension of morning and evening peak commute periods

• Commute resources and respondent comments:
  o 14% increase in smartphone use from 2011
  o Call for increased transit capacity during rush hour
  o 32% are aware of TMASF Breaking News Alerts – 29% say they’ve used this service
  o 70% of respondents who are aware of TMASF services said this information influenced their commute
2013 TMASF Survey - Carpool Size

- Respondents in 3-person carpool doubled between 2009 and 2013 (from 28% to 56% of carpool riders)
2013 TMASF Survey - Peak Commute Periods

- 87% of respondents arrive between 7 and 9 AM
- 6% increase in arrivals between 8 and 9 AM

*Trendline is moving average of arrival times (2013 TMASF Connects Survey)*
2013 TMASF Survey - Peak Commute Periods

- 76% of respondents depart between 4 and 6 PM
- 19% of respondents leave after 6 PM, an increase of 8% from 2011

*The trendline is moving average of departure times (2013 TMASF Connects Survey)*
TMASF Connects

2013 Commuter Behavior Survey

In accordance with the terms of

The City and County of San Francisco

Planning Department and Planning Commission

Case #2010.0081U

Prepared by:
KEMA Services, Inc.
155 Grand Avenue
Oakland, California
May 8, 2013
Table of Contents

Introduction ........................................................................................................................................... 3
Methodology ........................................................................................................................................... 4
Commute Modes and Drive-Alone Rate ................................................................................................. 7
  2013 Drive-Alone Rate and Historical Trends ..................................................................................... 9
  2013 Public Transportation Use and Historical Trends ..................................................................... 9
Home Counties ..................................................................................................................................... 10
Commute Characteristics ...................................................................................................................... 12
  Changed Commute Pattern .............................................................................................................. 12
  Ridesharing Characteristics ........................................................................................................... 12
  Employer Shuttle/Other .................................................................................................................. 13
  Arrival and Departure Times ........................................................................................................ 13
  Parking ........................................................................................................................................... 14
Traffic/Transit Information Resources ................................................................................................. 15
Building/Employer/TMASF Connects Services ................................................................................... 16
Car Sharing Services ........................................................................................................................... 18
Commuter Challenges and Needs ......................................................................................................... 19
Demographics: Job Type and Age Group ............................................................................................. 21
LEED-EB:O&M Alternative Commuting Transportation ..................................................................... 22
Summary and Recommendations ........................................................................................................ 26
Appendices .......................................................................................................................................... 28
  Appendix A – TMASF Connects Member Buildings ....................................................................... 28
  Appendix B – Home City of Survey Respondents ......................................................................... 30
  Appendix C – TMASF Connects Survey Instrument ..................................................................... 33
Introduction

The Transportation Management Association of San Francisco (TMASF) is a not-for-profit organization that is incorporated as a 501 (c) (4) mutual benefit agency. The association was incorporated in 1989 and began operation of the program in April 1990. The TMASF was established to help building managers and owners comply with mandated transportation demand management requirements per the terms of their development permits. Current membership consists of 60 buildings in San Francisco’s Financial and South of Market districts. TMASF Connects has a total of 62 member buildings, which includes two associate properties outside of the City. A coded list of buildings with full membership status is provided in Appendix A.

TMASF members largely share a requirement as a condition of their building permit to mitigate the impacts of development upon the transportation system. The City and County of San Francisco (CCSF) has an official Transit First Policy that has been in effect since the late 1980s. The TMASF is authorized through City Planning Resolution to offer a compliance program in accordance with accepted transportation demand management principles. The program is monitored and this survey is an important tool used by the City to evaluate the TMASF members’ fulfillment of their transportation demand management responsibilities.

The purpose of this transportation survey is to learn about the commuting behavior of employees who work in TMASF buildings and to guide program components to most effectively encourage commuters who drive alone to work to change their commute mode. This report, along with the survey process and analysis phase, was conducted independently by KEMA Services, Inc. as consultant to the TMASF, consistent with the City’s requirements. Completion of this survey report fulfills the City and County of San Francisco’s requirement for monitoring program effectiveness. This report provides a summary and analysis of the survey results, broken into the following categories:

- Commute Modes and Drive Alone Rates
- Commute Changes and Mode Statistics
  - Carpool/Ridesharing
  - Arrival and Departure Times
  - Parking Locations
- Commute Assistance Services
  - Service Awareness and Availability
  - Service Use and Demand
- Commuter Challenges and Needs
- Demographics: Home Counties, Job Classification, Age Range
- LEED-EB:O&M Alternative Commuting Transportation Rate
- Summary and Recommendations
Methodology

The City Planning Department established the random sample methodology to assure they would receive a clear picture of TMASF member commute behavior. For the purpose of this survey, we followed the established City random sampling protocol. Any TMASF Connects promotional programs were stopped six weeks prior to the start of the survey period. During the survey period, membership communication was strictly limited to providing information about major traffic or transit disruptions. These practices are observed to ensure that the survey records actual travel patterns used by commuters. TMASF Connects takes care to assure that findings do not reflect temporary or incentivized transit or rideshare trips reported during the survey period.

The TMASF staff collected building occupant counts from each member building before the survey period opened on February 8, 2013. This preliminary occupant survey indicated a total of 59,369 employees and 1,240 tenant companies working within the 60 member buildings, with individual building occupant counts used to determine each member’s required sampling interval. On February 7, a general membership meeting was conducted with representatives of TMASF member buildings to review the survey process, random sampling methodology and specific compliance requirements. Each building representative was provided with a packet containing survey forms for completion, along with clear instructions and guidance for both the building manager and tenant representative responsible for distributing and collecting the individual surveys. All TMASF members were requested to return the completed surveys to the TMASF office by February 25, 2013.

Consistent with prior TMASF surveys, the City and County of San Francisco (CCSF) mandates that transportation surveys be completed by 1% of the member building population. The CCSF requires that the established random sample methodology and protocols be utilized to assure they would receive an accurate picture of commute behavior by TMASF building occupants. As shown in Appendix A, the number of surveys required for each building was assigned based on occupant count, with 1% minimum response rate required. Consistent with CCSF’s requirements, a total of 597 surveys were distributed and collected from the member buildings, achieving the target 100% response rate from each member building. Four additional surveys were distributed due to rounding up of building occupant counts and all surveys were collected and included in the data analysis and report.

The 2013 TMASF Survey packet delivered to each TMASF member building contained pre-numbered survey forms and detailed survey instructions as follows:

1. “Survey Instructions for Building Managers” Survey instructions were provided to the building managers, which specified the method for selecting tenants to be surveyed and the number of surveys required for each building based on occupant counts. Managers were instructed to select tenant companies to be surveyed from their tenant roster alphabetically starting with the
letter “A”. If required, the manager may need to select more than one company to be surveyed in order to obtain the required survey response. Managers were instructed to select the next tenant on their roster, in alphabetical order, until they achieved their required sample size.

2. “Survey Instructions for Tenant Contacts” The building managers were also provided with instructions for their tenant contacts, who will be responsible for distributing and collecting the completed surveys from the selected employees. The building manager then delivered the instructions along with the blank survey forms to the selected tenant contact(s), based on the methodology described above. The tenant contact was instructed to select employees to be surveyed alphabetically from their employee roster, starting with employees whose last name starts with the letter “A”. The instructions required that the tenant contact return the completed surveys directly to the building management office by the survey deadline date.

For example, Building 3 has 250 occupants and is required to return three (3) completed surveys. There are no tenant companies starting with the letter “A” and CAB Technologies is the first company on the alphabetical tenant roster. The building manager delivers instructions along with three (3) surveys to the on-site tenant contact for CAB Technologies. The CAB tenant contact then distributes surveys to the three (3) employees, who are alphabetically selected by last name. The same process applies to buildings that needed to survey more than one tenant company in order to achieve their required 1% sampling size. The building manager would select the next tenant alphabetically (for example, First Data is next tenant on roster after CAB Technologies) and distribute the remaining surveys to the First Data tenant contact. The First Data tenant contact would then distribute and collect completed surveys from their employees, alphabetically by last name starting with the letter “A”.

Based on the timely and complete survey response, as well as feedback from our members, we believe this systematic random sampling methodology was highly successful in enabling the participants to understand and comply with the instructions and selection criteria. The survey instructions are consistent with prior TMASF surveys with modification to the selection process. The prior methodology specified a unique, random starting letter for each tenant company and employee to be surveyed (i.e., company name starts with “P”; select employees starting with last name “P”). The TMASF received feedback from the members that the previous selection process in 2011 became confusing for both the building manager and the tenant contact, especially when surveying more than one tenant company. We believe this change ensured greater consistency in the survey administration process for both the TMASF building managers and tenant companies.

The sample set of 597 out of a total number of 59,369 building occupants resulted in a confidence level of 95% and a confidence interval of 4.0. (This is true for characteristics that are represented in about 50% of the population; the confidence interval is better, i.e. lower, for characteristics represented in a greater or smaller portion of the population, such as the 5% walk rate.) This means that with a confidence interval of 4, if 47% percent of the sample picks an answer you can be "sure" that if you had asked the question of the entire relevant
population, between 43% (47-4) and 51% (47+4) would have picked that answer. The confidence level tells you how “sure” you can be, and represents how often the true percentage of the population who would pick an answer lies within the confidence interval. For example, a 95% confidence level means you can be 95% certain that the true percentage of the relevant population who would pick an answer lies within the confidence interval of 4. (Most researchers use the 95% confidence level.)

This year’s survey was the 11th Commuter Behavior Survey conducted by the TMASF to demonstrate ongoing program compliance. Previous TMASF surveys were conducted in 1990, 1992, 1994, 1996, 1999, 2002, 2005, 2007, 2009 and 2011. While there have been some significant changes in the survey instrument over the years, the primary methodology and commute mode metrics have remained constant in order to evaluate historical commute patterns and demographic trends. Survey changes have been mainly organizational and stylistic to elicit clear responses. Any substantive changes made in previous surveys were made in consultation with City Planning Department staff.

The 2013 TMASF survey instrument contained a few new questions and modifications to provide greater insight into the respondent’s commute patterns and service needs. As detailed in this report, we believe the overall survey data and analytical results are highly reflective of commute behavior across the member building population. From a quality assurance standpoint, the results also strongly support the reported drive-alone rate and overall data integrity as follows:

- A comparison of the 2013 TMASF Survey data to prior survey results indicate highly consistent results across the majority of survey responses and demographic characteristics. This consistency is also significant considering the 25% increase in total building population size from 47,661 to 59,369.
- The new question asking about secondary public transit use clarified both the primary commute mode and transfers within San Francisco’s overall public transit system. As a result, the number of respondents that marked more than one box under “primary commute mode” significantly decreased to approximately 1% of the total survey respondents.
- KEMA has adhered to required protocols in identifying respondents to be counted as “drive alone”. We conservatively assume the primary commute mode as “drive alone” where unclear or inconsistent with other responses. For example, a respondent that marks “casual carpool” and enters “1+” as the number of people in vehicle will be counted as a “drive alone” for tabulation purposes. Additionally, the CCSF require that any incomplete surveys or non-respondents are counted as drive-alone commuters.
- Many respondents provided comments in the open-ended questions that detailed their individual commute pattern and challenges. Cross tabulation of this data also validated the respondent’s primary commute mode and overall data integrity.
Commute Modes and Drive-Alone Rate

The survey asked respondents how they usually travel to work, considering the longest portion of their commute. The 2013 survey results and breakdown of reported commute modes are shown in Table One, along with survey data from the past six (6) surveys over the period 1999-2011. We are pleased to announce the key TMASF transportation results as follows:

- **Drive-Alone Rate:** Based on the survey results and analysis, the reported Drive-Alone rate is 9.0%. This means that 9% of those surveyed reportedly drive to work by themselves in their vehicles as their primary commute mode.

- **Public Transportation Use:** Nearly 78% of respondents selected public transportation as their primary commute mode. As shown in Table One, the majority of transit users (34%) ride BART to work as their primary mode, followed by San Francisco Muni (28%).

Table One: Breakdown of Primary Commute Modes

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transportation</td>
<td>77.6%</td>
<td>73.1%</td>
<td>71.8%</td>
<td>68.3%</td>
<td>62.3%</td>
<td>72.1%</td>
<td>71.5%</td>
</tr>
<tr>
<td>BART</td>
<td>34.3%</td>
<td>37.7%</td>
<td>35.4%</td>
<td>31.8%</td>
<td>29.7%</td>
<td>36.8%</td>
<td>31.6%</td>
</tr>
<tr>
<td>Muni</td>
<td>27.6%</td>
<td>21.3%</td>
<td>22.4%</td>
<td>24.5%</td>
<td>25.3%</td>
<td>20.7%</td>
<td>23.2%</td>
</tr>
<tr>
<td>AC Transit</td>
<td>3.4%</td>
<td>2.1%</td>
<td>3.1%</td>
<td>0.8%</td>
<td>1.4%</td>
<td>3.0%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Caltrain</td>
<td>4.9%</td>
<td>3.5%</td>
<td>3.5%</td>
<td>4.8%</td>
<td>1.8%</td>
<td>2.7%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Samtrans</td>
<td>0.2%</td>
<td>0.6%</td>
<td>1.7%</td>
<td>0.8%</td>
<td>0.5%</td>
<td>0.8%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Golden Gate Transit Bus</td>
<td>2.8%</td>
<td>3.9%</td>
<td>1.0%</td>
<td>1.5%</td>
<td>1.8%</td>
<td>4.1%</td>
<td>6.0%</td>
</tr>
<tr>
<td>Golden Gate Ferry</td>
<td>1.2%</td>
<td>1.2%</td>
<td>2.3%</td>
<td>1.3%</td>
<td>1.6%</td>
<td>2.7%</td>
<td>4.6%</td>
</tr>
<tr>
<td>Alameda/Oakland/Vallejo Ferry</td>
<td>2.2%</td>
<td>1.7%</td>
<td>1.0%</td>
<td>1.3%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>1.0%</td>
<td>1.1%</td>
<td>1.4%</td>
<td>1.5%</td>
<td>0.2%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drive alone</td>
<td>9.0%</td>
<td>11.6%</td>
<td>13.0%</td>
<td>13.5%</td>
<td>15.2%</td>
<td>13.5%</td>
<td>13.8%</td>
</tr>
<tr>
<td>Auto, gas powered</td>
<td>8.0%</td>
<td>10.8%</td>
<td>12.2%</td>
<td>13.5%</td>
<td>15.2%</td>
<td>13.5%</td>
<td>13.8%</td>
</tr>
<tr>
<td>Auto, hybrid</td>
<td>1.0%</td>
<td>0.8%</td>
<td>0.8%</td>
<td>0.8%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorcycle/scooter</td>
<td>0.2%</td>
<td>0.4%</td>
<td>0.4%</td>
<td>0.5%</td>
<td>2.1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carpool/Rideshare</td>
<td>6.9%</td>
<td>7.9%</td>
<td>8.3%</td>
<td>9.1%</td>
<td>15.2%</td>
<td>11.3%</td>
<td>7.9%</td>
</tr>
<tr>
<td>Carpool (same people)</td>
<td>3.4%</td>
<td>5.4%</td>
<td>5.4%</td>
<td>4.5%</td>
<td>7.1%</td>
<td>10.2%</td>
<td>7.2%</td>
</tr>
<tr>
<td>Casual carpool</td>
<td>3.2%</td>
<td>2.3%</td>
<td>2.3%</td>
<td>2.8%</td>
<td>7.6%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vanpool</td>
<td>0.3%</td>
<td>0.2%</td>
<td>0.6%</td>
<td>1.8%</td>
<td>0.5%</td>
<td>1.1%</td>
<td>0.7%</td>
</tr>
<tr>
<td>Employer Shuttle/Other</td>
<td>0.3%</td>
<td>7.0%</td>
<td>6.4%</td>
<td>6.8%</td>
<td>5.3%</td>
<td>3.0%</td>
<td>6.7%</td>
</tr>
<tr>
<td>Walk</td>
<td>4.5%</td>
<td>5.6%</td>
<td>3.5%</td>
<td>5.5%</td>
<td>3.9%</td>
<td>2.4%</td>
<td>5.3%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>1.5%</td>
<td>1.2%</td>
<td>2.5%</td>
<td>1.0%</td>
<td>1.4%</td>
<td>0.6%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Work at home/telecommute</td>
<td>0.0%</td>
<td>0.2%</td>
<td>0.4%</td>
<td>0.3%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>n=</td>
<td>597</td>
<td>483</td>
<td>483</td>
<td>400</td>
<td>435</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Table Two provides a summary of the 2013 survey results by clustered commute modes, with historical TMASF survey data presented for 1999-2011. The graph below illustrates the clustered commute modes and overwhelming use of public transit by the survey respondents.

As shown below, public transit use increased by 4.5%, from 73.1% in 2011 to 77.6% in 2013. While this is a dramatic increase, it should not come as a huge surprise to Bay Area transit agencies and transportation planners. BART, Muni and Caltrain have all reported record ridership levels over the past year (source: Golden Gate Express, Sept. 24, 2012). According to published ridership reports posted on BART’s website, there was a 14.7% increase in system-wide ridership between March 2011 (343,971 passengers) and March 2013 (394,380 passengers). Muni also reported than an estimated 4 to 6 million additional people rode the city’s transit agency during the 2012 fiscal year.

Table Two
Clustered Commute Modes

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transportation</td>
<td>77.6%</td>
<td>73.1%</td>
<td>71.8%</td>
<td>68.3%</td>
<td>62.3%</td>
<td>72.1%</td>
<td>71.5%</td>
</tr>
<tr>
<td>Drive alone</td>
<td>9.0%</td>
<td>11.6%</td>
<td>13.0%</td>
<td>13.5%</td>
<td>15.2%</td>
<td>13.5%</td>
<td>13.8%</td>
</tr>
<tr>
<td>Drive alone by choice</td>
<td>6.7%</td>
<td>7.9%</td>
<td>9.5%</td>
<td>6.8%</td>
<td>7.3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carpool/Rideshare</td>
<td>6.9%</td>
<td>7.9%</td>
<td>8.3%</td>
<td>9.1%</td>
<td>15.2%</td>
<td>11.3%</td>
<td>7.9%</td>
</tr>
<tr>
<td>Walk/Bike/Other</td>
<td>6.5%</td>
<td>7.4%</td>
<td>6.9%</td>
<td>9.1%</td>
<td>7.3%</td>
<td>3.1%</td>
<td>6.8%</td>
</tr>
</tbody>
</table>

Graph One
2013 Drive-Alone Rate and Historical Trends

As a direct result of increased public transportation use, the TMASF Connects Drive-Alone Rate decreased by 2.6%, from 11.6% in 2011 to 9.0% in 2013. The drive-alone rate was calculated as the percentage of total survey respondents who selected “drive alone” as their primary commute mode. All vehicles (cars, trucks) occupied by the driver only are counted as a drive-alone, whether it be a conventional gas-powered or alternative/fuel efficient vehicle.

Based on KEMA’s analysis of the survey data, we believe this to be an accurate assessment of the drive-alone rate for the TMASF member buildings. As discussed in the survey methodology section, KEMA followed specific TMASF protocols in the data evaluation and calculation of the drive-alone rate and other commute mode metrics.

The graph below illustrates the TMASF historical drive-alone rates over the past 15 years. Given the significance of this year’s survey results, KEMA conducted a more extensive analysis of the survey responses along with comparative historical data. The results of our evaluation are presented throughout this report and support the overall survey results and data integrity.

Graph Two

2013 Public Transportation Use and Historical Trends

Table Three provides a breakdown of the public transit modes selected by those respondents who selected Public Transportation as their primary commute mode. Overall the results are consistent with the exception of unusual variance in the 2011-2013 BART and Muni percentages. The reason is unclear but we believe it is likely related to the number of respondents who selected multiple public transit modes in the 2011 survey. As explained below, we added a new question to the 2013 survey in an attempt to clarify secondary transit modes and transfers between public transit systems across the San Francisco Bay Area.
Table Three
Public Transportation Used

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transportation</td>
<td>77.6%</td>
<td>73.1%</td>
<td>71.8%</td>
<td>68.3%</td>
<td>62.3%</td>
<td>72.1%</td>
<td>71.5%</td>
</tr>
<tr>
<td>BART</td>
<td>34.3%</td>
<td>37.7%</td>
<td>35.4%</td>
<td>31.8%</td>
<td>29.7%</td>
<td>36.8%</td>
<td>31.6%</td>
</tr>
<tr>
<td>Muni</td>
<td>27.6%</td>
<td>21.3%</td>
<td>22.4%</td>
<td>24.5%</td>
<td>25.3%</td>
<td>20.7%</td>
<td>23.2%</td>
</tr>
<tr>
<td>AC Transit</td>
<td>3.4%</td>
<td>2.1%</td>
<td>3.1%</td>
<td>0.8%</td>
<td>1.4%</td>
<td>3.0%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Caltrain</td>
<td>4.9%</td>
<td>3.5%</td>
<td>3.5%</td>
<td>4.8%</td>
<td>1.8%</td>
<td>2.7%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Samtrans</td>
<td>0.2%</td>
<td>0.6%</td>
<td>1.7%</td>
<td>0.8%</td>
<td>0.5%</td>
<td>0.8%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Golden Gate Transit Bus</td>
<td>2.8%</td>
<td>3.9%</td>
<td>1.0%</td>
<td>1.5%</td>
<td>1.8%</td>
<td>4.1%</td>
<td>6.0%</td>
</tr>
<tr>
<td>Golden Gate Ferry</td>
<td>1.2%</td>
<td>1.2%</td>
<td>2.3%</td>
<td>1.3%</td>
<td>1.6%</td>
<td>2.7%</td>
<td>4.6%</td>
</tr>
<tr>
<td>Alameda/Oakland/Vallejo Ferry</td>
<td>2.2%</td>
<td>1.7%</td>
<td>1.0%</td>
<td>1.3%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>1.0%</td>
<td>1.1%</td>
<td>1.4%</td>
<td>1.5%</td>
<td>0.2%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Reported is percentage of total survey respondents that selected each public transit type.

A new question was added asking public transit users if they transferred to another type of public transportation, other than the one marked as their primary commute mode, as follows: “Do you transfer to another type of public transportation that ultimately brings you into the City?”

The survey results are provided in Table Four below, and indicate that approximately 20% of public transportation users transferred to another type of public transit during their commute. We received a wide range of responses to this question given the extremely diverse locations, routes and transportation modes used by people to reach their work destination. This percentage seems high and the question may have been confusing for some. However, we believe the data fairly represents commuters transferring within or between public transit systems as part of their daily trip (i.e., BART to BART or Caltrain to Muni).

Table Four
Percent of Public Transit Users that Transfer

<table>
<thead>
<tr>
<th>Transfer to (Secondary Transit)</th>
<th>Transfer from (Primary Mode)</th>
<th>2013 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BART Train</td>
<td>BART, Muni, Caltrain, BayLink, AC Transit, Samtrans, other</td>
<td>12%</td>
</tr>
<tr>
<td>MUNI (SF) Bus or Light rail</td>
<td>Muni, BART, Caltrain, AC Transit</td>
<td>6%</td>
</tr>
<tr>
<td>Shuttle/Other</td>
<td>BART, Jitney, Amtrak bus</td>
<td>2%</td>
</tr>
<tr>
<td>No, I do not transfer</td>
<td></td>
<td>80%</td>
</tr>
</tbody>
</table>

Home Counties
As in past years, the survey clearly indicates that the largest percentage of workers live in San Francisco. While the results are generally consistent with prior surveys, there appears to be a measurable increase in workers living within and closer to the City of San Francisco. The
breakdown of survey respondents by home county are shown in Table Five below. A detailed list of survey respondents by home city is provided in Appendix B.

Table Five
Home County

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>San Francisco</td>
<td>43.9%</td>
<td>42.6%</td>
<td>45.0%</td>
<td>48.4%</td>
<td>46.7%</td>
<td>35.1%</td>
<td>39.4%</td>
</tr>
<tr>
<td>Alameda</td>
<td>20.8%</td>
<td>17.7%</td>
<td>19.4%</td>
<td>19.4%</td>
<td>18.4%</td>
<td>19.4%</td>
<td>25.2%</td>
</tr>
<tr>
<td>Contra Costa</td>
<td>12.2%</td>
<td>12.9%</td>
<td>12.6%</td>
<td>9.1%</td>
<td>11.7%</td>
<td>18.9%</td>
<td>9.6%</td>
</tr>
<tr>
<td>San Mateo</td>
<td>10.8%</td>
<td>14.3%</td>
<td>13.2%</td>
<td>10.3%</td>
<td>10.3%</td>
<td>12.5%</td>
<td>9.3%</td>
</tr>
<tr>
<td>Marin</td>
<td>4.7%</td>
<td>6.2%</td>
<td>4.8%</td>
<td>4.9%</td>
<td>5.1%</td>
<td>5.5%</td>
<td>7.7%</td>
</tr>
<tr>
<td>Solano</td>
<td>1.9%</td>
<td>1.7%</td>
<td>1.4%</td>
<td>2.9%</td>
<td>3.0%</td>
<td>1.8%</td>
<td>1.9%</td>
</tr>
<tr>
<td>Santa Clara</td>
<td>3.7%</td>
<td>2.7%</td>
<td>1.4%</td>
<td>2.0%</td>
<td>0.9%</td>
<td>0.9%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Sonoma</td>
<td>1.2%</td>
<td>1.2%</td>
<td>0.6%</td>
<td>1.0%</td>
<td>0.9%</td>
<td>2.1%</td>
<td>2.8%</td>
</tr>
<tr>
<td>Napa</td>
<td>0.3%</td>
<td>0.4%</td>
<td>0.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inside Bay Area</td>
<td>99.5%</td>
<td>99.8%</td>
<td>98.6%</td>
<td>98.3%</td>
<td>97.0%</td>
<td>96.3%</td>
<td>97.0%</td>
</tr>
<tr>
<td>Outside the Bay Area</td>
<td>0.5%</td>
<td>0.2%</td>
<td>1.4%</td>
<td>1.7%</td>
<td>3.0%</td>
<td>3.7%</td>
<td>3.0%</td>
</tr>
</tbody>
</table>

The graph below provides a better visualization of the demographic shift in the survey population. From 2011 to 2013, there was 4.4% increase in respondents living in San Francisco and Alameda counties. These are areas closest to the central business district, with the most convenient access to mass transit into and within the City of San Francisco. Conversely, there was a 4.9% decrease in respondents living in San Mateo and North Bay counties (Marin, Solano, Sonoma, Napa). These areas are less accessible to transit or do not have BART service, which is clearly the primary public transportation mode into the City of San Francisco.

Graph Three
Based on the data, it is KEMA’s assessment that this demographic shift in the survey population is a contributing factor to both the 4.5% increase in public transportation use and the 2.6% decrease in the drive-alone rate.

**Commute Characteristics**

*Changed Commute Pattern*

The survey asked respondents if they had changed their regular pattern of commuting in the past two years including changing their home or office location. As shown in Table Six, 46% or nearly half of all respondents indicated that they had made some change in their commute pattern. This is consistent with the 2011 survey results, and likely represents a move, job change or other lifestyle change that impacted their commute.

Table Six

<table>
<thead>
<tr>
<th>Answer</th>
<th>2013 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>56%</td>
</tr>
<tr>
<td>Yes</td>
<td>44%</td>
</tr>
</tbody>
</table>

**Ridesharing Characteristics**

Approximately 7% of total respondents selected rideshare (carpool, casual carpool, vanpool) as their primary commute mode. Consistent with the methodology described in the Commute Mode section above, respondents who indicated that they occasionally carpool and/or report “1+” passengers were counted as “Drive Alone” in the survey tabulation. The methodology requires that respondents clearly indicate rideshare as their primary mode and provide the number of passengers in the vehicle in order to be counted as “rideshare”.

Overall, there was a 1% decrease in survey respondents who selected rideshare as their primary commute mode, from 7.9% in 2011 to 6.9% in 2013. A breakdown of the rideshare modes is provided in the following graph, showing a 2% decrease in the typical carpool along with a 1% increase in respondents who regularly commute in a “casual carpool”.

![Graph Four](image-url)
The most significant finding in the rideshare category is the consistent shift from the 2-person to the 3-person carpool, with an average carpool size of 2.85 people in 2013. Two respondents reported that they travel to work in a 14-passenger vanpool. The minimum 3-person carpool lane into the City is most likely contributing to this trend, as illustrated below.

Table Seven
Number of People in Carpools

<table>
<thead>
<tr>
<th>Answer</th>
<th>2013 (%)</th>
<th>2011 (%)</th>
<th>2009 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>27%</td>
<td>39%</td>
<td>64%</td>
</tr>
<tr>
<td>3</td>
<td>56%</td>
<td>45%</td>
<td>28%</td>
</tr>
<tr>
<td>4</td>
<td>12%</td>
<td>13%</td>
<td>4%</td>
</tr>
<tr>
<td>5+ (Vanpool)</td>
<td>5%</td>
<td>3%</td>
<td>4%</td>
</tr>
</tbody>
</table>

Graph Five

Percent of carpool respondents selecting 2, 3 or 4 persons in vehicle (2009, 2011, 2013 TMASF Survey results)

Employer Shuttle/Other
As shown on Table One, there was a significant variance in the “Employer shuttle/other” commute mode category, from 7% in 2011 to .3% in 2013. Consistent with previous comments, this is likely due to respondents who wrote in multiple alternative transportation modes in the 2011 survey under “Other”. Only one respondent selected “employer shuttle” as their primary commute mode in both the 2011 and 2013 survey, so these results are consistent.

Arrival and Departure Times
Tables Eight and Nine display the arrival and departure times of respondents working in TMASF member buildings. As shown below, approximately 87% of those surveyed arrive at work between 7:00 AM to 9:00 AM during the peak morning commute period. These findings
are generally consistent with the 2011 TMASF survey results. However, over 68% of all respondents arrive between 8:00 AM and 9:00 AM, which is an increase from 62% in 2011.

Departure times are a little more dispersed with 76% respondents reportedly leaving work between 4:00 PM and 6:00 PM, a decrease of 4% from 2011. What appears significant is that 19% of respondents said they leave work at 6:30 PM or after, compared to 11% of respondents in the 2011 survey. This means that 8% of the population is leaving work later in the evening. Along with work schedules, we assume that some are adjusting their commute to avoid peak congestion periods in transit and on the road.

Table Eight
Arrival Times

<table>
<thead>
<tr>
<th>Answer</th>
<th>2013 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:30 AM or before</td>
<td>4%</td>
</tr>
<tr>
<td>7:00 AM</td>
<td>8%</td>
</tr>
<tr>
<td>7:30 AM</td>
<td>10%</td>
</tr>
<tr>
<td>8:00 AM</td>
<td>21%</td>
</tr>
<tr>
<td>8:30 AM</td>
<td>25%</td>
</tr>
<tr>
<td>9:00 AM</td>
<td>22%</td>
</tr>
<tr>
<td>9:30 AM</td>
<td>4%</td>
</tr>
<tr>
<td>10:00 AM</td>
<td>3%</td>
</tr>
<tr>
<td>After 10:00 AM</td>
<td>2%</td>
</tr>
</tbody>
</table>

Graph Six

Morning Commute - Work Arrival Times

Table Nine
Departure Times

<table>
<thead>
<tr>
<th>Answer</th>
<th>2013 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3:00 PM or before</td>
<td>3%</td>
</tr>
<tr>
<td>3:30 PM</td>
<td>2%</td>
</tr>
<tr>
<td>4:00 PM</td>
<td>8%</td>
</tr>
<tr>
<td>4:30 PM</td>
<td>8%</td>
</tr>
<tr>
<td>5:00 PM</td>
<td>25%</td>
</tr>
<tr>
<td>5:30 PM</td>
<td>18%</td>
</tr>
<tr>
<td>6:00 PM</td>
<td>17%</td>
</tr>
<tr>
<td>6:30 PM</td>
<td>5%</td>
</tr>
<tr>
<td>7:00 PM</td>
<td>7%</td>
</tr>
<tr>
<td>After 7:00 PM</td>
<td>7%</td>
</tr>
</tbody>
</table>

Graph Seven

Evening Commute - Work Departure Times

Parking

The survey asked respondents who normally drive to work (either alone or with others), where they park their vehicle. About 51% of respondents said that they park in a parking lot or separate parking garage, not in the building where they work. However, approximately 38% of
drivers indicated that they do park in their office building. Consistent with the prior survey results, the vast majority (81%) of those parking in the building are in the “executive/managerial” and “professional/technical” job categories. A summary of the 2013 and 2011 survey results are as follows:

Table Ten
Parking Location

<table>
<thead>
<tr>
<th>Answer</th>
<th>2013 (%)</th>
<th>2011 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park in this building</td>
<td>38%</td>
<td>40%</td>
</tr>
<tr>
<td>Other parking lot or garage</td>
<td>51%</td>
<td>52%</td>
</tr>
<tr>
<td>On-street parking</td>
<td>11%</td>
<td>8%</td>
</tr>
<tr>
<td>Special vanpool or carpool parking area</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>

On average, respondents parking off-site parked an average of 3.2 blocks away from their office, with a median distance of 2.0 blocks from their office. These results are nearly identical to the prior 2011 TMASF survey. It appears that an individual’s ability to secure parking within or proximate to the building is a factor that influences travel behavior. Given the expensive cost of parking in the City, preferred parking may tend to be reserved for executive staff.

Traffic/Transit Information Resources

The survey asked employees if they checked transit or traffic conditions prior to their morning or evening commute, and where they obtain their transit information. A summary of the 2013 and prior 2011 survey responses are shown below:

Table Eleven
Sources for Transportation Information

<table>
<thead>
<tr>
<th>Source</th>
<th>2013 %</th>
<th>2011 %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Computer</td>
<td>9%</td>
<td>15%</td>
</tr>
<tr>
<td>TV</td>
<td>12%</td>
<td>10%</td>
</tr>
<tr>
<td>Radio</td>
<td>8%</td>
<td>8%</td>
</tr>
<tr>
<td>Phone/Handheld</td>
<td>22%</td>
<td>8%</td>
</tr>
<tr>
<td>Do not check conditions</td>
<td>48%</td>
<td>59%</td>
</tr>
</tbody>
</table>

The most significant finding is a 14% increase in the use of handheld devices as the primary device used to check transit/traffic conditions. We believe the 6% decrease in respondents who previously checked “computer/internet” is primarily due to commuters switching to the smartphone for their transit information. There was also a corresponding 10% decrease in respondents who said they “do not check” conditions prior to their commute. This appears to be directly correlated with the increased convenience and reliance on smartphones for real time transit and traffic information.
According to a recent Pew Research study:
“46% of American adults now own a smartphone of some kind, up from 35% in May 2011; Smartphone owners now outnumber users of more basic phones.”
(Pew Internet & American Life Project, March 1, 2012)

Additionally, respondents who do check traffic conditions were asked if this information influences a change in their commute. About 65% of these respondents said “yes” it does influence their commute, up from 54% in 2011. These results support the overall survey finding that commuters are relying upon real time transit schedules and traffic/transit updates in increasing numbers.

A new question was added to this year’s survey asking respondents about their participation in San Francisco special commuter events and activities. Overwhelmingly, nearly 38% of all respondents indicated they’ve participated in some way with the BAAQMD’s “Spare the Air Day”. Also impressive is the fact that 9% of all respondents indicated that they have participated in San Francisco’s “Bike to Work Day”.

Table Twelve
Commuter Event Participation

<table>
<thead>
<tr>
<th>Answer</th>
<th>2013 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AC Transit Rise Above it All</td>
<td>1.2%</td>
</tr>
<tr>
<td>BART Blue Sky</td>
<td>4.5%</td>
</tr>
<tr>
<td>Bike to Work Day</td>
<td>9.2%</td>
</tr>
<tr>
<td>Spare the Air Day</td>
<td>37.5%</td>
</tr>
<tr>
<td>TMA SF Connects Commuter Festival</td>
<td>1.7%</td>
</tr>
<tr>
<td>Walk to Work Day</td>
<td>6.2%</td>
</tr>
</tbody>
</table>

Building/Employer/TMA SF Connects Services

Questions 13 through 17 specifically address TMA SF Connects services provided to the individual member buildings. These questions were included in order to gain insight into current awareness and use of TMA SF Connects services throughout its member buildings.

Questions 13-15 asked respondents about their awareness and interest in transit information and commuter events offered through their office building. The percentage of total survey respondents that selected each of the response choices are summarized in Table 13 below.
Table Thirteen
Commute Assistance Services

<table>
<thead>
<tr>
<th>Answer</th>
<th>Information is available thru my office/ building</th>
<th>Information has influenced a change in my travel behavior</th>
<th>I would like to see offered in my office or building</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit routes/schedules</td>
<td>23%</td>
<td>27%</td>
<td>14%</td>
</tr>
<tr>
<td>Rideshare info</td>
<td>10%</td>
<td>14%</td>
<td>4%</td>
</tr>
<tr>
<td>Commuter Events</td>
<td>8%</td>
<td>27%</td>
<td>12%</td>
</tr>
</tbody>
</table>

Table Fourteen summarizes the survey results for Questions 16-17, which asked respondents about their awareness and use of specific TMASF programs and resources offered through their building. The percentage of total survey respondents that selected each response is shown.

Table Fourteen
TMASF Commute Assistance Services

<table>
<thead>
<tr>
<th>Answer</th>
<th>I am aware of this TMASF Service</th>
<th>I have used this TMASF Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2013</td>
<td>2011</td>
</tr>
<tr>
<td>tmasfconnects.org website</td>
<td>15.2%</td>
<td>15.3%</td>
</tr>
<tr>
<td>Breaking news alerts and updates</td>
<td>32.3%</td>
<td>30.4%</td>
</tr>
<tr>
<td>Radio or other media campaigns</td>
<td>3.2%</td>
<td>5.0%</td>
</tr>
<tr>
<td>TMASF Connects events</td>
<td>3.5%</td>
<td>4.3%</td>
</tr>
</tbody>
</table>

Following is a summary of KEMA’s key findings and potential insights based on our analysis of the survey data:

**Awareness of public transit route and schedule information.** About 23% of all respondents indicated that they are aware of transit information provided by their building or employer, a drop from 27% in 2011. We believe this decrease may be partly due to a significant increase in new TMASF member buildings, which may be in process of creating awareness among their tenants. Also, most commuters appear to have established online resources for transit routes and schedules; therefore, they would not be looking to building management or their employer for this information.

**Influence of commute information on travel behavior.** For those respondents that are aware of available services in their building, over 70% indicate that this information has influenced their travel behavior in both the transit and rideshare information categories. This question also appears to correlate with the high awareness and use of TMASF “Breaking news and alerts”
email blasts distributed by the building managers, as indicated in the survey comments and Table Fourteen below.

**Interest in commute assistance services at the building.** As shown in Table 13 above, over 30% of respondents (in all three categories) indicated that they were not aware of services provided, but would like to see these services offered by the building.

An additional response option was added for building Commuter Events. Approximately 48% of all survey respondents indicated that they were “not aware, but would *not* be interested in these events”. Additionally, there were a number of respondents that marked both answers, indicating they would like to see events offered, but personally were not interested in attending these events.

This is unclear, but the data appears to suggest that respondents do appreciate and value transit information and services offered by the building. In particular, commuters seem most interested in real time information and major events or delays that impact their daily commute. However, people are busy at work, and it appears they are less likely to participate in a special activity or event where they don’t see an immediate direct benefit.

**Car Sharing Services**

Two new questions were added to the 2013 survey asking all respondents about their experience and interest in car-sharing services (i.e., City CarShare, Zip Car). The survey results are shown below:

<table>
<thead>
<tr>
<th>Answer</th>
<th>Have you ever used a car sharing service?</th>
<th>Are you interested in information on car sharing?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>26%</td>
<td>15%</td>
</tr>
<tr>
<td>No</td>
<td>74%</td>
<td>85%</td>
</tr>
</tbody>
</table>

We consider it a significant finding that over one-quarter of the survey population has used a car sharing service. Car sharing appears to be a strong trend and will be tracked in future surveys.
Commuter Challenges and Needs

Three open-ended questions were asked at the end of the survey to better understand the needs and challenges faced by the San Francisco commuter:

- Describe any other commute assistance services that influence your decision about how to travel to work.
- What is your single largest commute problem (if any)?
- If there was one thing you could change to make your commute better, what would that be?

Individual comments for each of these questions are provided as a separate Appendix D, along with the respondent’s primary commute mode and public transit mode. In most cases, the individual survey responses and comments tell the story of each respondent’s commute, the resources they use and the challenges they face in their daily commute.

Following is a brief summary of the overall trends and insights gleaned from the survey comments:

Describe any other commute assistance services that influence your decisions about how to travel to work? There was a wide range of responses and approximately 34% of all respondents answered this question. Following is a summary of the most frequently mentioned keywords and responses to this question:

Table Sixteen
Other services influencing commute

<table>
<thead>
<tr>
<th>Answer</th>
<th>% of respondents who commented</th>
</tr>
</thead>
<tbody>
<tr>
<td>BART website/app</td>
<td>16%</td>
</tr>
<tr>
<td>NextBus website/app</td>
<td>12%</td>
</tr>
<tr>
<td>Next Muni website/Routesy app</td>
<td>12%</td>
</tr>
<tr>
<td>Other “App”</td>
<td>5%</td>
</tr>
<tr>
<td>511.org</td>
<td>5%</td>
</tr>
<tr>
<td>Parking</td>
<td>6%</td>
</tr>
<tr>
<td>Commuter checks</td>
<td>3%</td>
</tr>
<tr>
<td>bike accessibility</td>
<td>3%</td>
</tr>
</tbody>
</table>

As shown above, 50% of respondents mentioned a website or smartphone app in response to this question. Consistent with other survey findings highlighted within this report, the rapidly growing use of mobile devices is one of the most significant trends for consideration by transportation management professionals.
What is your single largest commute problem (if any)? Nearly 85% of all survey respondents answered this question, which is an extremely high response rate for an open-ended question. People entered a very diverse range of comments, reflecting their unique commute challenges. However, nearly 66% of the comments provided can be classified into the following categories:

Table Seventeen
Largest commute problem

<table>
<thead>
<tr>
<th>Answer</th>
<th>% of respondents who commented</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit delays/being late</td>
<td>19%</td>
</tr>
<tr>
<td>Crowded buses and trains</td>
<td>16%</td>
</tr>
<tr>
<td>Traffic</td>
<td>15%</td>
</tr>
<tr>
<td>Transit frequency/schedule</td>
<td>9%</td>
</tr>
<tr>
<td>Parking</td>
<td>6%</td>
</tr>
</tbody>
</table>

If there was one thing you could change to make your commute better, what would that be? Over 75% of all survey respondents answered this question, which is also a very high response rate. While there was a broad range of comments, very few people commented on specific things they could change to make their commute better (such as leaving earlier for work). The majority of comments were related to their response to the above question (i.e., problem=crowded trains; solution=more trains).

In fact, about 34% of the responses to this question contained the keyword “more” – more trains, more buses, and more frequent service during rush hour being the predominant response to this question. Approximately 60% of the comments can be categorized as follows:

Table Eighteen
What would improve your commute

<table>
<thead>
<tr>
<th>Answer</th>
<th>% of respondents who commented</th>
</tr>
</thead>
<tbody>
<tr>
<td>More transit service/increased frequency</td>
<td>34%</td>
</tr>
<tr>
<td>Less crowded buses and trains</td>
<td>6%</td>
</tr>
<tr>
<td>Less transit delays/schedule reliability</td>
<td>10%</td>
</tr>
<tr>
<td>Parking availability/cost</td>
<td>6%</td>
</tr>
<tr>
<td>Faster trains/express bus</td>
<td>4%</td>
</tr>
<tr>
<td>Bike lanes/transit access</td>
<td>4%</td>
</tr>
</tbody>
</table>
Demographics: Job Type and Age Group

Job Type
Respondents were asked to provide their job classification, with consistent results for the 2011 and 2013 TMASF surveys, as shown in Table 16 below. This year, KEMA also analyzed the job classification of respondents who chose “drive alone” as their primary commute mode. As shown in the graph below, respondents in the executive/managerial and sales functions were more likely to drive alone to work, by a significant margin. For example, 25% of the survey population has executive/managerial job type, yet they comprised 40% of the drive-alone respondents. Conversely, the data suggests that those in the professional/technical and administrative functions are more likely to use alternative transportation as their primary commute mode.

Table Nineteen

<table>
<thead>
<tr>
<th>Job type</th>
<th>2013 (%)</th>
<th>2011 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administrative/Clerical</td>
<td>24%</td>
<td>23%</td>
</tr>
<tr>
<td>Executive/Managerial</td>
<td>25%</td>
<td>22%</td>
</tr>
<tr>
<td>Professional/Technical</td>
<td>43%</td>
<td>45%</td>
</tr>
<tr>
<td>Sales / Other</td>
<td>8%</td>
<td>10%</td>
</tr>
</tbody>
</table>

Graph Eight

Age Group
Table Seventeen displays the ages of respondents, with survey results presented for the 2013 and prior 2011 TMASF survey. Similar to Job Type, the respondent age demographics are very consistent between the two survey periods.
### Table Twenty

<table>
<thead>
<tr>
<th>Age group</th>
<th>Answer</th>
<th>2013 (%)</th>
<th>2011 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>18-24</td>
<td>9%</td>
<td>7%</td>
<td></td>
</tr>
<tr>
<td>25-34</td>
<td>38%</td>
<td>39%</td>
<td></td>
</tr>
<tr>
<td>35-44</td>
<td>24%</td>
<td>23%</td>
<td></td>
</tr>
<tr>
<td>45-54</td>
<td>20%</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>55+</td>
<td>9%</td>
<td>11%</td>
<td></td>
</tr>
</tbody>
</table>

KEMA also conducted an evaluation of drive-alone respondents by age group and the results are presented in the graph below. The findings are interesting, with a clear distinction in commute behavior between the 25-34 and 35-44 age groups. While, 38% of all respondents are in the 25-34 age range, only 29% of this group selected “drive alone” as their primary commute mode. Conversely, there is a 9% increase in respondents in the 35-44 age range that drive alone, suggesting that they are less likely to use alternative transportation than the 25-34 age group.

A comparison of both the job type and age group appears to show a correlation between these demographics. For example, the professional/technical and 25-34 age group more closely track together, and this group is less likely to drive alone than the executive/professional in the 35-44 age group. This may potentially relate to young professionals who have a more transient lifestyle and greater ability to relocate closer to work and convenient mass transit. Similarly, the executive in the 35-54 range may be more settled with family in a community, and less likely to relocate along the primary transit corridors. Other factors such as income, job requirements, home location and lifestyle may also be contributing to this trend.

### Graph Nine

On a related note, Forbes has just released its list of the top 10 Happiest Cities for Young Professionals, with San Jose and San Francisco ranking #1 and #2 respectively. This appears to be an important demographic group for consideration by transportation professionals.
LEED-EB:O&M Alternative Commuting Transportation

In 2009, the U.S. Green Building Council (USGBC) approved the TMASF Commuter Survey results and methodology for use by member buildings pursuing credit for alternative transportation use under the LEED for Existing Buildings: Operations & Maintenance Rating System. All member buildings in good standing who participated in the survey have the ability to achieve points for LEED-EB:O&M Sustainable Sites Credit 4 (SSc4 Alternative Commuting Transportation) by providing the submittal documentation prepared by the TMASF and approved by the USGBC. The USGBC’s approval of the TMASF aggregate survey results to demonstrate compliance with SSc4 Option 2 (Formal commute reduction tracking and participation in a government-sponsored commute reduction program other than SCAQMD) was granted under the following conditions:

1) The program requires that all participating buildings use Option 2 when applying for LEED-EB:O&M (in order to capture any potential outliers).
2) The program shall encompass a small and cohesive enough area to assume reasonable similarity of alternative transportation access.
3) The survey methodology for the aggregate survey is of equivalent or greater stringency than SCAQMD (South Coast Air Quality Management District, Rule 2202).

The 2013 TMASF Commuter Survey was conducted in conformance with the USGBC’s conditions of approval with aggregate survey results to be provided to qualifying member buildings seeking LEED-EB:O&M certification or renewal. The LEED-EB:O&M Rating System specifically defines “alternative transportation” under SSc4 as the following:

*Telecommuting, compressed workweeks, mass transit, walking, bicycles or other human-powered conveyances, carpools, vanpools, and low emitting or fuel-efficient or alternative-fuel vehicles.*

In accordance with the LEED-EB:O&M Rating System and mode calculation guidance by SCAQMD Rule 2202, the reduction in conventional commuting trips has been calculated as follows:

- Public transportation = 0
- Single-occupant vehicle (drive alone) – gas powered = 1
- Single-occupant vehicle (drive alone) – hybrid/alternative-fuel = 0
- Carpool = 1 divided by number of people in carpool
- Vanpool = 1 divided by number of people in vanpool
- Motorcycle, moped, motorized scooter, motor bike = 1
- Walking, biking and other non-motorized transportation modes = 0
- Telecommuting = 0
The following table provides the calculated reduction in commuting trips along with the AVR (Average Vehicle Ridership) as defined by the SCAQMD Rule 2202. The AVR is a SCAQMD metric used to describe the average number of persons in each conventional single-occupancy vehicle (total trips/total conventional trips). The AVR is not directly related to the TMASF drive-alone metric. Additionally, the LEED calculation of reduction in conventional trips would equate to a Drive-Alone Rate of 10.7%, which is higher than the 9% TMASF Drive-Alone Rate. This is primarily due to LEED’s allocation of conventional trips for carpools based on the number of passengers in the vehicle.

Table Twenty-One
LEED-EB:O&M SSc4 Alternative Commuting Transportation Calculation of Reduction in Conventional Commuting Trips

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>Mode Reported</th>
<th>Total Weekly Trips</th>
<th>Weekly Conventional Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transit</td>
<td>463</td>
<td>2315</td>
<td>0</td>
</tr>
<tr>
<td>Single occupancy vehicle – gas powered</td>
<td>48</td>
<td>240</td>
<td>240</td>
</tr>
<tr>
<td>Single occupancy vehicle – hybrid/alternative fuel</td>
<td>6</td>
<td>30</td>
<td>0</td>
</tr>
<tr>
<td>Carpool – 2 passengers</td>
<td>11</td>
<td>55</td>
<td>28</td>
</tr>
<tr>
<td>Carpool – 3 passengers</td>
<td>23</td>
<td>115</td>
<td>38</td>
</tr>
<tr>
<td>Carpool – 4 passengers</td>
<td>5</td>
<td>25</td>
<td>6</td>
</tr>
<tr>
<td>Vanpool/Shuttle – 14 passenger</td>
<td>3</td>
<td>15</td>
<td>1</td>
</tr>
<tr>
<td>Motorcycle/scooter</td>
<td>1</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Bicycle</td>
<td>9</td>
<td>45</td>
<td>0</td>
</tr>
<tr>
<td>Walk</td>
<td>27</td>
<td>135</td>
<td>0</td>
</tr>
<tr>
<td>Work at home/telecommute</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>597</td>
<td>2,985</td>
<td>318</td>
</tr>
</tbody>
</table>

**Reduction in Conventional Commuting Trips:** 89.3%

2667 trip reduction (2985-318) / 2985 total trips

**Average Vehicle Ridership (AVR):** 9.38

2985 total trips / 318 conventional trips
In accordance with the LEED-EB:O&M SSsc4 credit requirements (Option 2) the results of the 2013 Commuter Survey demonstrate an 89% reduction in conventional commuting trips.

The graphs below provide a summary of the LEED-EB:O&M alternative transportation metrics for the past three survey performance periods.

Graph 10

Graph 11
Summary and Recommendations

The TMASF 2013 Commuter Behavior Survey was conducted in compliance with the CCSF required protocols and random sampling methodology. A total of 597 building occupants were surveyed within the 60 TMASF member buildings. This year, KEMA conducted a more extensive cross-tabulation analysis of primary commute and other survey responses relating to commuter behavior and demographic trends. We believe that the results of this analysis support the data integrity and overall survey methodology as required by the City and County of San Francisco. Additionally, we believe that this analysis supports the 9% drive alone rate and provides some valuable insights for the TMASF and other Bay Area transportation management professionals.

Following is a summary of 2013 TMASF Commuter Behavior Survey results and key findings:

1. The reported 2013 Drive-Alone rate is 9.0%, which is a decrease of 2.6% compared to the 2011 survey results.

2. Public transportation is clearly the most prevalent work commute mode with 77.6% of all survey respondents using public transit, an increase of 4.5% from 2011.

3. The calculated LEED EB:O&M Alternative Commuting Transportation Rate is 89%, an increase of 3.5% over 2011.

4. There has been a significant increase in the 3-person carpool in recent years. In 2013, 58% of all carpool respondents rode in a 3-person carpool, as compared to 28% in 2009.

5. Commuters regularly use and value commute assistance services, especially accurate transit schedules and real-time alerts on road traffic and transit service interruption.

6. The use of smartphones as a primary information resource and commuting tool has increased dramatically in recent years.

7. Based on the analysis of work arrival and departure times, there appears to be an extension of the morning and evening peak commute periods.

8. The individual responses to the open-ended questions support the reported survey results. Overall, respondent comments paint a clear picture of a public transit system that is at capacity and increasingly congested. As a result, survey respondents expressed a strong demand for increased transit service, especially during peak commute periods.
KEMA anticipates that the 2013 TMASF Commuter Behavior Survey findings will support what transportation planners already know, given record ridership numbers reported by BART and Muni. Overall, the results are a testament to the success of the system and planning efforts to mitigate traffic impacts (i.e., residential development along BART lines). Based on our analysis, there appears to be a number of factors that are likely contributing to the record low drive-alone rate for the TMASF member buildings, including, but not limited to the following:

a. Centralized location of the buildings within the core San Francisco business districts, with convenient access to public transit;
b. Demographic factors such as home city, job type and age group;
c. Environmental awareness and lifestyle factors (i.e., the young professional);
d. Improving economic conditions and a booming high-tech sector;
e. Broad range of transit options and commute assistance services; and,
f. The high cost of parking, gas and bridge tolls.

We believe that TMASF Connects and its member buildings play a valuable role in providing commute assistance services to the nearly 60,000 people that occupy its member buildings. It is recommended that the TMASF continue to provide services that assist the occupants in navigating their daily commute and identifying alternative transportation options. The TMASF and the member buildings should also work together to make services relevant, visible and easily accessible to the building occupants.

On behalf of KEMA, thank you for the opportunity to provide consulting services to TMASF Connects and it has been a pleasure working with you on this important project.
Appendices

Appendix A – TMASF Connects Member Buildings

<table>
<thead>
<tr>
<th>Office Building Code</th>
<th>Tenant Count</th>
<th>Employee Count</th>
<th>Surveys Requested (1%)</th>
<th>Surveys Received (1%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>25</td>
<td>1200</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>2</td>
<td>9</td>
<td>250</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>3</td>
<td>14</td>
<td>1338</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>4</td>
<td>39</td>
<td>1687</td>
<td>17</td>
<td>17</td>
</tr>
<tr>
<td>5</td>
<td>20</td>
<td>1000</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>6</td>
<td>25</td>
<td>1800</td>
<td>18</td>
<td>18</td>
</tr>
<tr>
<td>7</td>
<td>55</td>
<td>3900</td>
<td>39</td>
<td>39</td>
</tr>
<tr>
<td>8</td>
<td>25</td>
<td>750</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>9</td>
<td>31</td>
<td>2000</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>10</td>
<td>2</td>
<td>890</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>11</td>
<td>25</td>
<td>1600</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td>12</td>
<td>20</td>
<td>1000</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>13</td>
<td>56</td>
<td>600</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>14</td>
<td>4</td>
<td>100</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>15</td>
<td>15</td>
<td>1300</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>16</td>
<td>8</td>
<td>900</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>17</td>
<td>15</td>
<td>1900</td>
<td>19</td>
<td>19</td>
</tr>
<tr>
<td>18</td>
<td>11</td>
<td>1500</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>19</td>
<td>30</td>
<td>1500</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>22</td>
<td>8</td>
<td>500</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>23</td>
<td>5</td>
<td>1000</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>24</td>
<td>1</td>
<td>1500</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>25</td>
<td>10</td>
<td>1200</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>26</td>
<td>6</td>
<td>560</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>27</td>
<td>8</td>
<td>125</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>28</td>
<td>25</td>
<td>600</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>29</td>
<td>20</td>
<td>500</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>30</td>
<td>20</td>
<td>1500</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>31</td>
<td>15</td>
<td>500</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>32</td>
<td>6</td>
<td>250</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>33</td>
<td>6</td>
<td>250</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>34</td>
<td>1</td>
<td>250</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Office Building Code</td>
<td>Tenant Count</td>
<td>Employee Count</td>
<td>Surveys Requested (1%)</td>
<td>Surveys Received (1%)</td>
</tr>
<tr>
<td>----------------------</td>
<td>--------------</td>
<td>----------------</td>
<td>------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>35</td>
<td>60</td>
<td>1500</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>36</td>
<td>15</td>
<td>2200</td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td>37</td>
<td>13</td>
<td>2200</td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td>38</td>
<td>18</td>
<td>175</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>39</td>
<td>30</td>
<td>600</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>40</td>
<td>13</td>
<td>604</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>41</td>
<td>29</td>
<td>480</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>42</td>
<td>28</td>
<td>725</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>43</td>
<td>33</td>
<td>850</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>44</td>
<td>40</td>
<td>200</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>45</td>
<td>20</td>
<td>250</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>46</td>
<td>5</td>
<td>340</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>47</td>
<td>12</td>
<td>600</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>48</td>
<td>22</td>
<td>450</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>49</td>
<td>50</td>
<td>1500</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>50</td>
<td>13</td>
<td>900</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>51</td>
<td>16</td>
<td>900</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>52</td>
<td>23</td>
<td>950</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>53</td>
<td>27</td>
<td>2500</td>
<td>25</td>
<td>25</td>
</tr>
<tr>
<td>54</td>
<td>13</td>
<td>300</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>55</td>
<td>42</td>
<td>400</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>56</td>
<td>28</td>
<td>900</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>57</td>
<td>23</td>
<td>800</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>58</td>
<td>22</td>
<td>2000</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>59</td>
<td>16</td>
<td>220</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>60</td>
<td>22</td>
<td>1100</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>61</td>
<td>1</td>
<td>1250</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>62</td>
<td>4</td>
<td>175</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>1,240</strong></td>
<td><strong>59,369</strong></td>
<td><strong>597</strong></td>
<td><strong>597</strong></td>
</tr>
</tbody>
</table>
## Appendix B – Home City of Survey Respondents

<table>
<thead>
<tr>
<th>CITY</th>
<th>COUNTY</th>
<th>COUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Francisco</td>
<td>San Francisco</td>
<td>260</td>
</tr>
<tr>
<td>Oakland</td>
<td>Alameda</td>
<td>54</td>
</tr>
<tr>
<td>Alameda</td>
<td>Alameda</td>
<td>15</td>
</tr>
<tr>
<td>Daly City</td>
<td>San Mateo</td>
<td>14</td>
</tr>
<tr>
<td>Berkeley</td>
<td>Alameda</td>
<td>11</td>
</tr>
<tr>
<td>Walnut Creek</td>
<td>Contra Costa</td>
<td>10</td>
</tr>
<tr>
<td>Danville</td>
<td>Contra Costa</td>
<td>9</td>
</tr>
<tr>
<td>Hayward</td>
<td>Alameda</td>
<td>9</td>
</tr>
<tr>
<td>South San Francisco</td>
<td>San Mateo</td>
<td>9</td>
</tr>
<tr>
<td>Concord</td>
<td>Contra Costa</td>
<td>8</td>
</tr>
<tr>
<td>San Jose</td>
<td>Santa Clara</td>
<td>8</td>
</tr>
<tr>
<td>Vallejo</td>
<td>Solano</td>
<td>8</td>
</tr>
<tr>
<td>Lafayette</td>
<td>Contra Costa</td>
<td>7</td>
</tr>
<tr>
<td>San Mateo</td>
<td>San Mateo</td>
<td>7</td>
</tr>
<tr>
<td>San Rafael</td>
<td>Marin</td>
<td>7</td>
</tr>
<tr>
<td>San Ramon</td>
<td>Contra Costa</td>
<td>7</td>
</tr>
<tr>
<td>Pacifica</td>
<td>San Mateo</td>
<td>6</td>
</tr>
<tr>
<td>San Leandro</td>
<td>Alameda</td>
<td>5</td>
</tr>
<tr>
<td>Union City</td>
<td>Alameda</td>
<td>5</td>
</tr>
<tr>
<td>Burlingame</td>
<td>San Mateo</td>
<td>4</td>
</tr>
<tr>
<td>Dublin</td>
<td>Alameda</td>
<td>4</td>
</tr>
<tr>
<td>Emeryville</td>
<td>Alameda</td>
<td>4</td>
</tr>
<tr>
<td>Foster City</td>
<td>San Mateo</td>
<td>4</td>
</tr>
<tr>
<td>Hercules</td>
<td>Contra Costa</td>
<td>4</td>
</tr>
<tr>
<td>Novato</td>
<td>Marin</td>
<td>4</td>
</tr>
<tr>
<td>Palo Alto</td>
<td>Santa Clara</td>
<td>4</td>
</tr>
<tr>
<td>Richmond</td>
<td>Contra Costa</td>
<td>4</td>
</tr>
<tr>
<td>San Bruno</td>
<td>San Mateo</td>
<td>4</td>
</tr>
<tr>
<td>Sausalito</td>
<td>Marin</td>
<td>4</td>
</tr>
<tr>
<td>Sunnyvale</td>
<td>Santa Clara</td>
<td>4</td>
</tr>
<tr>
<td>Antioch</td>
<td>Contra Costa</td>
<td>3</td>
</tr>
<tr>
<td>El Cerrito</td>
<td>Contra Costa</td>
<td>3</td>
</tr>
<tr>
<td>Menlo Park</td>
<td>San Mateo</td>
<td>3</td>
</tr>
<tr>
<td>Mill Valley</td>
<td>Marin</td>
<td>3</td>
</tr>
<tr>
<td>CITY</td>
<td>COUNTY</td>
<td>COUNT</td>
</tr>
<tr>
<td>---------------</td>
<td>-------------</td>
<td>-------</td>
</tr>
<tr>
<td>Mountain View</td>
<td>Santa Clara</td>
<td>3</td>
</tr>
<tr>
<td>Pleasant Hill</td>
<td>Contra Costa</td>
<td>3</td>
</tr>
<tr>
<td>Pleasanton</td>
<td>Alameda</td>
<td>3</td>
</tr>
<tr>
<td>Redwood City</td>
<td>San Mateo</td>
<td>3</td>
</tr>
<tr>
<td>San Lorenzo</td>
<td>Alameda</td>
<td>3</td>
</tr>
<tr>
<td>Alamo</td>
<td>Contra Costa</td>
<td>2</td>
</tr>
<tr>
<td>Albany</td>
<td>Alameda</td>
<td>2</td>
</tr>
<tr>
<td>Benicia</td>
<td>Solano</td>
<td>2</td>
</tr>
<tr>
<td>Brisbane</td>
<td>San Mateo</td>
<td>2</td>
</tr>
<tr>
<td>Castro Valley</td>
<td>Alameda</td>
<td>2</td>
</tr>
<tr>
<td>Fremont</td>
<td>Alameda</td>
<td>2</td>
</tr>
<tr>
<td>Kentfield</td>
<td>Marin</td>
<td>2</td>
</tr>
<tr>
<td>Los Gatos</td>
<td>Santa Clara</td>
<td>2</td>
</tr>
<tr>
<td>Martinez</td>
<td>Contra Costa</td>
<td>2</td>
</tr>
<tr>
<td>Millbrae</td>
<td>San Mateo</td>
<td>2</td>
</tr>
<tr>
<td>Newark</td>
<td>Alameda</td>
<td>2</td>
</tr>
<tr>
<td>Petaluma</td>
<td>Sonoma</td>
<td>2</td>
</tr>
<tr>
<td>Rodeo</td>
<td>Contra Costa</td>
<td>2</td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>Sonoma</td>
<td>2</td>
</tr>
<tr>
<td>San Anselmo</td>
<td>Marin</td>
<td>2</td>
</tr>
<tr>
<td>Sonoma</td>
<td>Sonoma</td>
<td>2</td>
</tr>
<tr>
<td>Tiburon</td>
<td>Marin</td>
<td>2</td>
</tr>
<tr>
<td>American Canyon</td>
<td>Napa</td>
<td>1</td>
</tr>
<tr>
<td>Atherton</td>
<td>San Mateo</td>
<td>1</td>
</tr>
<tr>
<td>Brentwood</td>
<td>Contra Costa</td>
<td>1</td>
</tr>
<tr>
<td>Colma</td>
<td>San Mateo</td>
<td>1</td>
</tr>
<tr>
<td>Corte Madera</td>
<td>Marin</td>
<td>1</td>
</tr>
<tr>
<td>East Bay</td>
<td>Contra Costa</td>
<td>1</td>
</tr>
<tr>
<td>El Granada</td>
<td>San Mateo</td>
<td>1</td>
</tr>
<tr>
<td>El Sobrante</td>
<td>Contra Costa</td>
<td>1</td>
</tr>
<tr>
<td>Greenbrae</td>
<td>Marin</td>
<td>1</td>
</tr>
<tr>
<td>Half Moon Bay</td>
<td>San Mateo</td>
<td>1</td>
</tr>
<tr>
<td>Larkspur</td>
<td>Marin</td>
<td>1</td>
</tr>
<tr>
<td>Livermore</td>
<td>Alameda</td>
<td>1</td>
</tr>
<tr>
<td>Marin</td>
<td>Marin</td>
<td>1</td>
</tr>
<tr>
<td>Marina</td>
<td>Monterey</td>
<td>1</td>
</tr>
<tr>
<td>Moraga</td>
<td>Contra Costa</td>
<td>1</td>
</tr>
<tr>
<td>Napa</td>
<td>Napa</td>
<td>1</td>
</tr>
<tr>
<td>CITY</td>
<td>COUNTY</td>
<td>COUNT</td>
</tr>
<tr>
<td>------------------</td>
<td>-------------</td>
<td>-------</td>
</tr>
<tr>
<td>Oakley</td>
<td>Contra Costa</td>
<td>1</td>
</tr>
<tr>
<td>Piedmont</td>
<td>Alameda</td>
<td>1</td>
</tr>
<tr>
<td>Pinole</td>
<td>Contra Costa</td>
<td>1</td>
</tr>
<tr>
<td>Pittsburg</td>
<td>Contra Costa</td>
<td>1</td>
</tr>
<tr>
<td>Rancho Cordova</td>
<td>Sacramento</td>
<td>1</td>
</tr>
<tr>
<td>San Carlos</td>
<td>San Mateo</td>
<td>1</td>
</tr>
<tr>
<td>San Pablo</td>
<td>Contra Costa</td>
<td>1</td>
</tr>
<tr>
<td>Santa Clara</td>
<td>Santa Clara</td>
<td>1</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>Sonoma</td>
<td>1</td>
</tr>
<tr>
<td>Vacaville</td>
<td>Solano</td>
<td>1</td>
</tr>
<tr>
<td>West Sacramento</td>
<td>Yolo</td>
<td>1</td>
</tr>
<tr>
<td>Woodside</td>
<td>San Mateo</td>
<td>1</td>
</tr>
</tbody>
</table>
Appendix C – TMASF Connects Survey Instrument
1. What is the City of your home residence? ________________________________________________________

2. Have you changed your regular pattern of commuting to work in the past 2 years (including if you moved your home or work location)? _____ Yes  _____ No

3. What time do you typically arrive at work? ________AM / PM (Please round to nearest half-hour)

4. What time do you typically leave work for home? ________AM / PM (Please round to nearest half-hour)

5. **Primary Commute Mode**

   How do you usually travel to work? **Please check one box only and indicate how you travel for the LONGEST portion of your commute.**

   - □ Public Transportation
     - □ BART Train
     - □ MUNI (SF) Bus or Light Rail
     - □ AC Transit (Local/Transbay Bus)
     - □ Caltrain
     - □ SamTrans Bus
     - □ Golden Gate Transit (Bus)
     - □ Golden Gate Transit (Ferry)
     - □ Alameda/Oakland/Vallejo Ferry
     - □ Other public transit (describe)
     - □ Drive Alone, gas powered vehicle
     - □ Drive Alone, hybrid/electric/alternative fuel vehicle
     - □ Carpool (same people everyday)
     - □ Casual Carpool (whoever picks me up/I pick up)
     - □ Vanpool
     - □ Car sharing service
     - □ Walk
     - □ Bicycle
     - □ Motorcycle/scooter
     - □ Work at home/telecommute
     - □ Employer or other shuttle service
     - □ Other (describe)

6. Public Transportation Users

   Do you transfer to another type of public transportation that ultimately brings you into the City? If Yes, please specify:

   - □ BART
   - □ MUNI Bus or Light Rail
   - □ Employer Shuttle
   - □ Other (please specify) ______________________________________________________________________
   - □ No, I do not transfer to another public transportation system

7. After arriving in the City per Question #6 above, how do you then travel to your office? **Please check all that apply:**

   - □ Walk ______ blocks
   - □ Bicycle/scooter ______ blocks
   - □ Carpool / Vanpool
   - □ Employer/other shuttle
   - □ Car sharing service
   - □ Taxi
   - □ BART Train
   - □ MUNI (SF) Bus or Light Rail
   - □ Other (describe): ____________________
Riders and Drivers of Carpools and Vanpools

8. If you carpool or vanpool, how many people (including yourself) are usually in the vehicle? ________ □ N/A (skip to 10)

9. If you drive to work, where do you usually park? □ N/A (skip to 10)
   □ In this Building □ On-street ____ blocks from my office
   □ Special vanpool or carpool parking area □ Other parking lot or garage
   ____ blocks from my office ______ blocks from my office

Driving Alone to Work

10. If you regularly drive alone, is it because your job requires you to have access to a vehicle? □ Yes □ No □ N/A

Commuter Information Services

11. Before you begin your morning or evening commute, do you check transit or traffic conditions? (Check all that apply)
   □ yes, on the computer □ yes, on the radio □ yes, on TV □ yes, by phone/handheld
   □ yes, I check someplace else (please describe):__________________________ □ no, I do not check

12. If yes, does that information influence a change in the way you commute? □ Yes □ No □ N/A
   If yes, please explain: __________________________________________________________

Building/Employer/TMASF Connects Services

13. Information on public transit routes and schedule information (check all that apply)
   □ is available through the building management or my employer.
   □ has influenced a change in my commute behavior. □ I would like to see offered in my office or building.

14. Information on 511 Carpool/Vanpool/Bike Buddy matching services (check all that apply)
   □ is available through the building management or my employer.
   □ has influenced a change in my commute behavior. □ I would like to see offered in my office or building.

15. TMASF Connects hosts many Commuter Events. Please indicate your experience with these events (check all that apply)
   □ They are available through the building management or my employer.
   □ They have influenced a change in my commute behavior. □ I am not aware, but would like to see these events
   offered in my office or building.
   □ I am not aware, but would not be interested in these events

16. The TMASF provides commute assistance resources to this building. These services are available to employees in the
building. Please indicate which services you are aware of:
   □ TMASFConnects.org website □ Radio or other media campaigns □ Other services (please specify)
   □ Breaking News Alerts and Advisories □ TMASF Connects events (held or sponsored)__________________________
17. Please indicate which TMASF services and resources you have used:

☐ TMASFConnects.org website  ☐ Radio or other media campaigns  ☐ Other services (please specify)

☐ Breaking News Alerts and Advisories  ☐ TMASF Connects events (held or sponsored)  ________________________________

18. Please indicate which of these special commute event days you have attended or participated in before:

☐ AC Transit Rise Above it All  ☐ BART Blue Sky  ☐ Bike to Work Day  ☐ Spare the Air Day

☐ TMASF Connects Commuter Festival  ☐ Walk to Work Day  ☐ Other ________________________________

Please answer the following questions to help TMASF Connects better understand what issues are of importance to commuters. Thank you.

19. Describe any other commute assistance services that influence your decisions about how to travel to work:

____________________________________________________________________________________________

20. What is your single largest commute problem (if any)?

____________________________________________________________________________________________

21. If there was one thing you could change to make your commute better, what would that be?

____________________________________________________________________________________________

22. Have you used a carsharing service such as Zip Car or City Carshare?  ☐ Yes  ☐ No

23. Are you interested in learning more about carsharing programs in SF?  ☐ Yes  ☐ No

About You

24. What is your job classification?

☐ Executive/Managerial  ☐ Clerical  ☐ Sales

☐ Professional/Technical  ☐ Other (describe) ________________

25. What is your age range?

☐ Under 18  ☐ 18-24  ☐ 25-34

☐ 35-44  ☐ 45-54  ☐ 55+
Pre-survey member correspondence

1/11/13

The TMASF staff, directors and I are looking forward to offering our members a robust year of program services. During 2013, TMASF Connects will launch our new website, conduct a commuter behavior survey, implement new program materials and events and convene our members for an association-wide meeting.

Between now and March 2013, we will be conducting two legally required events on behalf of compliance reporting for our members. We will convene our members for an association-wide meeting and conduct a survey to assess commuter behavior patterns. Both of these activities are required by City and County of San Francisco (CCSF) Planning Department.

The commuter behavior survey effort is a requirement for City Planning compliance and to demonstrate TMASF Connects association meeting of US Green Building Council LEED certification standards. During the survey period between January and March, we are not allowed to promote commute options or TMASF Connects services. We will continue to provide traffic and breaking news alerts, but campaigns, contests, events and promotional materials are suspended until after we have collected all surveys.

2013 TMASF Connects Commuter Behavior Survey

Our first order of business for 2013 is to conduct our TMASF Connects Behavior Survey. The administration of the survey requires close coordination between our office and yours. Although we have not finalized the survey schedule yet, the preliminary steps need to be accomplished. The first step will be to gather information needed to define the random sample size for each member property.

The five question survey needs to be completed by each property manager. The purpose of this exercise is to ascertain number of businesses residing in each member building, estimated number of people working at the member building site and the number of occupied floors. Using this information, our survey consultant will determine the number of surveys that each building must administer.

For example, a building with 25 tenants, estimated 2000 workers would be required to administer 20 surveys (1%) following a prescribed random sample protocol.

We expect final comments from our survey consultant by Monday January 14th. We will then send the link to the Survey Monkey questionnaire to our members. We need to have member
responses by February 18th. We will then develop a survey package for each of the survey participants.

Based on our current membership size, we estimate that we will administer between 600 and 750 surveys during February 2013.

We appreciate the work that is required for this effort and thank you in advance for your help. This survey is the key compliance measurement for both your permits and LEED certification. We will work very hard to make this effort as painless as possible.

2013 Annual Membership Meeting

We will host our membership-wide meeting on Thursday February 7th at 3:00pm. Updates about City Planning, transportation and association matters will be presented. The meeting is a requirement of membership and representation by each member building is required. The meeting will be followed by reception in the TMASF Connects office.

During the meeting on February 7th, we will provide an overview of planned programs and services for 2013.

1/23/13

TMASF Connects is approaching our legal deadline to begin administering the 2013 Commuter Behavior Survey. As such, we need to determine an appropriate random sample size in order to produce survey documents for each member building. We need to begin this process shortly and this is our final request for you to complete the four-question pre-survey. To take the pre-survey, please click here. Participation is required, as are all questions on the survey.

Thank you to those whom have completed the survey already. Those whom did so before the end of last week are all eligible to win one of two $100 Visa cards or one of ten $50 Visa cards for their building. We will be drawing the winners shortly.

To those whom have not yet completed the survey, we will begin making phone calls shortly. You will still have the option to take the survey online until all required information is collected.

Again, please click here to take the four-question pre-survey for the TMASF Connects 2013 Commuter Behavior Survey. Please let us know if you have any questions. Thank you.
Advisories issued in 2013
Critical Mass – Friday, January 25th

As is custom on every last Friday of the month, the Critical Mass bicycle ride will begin at 5:30pm on Friday, January 25th, 2013 at Justin Herman Plaza, then go West on Market Street on an unknown route.

Please use precaution and allow extra time if you plan to travel to and from downtown. There will be heavy traffic in the area. MUNI customers are encouraged to use the Metro subway during this time.

For more information on Critical Mass:

SFCriticalMass.org
SFMTA – Critical Mass

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit www.tmasfconnects.org

January 25, 2013
## PRESIDENTS DAY HOLIDAY PUBLIC TRANSIT SCHEDULES

The following is a summary of the local major transit agencies’ operating schedules for this upcoming Presidents Day (Observed), **Monday, February 18, 2013**.

<table>
<thead>
<tr>
<th>Service Provider</th>
<th>Service Notes</th>
<th>More Info</th>
</tr>
</thead>
<tbody>
<tr>
<td>BART</td>
<td>Operates Saturday schedule</td>
<td><a href="#">Click here</a></td>
</tr>
<tr>
<td>MUNI</td>
<td>Operates Saturday schedule</td>
<td><a href="#">Click here</a></td>
</tr>
<tr>
<td>AC Transit</td>
<td>Operates Saturday schedule</td>
<td><a href="#">Click here</a></td>
</tr>
<tr>
<td>Golden Gate Bus &amp; Ferry</td>
<td>Operating Holiday schedule</td>
<td><a href="#">Click here</a></td>
</tr>
<tr>
<td><strong>San Francisco Bay Ferries</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alameda Harbor Bay – SF</td>
<td>Regular weekday service</td>
<td><a href="#">Click here</a></td>
</tr>
<tr>
<td>Alameda Main – Street – SF</td>
<td>NO SERVICE</td>
<td></td>
</tr>
<tr>
<td>Oakland/Jack London – SF</td>
<td>NO SERVICE</td>
<td></td>
</tr>
<tr>
<td>Vallejo- SF Ferry Bldg</td>
<td>Weekend service</td>
<td></td>
</tr>
</tbody>
</table>

For more info on TMASF Connects, visit [www.tmasfconnects.org](http://www.tmasfconnects.org)

February 14, 2013
<table>
<thead>
<tr>
<th>Service</th>
<th>Service Type</th>
<th>Link</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caltrain</td>
<td>Modified Service</td>
<td>[Click here]</td>
</tr>
<tr>
<td>SamTrans</td>
<td>Regular Weekday service</td>
<td>[Click here]</td>
</tr>
<tr>
<td>WESTCAT Lynx</td>
<td>NO TRANSBAY SERVICE</td>
<td>[Click here]</td>
</tr>
</tbody>
</table>

All of these service providers are linked on our website, [www.tmasfconnects.org](http://www.tmasfconnects.org).

If you have any additional questions regarding public transportation holiday schedules for the Presidents Day holiday, please let the TMASF Connects staff know and we will assist you as best we can.

Thank you to all of our member building tenants, and have a Happy Presidents Day Weekend.

---

*For more info on TMASF Connects, visit [www.tmasfconnects.org](http://www.tmasfconnects.org)*

*February 14, 2013*
Southwest Airlines
Chinese New Year Festival & Parade

Saturday, February 23rd, 2013. Parade begins @ 5:15 p.m.

Street Closures begin @ 4 p.m.

Parade Route Information
Southwest Airlines will be sponsoring the Chinese New Year Parade, on Saturday, February 23rd, 2013 beginning @ Second and Market Streets. The parade proceeds West on Market to Kearny, then North on Kearny to Post, then West on Post to Powell, and then North on Powell to Sutter, then East on Sutter back to Kearny to Columbus Ave, where the parade will disperse.

Street Closure Information
Market Street between Second and Fremont Streets and Second Street between Market and Mission Streets will be closed beginning at 4 p.m. to accommodate the parade staging area. Market Street cross traffic will be allowed until 5 p.m. Streets along the route will close to traffic beginning at 5 p.m. and will reopen once the parade has passed and the route has been cleaned.

- For more info, visit the parade’s official website at www.chineseparade.com.
- For up-to-date information on MUNI reroutes, visit www.sfmta.org.
- For more info on TMASF Connects, visit www.tmasfconnects.org or m.tmasfconnects.org
Critical Mass – Friday, February 22nd

As is custom on every last Friday of the month, the Critical Mass bicycle ride will begin at 5:30pm on Friday, February 22nd, 2013 at Justin Herman Plaza, then go West on Market Street on an unknown route.

Please use precaution and allow extra time if you plan to travel to and from downtown. There will be heavy traffic in the area. MUNI customers are encouraged to use the Metro subway during this time.

For more information on Critical Mass:

SFCriticalMass.org

SFMTA – Critical Mass

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit www.tmasfconnects.org

February 22, 2013
Lighting Ceremony on the Bay Bridge

Tuesday, March 5th, 8:30PM (lights on at 9)

Possible traffic delays along The Embarcadero

The Bay Lights Grand Lighting ceremony will begin Tuesday, March 5th at 8:30pm. The lights will officially go on at 9pm. This is the beginning of the year-long celebration leading up to the opening of the new Bay Bridge East Span, occurring Labor Day weekend this year. The lights will be on every night from dusk until 2am for the next two years.

Bay Area locations with ideal views of the Bay Bridge are likely to experience a congestion of pedestrians, and possibly motor traffic, during the times leading up to, during and immediately after the ceremony. In San Francisco, restaurants, hotels and viewing spots along The Embarcadero and the Ferry Building are expected to experience heavy pedestrian traffic, and heavy motor traffic along the Embarcadero roadway. The Embarcadero BART and MUNI stations will likely experience heavy passenger loads as well.

To find out more about The Bay Lights Grand Lighting ceremony and the overall project, visit the official Bay Lights website. For additional information, please visit the following sources:

   SFGate – Bay Lights to shine at Tuesday’s kickoff

   SFist – Where to Watch the Bay Lights

For more info on TMASF Connects, visit www.tmasfconnects.org

March 4, 2013
Sunday Streets - Embarcadero

Sunday, March 10th, 11am – 4pm

Northbound traffic along The Embarcadero will be closed

This Sunday, March 10th, much of The Embarcadero will be closed to northbound traffic due to Sunday Streets. Northbound traffic extending from AT&T Park to Pier 39 will be closed to motor vehicles from 11am to 4pm. While this event is taking place over the weekend, please take precaution if you plan to be working or visiting in the area on Sunday.

To find out more about Sunday Streets along The Embarcadero, click here. To view a map of street closure and traffic reroute information, please see the official Sunday Streets Embarcadero map attached to this Advisory. Please let the TMASF Connects staff know if you have any questions. Thank you.

For more info on TMASF Connects, visit www.tmasfconnects.org

March 7, 2013
Information for this weekend’s
St. Patrick’s Day Parade & Festival

St. Patrick’s Day Parade
Saturday March 16th, 10:30am-4:30pm, Market Street

Parade commences on 2nd and Market Streets at 11:30am. Parade route will run down Market Street. Parade will end in front of City Hall. Market Street will be closed from 2nd Street to McAllister, from 10:30am to 4:30pm or until the route is clear. Please be aware of additional off-Market closures if you plan to drive in the area.

St. Patrick’s Day Festival
Saturday March 16th, 11am-5pm, Civic Center Plaza

Festival will be held in front of City Hall at the Civic Center Plaza. McAllister Street between Larkin and Polk will be closed. Please be aware of additional street closures if you plan to drive in the area.

Possible MUNI lines affected: F, 2, 5, 6, 8, 8X, 9, 10, 12, 19, 21, 27, 30, 31, 38, 38L, 45, 71

For more info on TMASF Connects, visit www.tmasfconnects.org

March 15, 2013
Bikes on BART:
Five day pilot program
March 18th – 22nd

BART will begin the next step of their Bikes on BART project, with the second pilot program beginning Monday, March 18th and ending on Friday, March 22nd. During this period, bikes will be allowed on all trains all day, including commute hours, with some restrictions. These restrictions include no bikes allowed on the first three cars; no bikes allowed on any crowded cars; and bike owners should be aware of space for seniors and people with disabilities.

For details and more information on the second pilot program for Bikes on BART, please click here. TMASF Connects is dedicated to helping our members find the easiest, greenest solutions possible for their commutes. The Bikes on BART pilot programs are a great step in promoting biking as an alternative to driving, and a great way to get to a BART station.

For more information on TMASF Connects, visit www.tmasfconnects.org

March 15, 2013
All Electronic Tolling
on the Golden Gate Bridge
begins Wednesday, March 27th

The Golden Gate Bridge will switch entirely to all electronic tolling, beginning Wednesday, March 27th. This means there will be no toll takers accepting cash payments for motor vehicles upon entrance into San Francisco; hence there will be no stopping at the toll plaza. This change is intended to reduce traffic near the toll plaza, especially during the morning commute hours.

There will be a variety of options for paying bridge tolls at the Golden Gate Bridge once this change takes effect. For a summary of all options, and all other questions regarding these changes to the Golden Gate Bridge tolling process, please click here.

For all other questions related to the Golden Gate Bridge, please visit the official website of the Golden Gate Bridge Highway & Transportation District. For information on alternatives to driving for crossing the Golden Gate Bridge, please visit Golden Gate Ferry and Golden Gate Transit.

For more info on TMASF Connects, visit www.tmasfconnects.org

March 22, 2013
Critical Mass – Friday, March 29th

As is custom on every last Friday of the month, the Critical Mass bicycle ride will begin at 5:30pm on Friday, March 29th, 2013 at Justin Herman Plaza, then go West on Market Street on an unknown route.

Please use precaution and allow extra time if you plan to travel to and from downtown. There will be heavy traffic in the area. MUNI customers are encouraged to use the Metro subway during this time.

For more information on Critical Mass:

SFCriticalMass.org

SFMTA – Critical Mass

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit www.tmasfconnects.org

March 29, 2013
24-Hour Work & Street Closure

Beale Street between Mission and Howard Streets

April 5th – 8th

TMASF Connects has received the following alert from the Transbay Joint Powers Authority on March 25th, 2013: “A full street closure of Beale Street between Mission and Howard Streets will take place the weekend of April 5th – 8th and will require 24-hour work to install the third and final traffic bridge in the (Transbay) project area. Beale Street will close beginning Friday, April 5th at 7PM, and will be closed for the duration of the weekend, and is scheduled to reopen Monday, April 8th at 5AM.”

For reference, please see the official Construction Update from the TJPA website. For any further questions, please contact the Transbay Joint Powers Authority at 415.409.TJPA. Please also visit the official website of the Transbay Transit Center for full details.

TMASF Connects strives to deliver timely information regarding news that may affect your commute. For more info, please visit our newly designed website at www.tmasfconnects.org.

April 4, 2013
**What is Walk to Work Day?**
A fun and festive day of encouragement on **April 12, 2013** challenging San Francisco commuters to take up the most healthy, sustainable form of transportation: walking! Anyone can participate in Walk to Work Day by walking just 15 minutes as part of his/her commute to work.

**What can local retailers do?**
Become an official hub to receive posters and digital content, and based on hub sponsorship levels, listings on Walk SF's website, social media pages, emails, press release(s) and wrap-up materials. Logo inclusion on website, posters and Employer toolkits, and Hub site highlight as press conference/media event location also available.

Support this year’s **Walk to Work Day** by creating an in-store program at one of the following three levels, or inquire about corporate sponsorships ranging from $500 to $10,000:

**Sidewalk Hero “Hub” Sponsorship**
- Promote event with POP/storefront displays, and highlight Walk to Work Day offer on sponsor’s website, Facebook page, Twitter page, and/or in emails;
- Provide space for two Walk SF staff/volunteers to table and promote Walk to Work Day either in-store or on sidewalk fronting store;
- Offer a free drink, food or other item to first 150 Walk to Work Day participants, or while supplies last from 7 to 10 a.m.—one per customer that mentions “Walk to Work Day;” or
- Offer a 50% discount on a selected drink, food or other item to first 150 Walk to Work Day participants, or while supplies last from 7 to 10 a.m.—one per customer that mentions “Walk to Work Day.”

*(Hero “Hub” sponsors receive two in-store 11 x 17 posters and digital content; listings as a “Hub” station on Walk SF website, Facebook and Twitter pages, weekly emails, press release and in wrap-up materials, and also have logo placement on Walk SF website, image placement on Facebook, inclusion in posters* and Employer Toolkits, and may be designated to be highlighted for press interviews or media events) *Poster inclusion requires Sidewalk Hero “Hub” Sponsorship commitment by 2/10/13.

**Block Leader Sponsorship**
- Promote event with POP/storefront displays, and highlight Walk to Work Day offer on sponsor’s website, Facebook page, Twitter page, and/or in emails;
- Offer a free drink, food or other item to the first 50 Walk to Work Day participants, or while supplies last from 7 to 10 a.m.—one per customer that mentions “Walk to Work Day;” or
- Offer a 15 – 50% discount on a selected drink, food or other item to first 50 Walk to Work Day participants, or while supplies last from 7 to 10 a.m.—one per customer that mentions “Walk to Work Day.”

*(Block Leader sponsors receive two in-store 11 x 17 posters and digital content; listing on Walk SF website, Facebook and Twitter pages, weekly emails, press release and in wrap-up materials)*

**Basic Sponsorship**
- Promote event with POP/storefront displays, on sponsor’s website, Facebook page, Twitter page and/or in emails.

*(Basic sponsors will receive an in-store 11 x 17 poster and digital content)*
What is Walk to Work Day?
As a vehicle for raising awareness about personal choices, Walk to Work Day focuses on personal action, physical and mental well-being benefits and social interaction. The event’s short-term goal is to educate commuters that they can participate in an easy, fun, healthy, and more sustainable activity, as part of their daily routine.

The event’s long-term goal is to increase walking, the greenest form of transportation. By creating a strong, local voice for pedestrian advocacy, commuters and the community at large, engaged Walk to Work Day participants can help make San Francisco’s streets safer and improve neighborhoods throughout the city to be more walkable and livable.

- Every day in San Francisco, nearly three people are struck by cars – around 900 a year.
- In 2012, 19 pedestrians were hit and killed by cars in the city.
- There are currently 200 intersections in the city where pedestrians can’t cross.

How Do I Get More Information?
Walk San Francisco is the organizer for Walk to Work Day. For corporate sponsorship opportunities, contact Natalie Burdick at 415.431.9255, x104; for media inquiries contact Elizabeth Stampe at 415.431.9255, x103.

Walk to Work Day 2012 Media Results

- SF Weekly: Walk to Work Tomorrow and Win Prizes
- Examiner: Friday is National Walk to Work Day
- Streetsblog: Walk SF Wants to Hear All About Your Walk to Work Day
- SF Appeal: Appealing Events: Walk to Work Friday (And Win!)Appealing Events: Walk to Work Friday (And Win!)
- Examiner: Week's End Walks in San Francisco and Beyond
Critical Mass – Friday, April 26th

As is custom on every last Friday of the month, the Critical Mass bicycle ride will begin at 5:30pm on Friday, April 26th, 2013 at Justin Herman Plaza, then go West on Market Street on an unknown route.

Please use precaution and allow extra time if you plan to travel to and from downtown. There will be heavy traffic in the area. MUNI customers are encouraged to use the Metro subway during this time.

For more information on Critical Mass:

SFCriticalMass.org

SFMTA – Critical Mass

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit www.tmasfconnects.org

April 26, 2013
possible traffic disruptions for may 1, 2013

tmasf connects would like to let our members know that, while nothing official has been released yet from any agency, there have been several rumors and unofficial reports of possible protest activity on wednesday, may 1st ("may day") that could possibly affect the evening commutes in downtown san francisco. there are unofficial reports that a rally will be held at polk and mcallister beginning at 12pm, followed by a march from there, down market street and ending at justin herman plaza. there are also unofficial reports that another march beginning and ending in the same locations will begin at 4pm.

please take precaution if you plan to travel through or near these areas on wednesday afternoon and evening. please remember to keep up to date on local news reports and traffic conditions. tmasf connects will do its best to report on any official updates that may drastically affect the evening commute. below are some suggested news sources to help you make informed and appropriate travel arrangements.

ktru
kcbs
kgo
nbc bay area
kron 4

for more info on tmasf connects, visit www.tmasfconnects.org

april 30, 2013
OVERNIGHT NORTHBOUND HWY 1 CLOSURES

Beginning Tuesday, May 14 from 12:01 a.m. to 4:00 a.m.

Beginning at 12:01 a.m. on Tuesday, May 14, there will be overnight closures of Northbound Highway 1 at Lake Street.

Planned Closure Hours:
- Monday – Thursday: 12:01 a.m. – 4:00 a.m.
- Friday and Saturday: 1:00 a.m. – 5:00 a.m.

This work is expected to continue nightly for approximately 3 weeks.

This ramp closure is necessary for crews to remove the old High Viaduct and make room for construction of the new bridge.

Closure times were selected due to the low volume of traffic.

The official detour route was selected because it is able to carry a high volume of traffic and uses relatively flat streets. The signed detour must be accessible to all vehicles, including large trucks, motor homes, etc. Most people will choose their alternate route based on what is most convenient for their trip.

All dates are subject to change due to weather and unforeseen conditions. Please visit www.PresidioParkway.org for up-to-date information.
ABOUT THE DOYLE DRIVE REPLACEMENT PROJECT

The replacement of Doyle Drive with the Presidio Parkway is a collaborative effort led by the California Department of Transportation, the San Francisco County Transportation Authority, and the Federal Highway Administration.

Doyle Drive was structurally and seismically deficient at the start of construction and is being replaced. The Presidio Parkway is based on a world-class design that will improve the seismic, structural and traffic safety of the roadway, and will compliment its setting in a National Park.

HIGHLIGHTS OF THE NEW DESIGN INCLUDE:

- A parkway with two sets of short tunnels, a wide landscaped median, traffic calming transitions to city streets and the inclusion of safety shoulders
- A spectacular regional gateway that respects the natural contours of the surrounding area and complements the unique environment of San Francisco and the Presidio, a national park
- New direct access to the Presidio and enhanced views
- A more centralized location for transit connections
- Enhanced pedestrian connections within the Presidio to the Main Post, Crissy Marsh, the National Cemetery and historic batteries
- Reduced light and noise intrusion at Crissy Field

CONSTRUCTION OVERVIEW

Construction of the Doyle Drive replacement, the Presidio Parkway, began in December 2009, more than a year ahead of schedule, due to $122 million from the American Recovery and Reinvestment Act of 2009.

Major construction of the new roadway is planned in two major phases in order to keep traffic flowing during the replacement. Seismic safety was achieved in April 2012 after the completion of the first phase when traffic was transferred onto a temporary bypass.

The second phase of construction is expected to be complete in 2015 and will be followed by an extensive landscaping program. An ongoing series of advisories will update the public on what to expect as work progresses.

RECEIVE THE MOST UP-TO-DATE INFORMATION!

www.PresidioParkway.org
PresidioParkway
info@presidioparkway.org
(415) 295-4636

Call 511 | 511.org
Bay to Breakers

Sunday, May 19th, 2013

Route and Street Closure information

The 102nd Annual Bay to Breakers 12k race will be held on Sunday, May 19th. The Start Area will be stationed at the Hyatt Regency, near the intersection of Market and Spear. The race will begin at 7am at the Start Line in the South of Market area (Howard and Main), and will end near Ocean Beach (Great Highway and Martin Luther King, Jr. Drive). The table below is a list of street closures in the downtown area that may affect access to TMASF Connects member buildings (table continues onto next page):

<table>
<thead>
<tr>
<th>Street</th>
<th>From</th>
<th>To</th>
<th>Closed From</th>
<th>Closed Until</th>
</tr>
</thead>
<tbody>
<tr>
<td>Howard</td>
<td>Embarcadero</td>
<td>Beale</td>
<td>5/18/13 7PM</td>
<td>5/19/13 11AM</td>
</tr>
<tr>
<td>Main</td>
<td>Mission</td>
<td>Folsom</td>
<td>5/18/13 7PM</td>
<td>5/19/13 4PM</td>
</tr>
<tr>
<td>Spear</td>
<td>Mission</td>
<td>Folsom</td>
<td>5/18/13 7PM</td>
<td>5/19/13 11AM</td>
</tr>
<tr>
<td>Steuart</td>
<td>Mission</td>
<td>southerly terminus</td>
<td>5/18/13 7PM</td>
<td>5/19/13 11AM</td>
</tr>
<tr>
<td>Howard</td>
<td>Beale</td>
<td>3rd Street</td>
<td>5/19/13 3AM</td>
<td>5/19/13 10AM</td>
</tr>
<tr>
<td>Beale</td>
<td>Mission</td>
<td>Folsom</td>
<td>5/19/13 3AM</td>
<td>5/19/13 10AM</td>
</tr>
<tr>
<td>Fremont</td>
<td>Mission</td>
<td>Folsom</td>
<td>5/19/13 3AM</td>
<td>5/19/13 10AM</td>
</tr>
<tr>
<td>1st Street</td>
<td>Market</td>
<td>Folsom</td>
<td>5/19/13 3AM</td>
<td>5/19/13 10AM</td>
</tr>
</tbody>
</table>

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit www.tmasfconnects.org

May 16, 2013
Multiple public transit agencies in the Bay Area will be offering earlier, extra service to accommodate Bay to Breakers participants. The following is a summary of increased transit service for Sunday:

**BART** – All stations will open early with service starting at approximately **5AM** on **Sunday, May 19th**. Trains running before 8AM will run at 20-minute intervals.

Due to large crowds expected at the Embarcadero and Montgomery stations, BART advises the following: passengers arriving to San Francisco from the East Bay directions are encouraged to exit at Embarcadero, while passengers arriving from the Peninsula direction are encouraged to exit at Montgomery. Clipper cards are also encouraged as a payment method, due to expected long lines at ticket machines. For more information on special BART service for Bay to Breakers, please [click here](http://www.tmasfconnects.org).

**Caltrain** – Caltrain will operate four special north-bound trains to San Francisco. Trains will depart approximately **between 5:20am and 5:30am from the San Jose Diridon**, 

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit [www.tmasfconnects.org](http://www.tmasfconnects.org)

May 16, 2013
(BAY TO BREAKERS CONTINUED)

Santa Clara and Palo Alto stations. After the race, three express trains to San Carlos will depart San Francisco at 1:10pm, 2:10pm and 3:10pm. The trains will then make all regular local weekend stops to San Jose Diridon. For more information on special Caltrain service for Bay to Breakers, please click here.

Golden Gate Ferry – Round-trip ferries destined for San Francisco will depart from the Larkspur terminal beginning at 5:30am. For more information on special Golden Gate Ferry service for Bay to Breakers, please click here.

San Francisco Bay Ferry – Special morning service destined for San Francisco will depart from the following terminals: Vallejo at 5:30am, arrives in SF at 6:30am; Oakland Jack London Square at 5:45am, arrives in SF at 6:25am; Alameda Main Street at 6am, arrives in SF at 6:25am. For more information on special San Francisco Bay Ferry service for Bay to Breakers, please click here.

There will also be multiple special shuttles operated by both Bauer’s Intelligent Transportation and San Francisco Municipal Transportation Agency (MUNI). For more information on these shuttles and all other transportation options, please visit the Transportation & Parking page of the official Bay to Breakers website.

For complete details on ALL street closures, route information and more, please visit the official Bay to Breakers website.

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit www.tmasfconnects.org

May 16, 2013
(BAY TO BREAKERS CONTINUED)

RESOURCES

Bay to Breakers
BART
Caltrain
Golden Gate Ferry
San Francisco Bay Ferry
511.org
SFMTA
KRON 4
San Francisco Examiner
San Francisco Bay Guardian
SF Weekly
KFOG
KGO Radio

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit www.tmasfconnects.org

May 16, 2013
Amgen Tour of California

Sunday, May 19th

Stage 8 of the 2013 Amgen Tour of California cycling race will begin at approximately 8:15am at Marina Green (the intersection of Scott Street and Marina Blvd). The race route will travel along Marina Blvd to Mason, onto Doyle Drive/U.S. 101 and across the Golden Gate Bridge by approximately 8:22am. From there, the race will continue along its route to the finish line in Santa Rosa.

The Golden Gate Bridge will remain open to traffic during the race, with rolling traffic breaks provided by California Highway Patrol as the race crosses the bridge. Beginning at approximately 6AM on Sunday, the roadway lanes of the Golden Gate Bridge will be reconfigured as follows:

- Two (2) SB traffic lanes OPEN
- Two (2) NB traffic lanes OPEN
- Two (2) lanes (two eastern most lanes) CLOSED to accommodate race

By approximately 9:30am, the bridge roadway will be returned to three (3) open lanes in each direction.

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit www.tmasfconnects.org

May 16, 2013
(AMGEN TOUR OF CALIFORNIA CONTINUED)

Spectators are encouraged to hike or ride their bicycles to access the Bridge sidewalks as parking is limited.

East sidewalk will OPEN ONLY TO PEDESTRIANS at sunrise. NO BICYCLES will be allowed on the east sidewalk (as is normal on a Sunday).

West sidewalk will OPEN ONLY TO BICYCLISTS at sunrise (as is normal on a Sunday).

Please click here for complete route information of Stage 8 of the 2013 Amgen Tour of California, and please click here for the complete spectator guide. For more information, please visit the official website of the 2013 Amgen Tour of California.

RESOURCES

Amgen Tour of California
NBC Sports
511.org

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit www.tmasfconnects.org

May 16, 2013
Critical Mass – Friday, May 31<sup>st</sup>

As is custom on every last Friday of the month, the Critical Mass bicycle ride will begin at 5:30pm on **Friday, May 31<sup>st</sup>, 2013** at Justin Herman Plaza, then go West on Market Street on an unknown route.

Please use precaution and allow extra time if you plan to travel to and from downtown. There will be heavy traffic in the area. MUNI customers are encouraged to use the Metro subway during this time.

For more information on Critical Mass:

SFCriticalMass.org

SFMTA – Critical Mass

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit www.tmasfconnects.org

May 31, 2013
The Wipro San Francisco Marathon

Sunday, June 16th, 2013

This Sunday, June 16th, is The Wipro San Francisco Marathon. The first race will start at 5:30am at Embarcadero and Mission Street. Below is a summary of downtown street closures and transit lines affected only (for a full description of the event’s traffic impact, please click here or go to www.thesfmarathon.com/the-race/traffic-impact):

**Third Street Detour** (7:00 a.m. to 12:30 p.m.)
Impacted between 20th and 23rd Streets. Southbound traffic should use 20th Street overpass to Pennsylvania Street to 23rd Street to Third Street. Northbound traffic should use 23rd Street to Pennsylvania Street to 20th Street to Third Street.
- Possible MUNI lines affected: F, KT, N, 22, 48, 91
- Possible Caltrain stations affected: 22nd Street, 4th and King

**Southbound Embarcadero**
- Between Broadway and Harrison (12:00 a.m. to 3:00 p.m.). Street will be closed to vehicles. Use southbound Battery Street.
- Between Harrison and Third Street (7:00 a.m. to 9:45 a.m.). Street will be closed to traffic.

**Northbound Embarcadero**
- Between Third Street and Harrison (7:00 a.m. to 9:45 a.m.). Street will be closed to traffic.
- Between Harrison and Broadway (12:00 a.m. to 3:00 p.m.). Street will be closed to traffic.
- Between Broadway to North Point (5:00 a.m. to 7:30 a.m.). Street will be closed to traffic.
  - Possible MUNI lines affected: F, J, KT, N, 1, 2, 6, 10, 14, 21, 30, 45, 31, 91, All OWL lines (K, L, M, N, T)
  - Possible Caltrain stations affected: 4th and King

These are just select closures. Please visit the official marathon website for complete information on course routes, street closures and transportation options to the event.

Visit [www.tmasfconnects.org](http://www.tmasfconnects.org) for real-time traffic conditions paired with real-time transit & paratransit options.

---

**Kimberly B. Martinson, CAE**
Executive Director

**Stuart M. Cofreth**
Program Associate

**Lina Savage**
Administrative Assistant

**Joyce Liu**
Event Coordinator

WWW.TMASFCONNECTS.ORG
**Vice President Biden’s visit to San Francisco**

*Friday, June 14th, 2013*

KGO and KPIX are reporting that Vice President Biden will be in San Francisco this afternoon for a fundraiser at a home in the Sea Cliff neighborhood. The exact address is unknown at this time.

Please see below for a list of *possible* transit disruptions during the afternoon commute, and please check your local news sources for more updates throughout the day.

**Possible MUNI lines affected:**
1, 1AX, 29, 38, 38AX, 38BX, 38L

**Other possible transit schedules affected:**
PresidiGO Shuttle - Presidio Hills

**Sources**
- KCBS
- KGO
- KTVU
- NBC Bay Area
- SF Gate
- 511.org

Visit [www.tmasfconnects.org](http://www.tmasfconnects.org) for real-time traffic conditions paired with real-time transit & paratransit options.
Monday, June 24th, 2013

July 1st: Fare increases for Muni, Golden Gate

Beginning with the July 2013 pass, prices for the Muni Adult Fast Pass and Adult Muni-only Pass will increase by $2 each. Muni passes for youth, seniors and disabled riders will increase by $1. For more information on exact increases prices on fares, as well as fees and fines, please click here or go to www.sfmta.com.

Also, beginning on July 1st, Golden Gate Transit Bus and Golden Gate Ferry regional fares will increase by 5%. For information on exact increased prices, please click here or go to www.goldengate.org.

July 1st – December 1st, 2013: Bikes on BART extended trial

Beginning on Monday, July 1st, BART will begin its next phase of testing to observe the impact of allowing bikes on board during busy commute periods. Starting July 1st, bikes will be allowed on trains, but during peak commute hours (7-9am and 4:30-6:30pm) bikes are not allowed to board the first three cars of any train to provide options for those who want to avoid bikes altogether. To read more about the next phase of Bikes on BART, please click here or visit www.bart.gov.

Note: For your information, a possible strike by BART employees is looming and may cause a disruption to service. TMASF Connects will keep you updated on the status of this BART situation as we receive official information. Thank you.

Visit www.tmasfconnects.org for real-time traffic conditions paired with real-time transit & paratransit options.
San Francisco Pride Festival and Parade:

**June 28th-30th**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Friday, June 28th</td>
<td>Trans March: Dolores Park – U.N. Plaza</td>
<td>6:45pm</td>
</tr>
<tr>
<td>Saturday, June 29th</td>
<td>Pride Festival: Civic Center Plaza</td>
<td>12-6pm</td>
</tr>
<tr>
<td>Sunday, June 30th</td>
<td>Pride Parade: Market &amp; Beale – Civic Center Plaza</td>
<td>10:30am</td>
</tr>
<tr>
<td>Sunday, June 30th</td>
<td>Pride Festival: Civic Center Plaza</td>
<td>11am-6:30pm</td>
</tr>
</tbody>
</table>

Possible MUNI lines affected: F, 2, 3, 5, 6, 8X, 8AX, 8BX, 9, 9L, 10, 12, 14, 14L, 14X, 16X, 19, 21, 22, 30, 31, 33, 38, 38L, 41, 45, 47, 49, 71, 71L, 76

This weekend is the annual San Francisco Pride Festival and Parade. Saturday and Sunday there will be a large festival in the Civic Center Plaza area, and Sunday will be the parade. The parade starts at Market and Beale, goes west on Market and ends at Market and 8th Street at Civic Center Plaza.

In addition, the annual Trans March starts on Friday evening at 6:45pm at Dolores Park, goes north on Dolores Street, turns east on Market and ends at Market and 7th Street at U.N. Plaza.

Visit [www.tmasfconnects.org](http://www.tmasfconnects.org) for real-time traffic conditions paired with transit & paratransit options

---

**Kimberly B. Martinson, CAE**
Executive Director

**Stuart M. Coltrell**
Program Associate

**Lina Savage**
Administrative Assistant

**Joyce Liu**
Event Coordinator

WWW.TMASFCONNECTS.ORG
Please check the official SF Pride and Trans March websites for full details. Please check the SFMTA website for complete information on street closures and extra bus service. Please also check the resources below for easy travel to and from the weekend’s festivities on transit:

San Francisco Pride Festival and Parade - Transit Guide

BART (please check website for updates throughout the week leading up to Pride weekend, regarding a potential strike and disruption to BART service)

Golden Gate Ferry – additional service added

Caltrain – additional service added

Visit www.tmasfconnects.org for real-time traffic conditions paired with transit & paratransit options
June 27, 2013

COMMUTE OPTIONS DURING POTENTIAL BART STRIKE

1) SERVICE PROVIDERS THAT BRING COMMUTERS INTO SAN FRANCISCO

TMASF Connects would like our members to be aware of all of their commute options, in the event of a BART strike and major disruption to BART service. The first table below is a list of alternative options for traveling to and from San Francisco among routes that BART serves.

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SERVICE AREA</th>
<th>SUPPLEMENTAL SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Muni</td>
<td>Serves within City and County of San Francisco</td>
<td>N/A</td>
</tr>
<tr>
<td>AC Transit</td>
<td>Serves within western Alameda and western Contra Costa counties; service from many East Bay areas to SF during the week, and service from limited East Bay areas to SF during the evening and weekend</td>
<td>N/A</td>
</tr>
<tr>
<td>San Francisco Bay Ferry</td>
<td>Alameda Harbor Bay, Alameda Main Street, Oakland Jack London Square, Vallejo (all serve SF during week)</td>
<td>N/A</td>
</tr>
<tr>
<td>Caltrain</td>
<td>Santa Clara, San Mateo and San Francisco counties</td>
<td>N/A</td>
</tr>
<tr>
<td>SamTrans</td>
<td>Serves within San Mateo County; service to SF during the week</td>
<td>N/A</td>
</tr>
<tr>
<td>WestCAT</td>
<td>Serves within western Contra Costa County</td>
<td>N/A</td>
</tr>
<tr>
<td>Amtrak</td>
<td>Bus service from San Francisco to East Bay train stations</td>
<td>N/A</td>
</tr>
</tbody>
</table>
## COMMUTE OPTIONS DURING POTENTIAL BART STRIKE

### 2) REGIONAL SERVICE PROVIDERS

The following table below is a list of alternative options for traveling to and from areas NOT in San Francisco among routes that BART serves.

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SERVICE AREA</th>
<th>SUPPLEMENTAL SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AC Transit</strong></td>
<td>Serves within western Alameda and western Contra Costa counties</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Caltrain</strong></td>
<td>Serves within San Mateo and Santa Clara counties</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>The County Connection</strong></td>
<td>Serves within Central Contra Costa County</td>
<td>The County Connection – possible BART strike</td>
</tr>
<tr>
<td><strong>The Dumbarton Express</strong></td>
<td>Service between Alameda and San Mateo counties, via the Dumbarton Bridge, during the week</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>SamTrans</strong></td>
<td>Serves within San Mateo County</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>SolTrans</strong></td>
<td>Serves southern Vallejo County</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Tri-Delta Transit</strong></td>
<td>Serves eastern Contra Costa County</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Union City Transit</strong></td>
<td>Serves the City of Union City</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Valley Transportation Authority</strong></td>
<td>Serves within Santa Clara County</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>WestCAT</strong></td>
<td>Serves within western Contra Costa county</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Wheels (LAVTA)</strong></td>
<td>Serves eastern Alameda County</td>
<td>N/A</td>
</tr>
</tbody>
</table>
COMMUTE OPTIONS DURING POTENTIAL BART STRIKE

For those who would prefer or need to drive during this time, the following is a summary of how to use the real-time traffic map on the TMA SF Connects website.

The Real-Time Traffic Map is located on the first slide of the homepage of the TMA SF Connects website. The map can be moved to any desired location by grabbing the mouse with the cursor. You may also move along the map using the directional arrows button in the top-left corner. You may zoom in or out using the Zoom tool also in the top-left corner.

- Color-coded sections of the road indicate the following:
  - Green indicates traffic is light
  - Yellow indicates traffic is medium heavy
  - Red indicates traffic is heavily congested

- Color-coded incident markers indicate the following:
  - Red indicates the incident is severe
  - Yellow indicates the incident is mild
  - Orange indicates an area under construction
    *The lower the severity level number, the more severe the incident is.

By clicking on an incident marker, you will find details about the incident including location, severity level, description, transit/paratransit options within the immediate area of the incident (if applicable), and a built-in trip planner.

- Below the map, there are options to display nearby Park & Ride Lots (blue markers), Paratransit Information (pink markers) and Casual Carpool pick-up locations (purple markers). These options can be toggled on and off for personal preference.

- The “Map Tutorial Video” can be viewed by clicking on the link for it in the top-right corner.
The following an official notice from BART, regarding parking and parking permits at BART stations during a potential BART strike: “BART and its Unions are actively negotiating and are hoping for a successful resolution to its contract negotiations. If, however, for some unfortunate reason that there is a work stoppage, we want to assure our customers that we would refund the cost of the permits purchased for the times that BART was not offering service.

Also, parking in our lots will be open regardless of a work stoppage. Although you have a permit, you may not get a space as you usually would. So talk to your co-workers and neighbors and see if you can create an alternative to get to where you need to be. Call 511 for rideshare information between 8 am and 6 pm, or go on-line to 511.org and find rideshare matches and services.

As you may have heard, our Union employees have authorized their leadership to call a strike if need be. This is a routine action taken during every negotiation. It does not mean they will, only that they can. Go to www.bartlabornews.com for more information.”

Resources during potential BART strike: RIDESHARE, PARKING, BIKING, SHORT-TERM CAR RENTAL, TAXIS, AND AIRPORTS

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SERVICE AREA</th>
<th>SUPPLEMENTAL SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>511 Rideshare</td>
<td>San Francisco Bay Area</td>
<td>N/A</td>
</tr>
<tr>
<td>511 Parking</td>
<td>San Francisco Bay Area</td>
<td>N/A</td>
</tr>
<tr>
<td>511 Bicycling</td>
<td>San Francisco Bay Area</td>
<td>N/A</td>
</tr>
<tr>
<td>City CarShare (short-term car rental)</td>
<td>Various pods throughout San Francisco and the East Bay</td>
<td>N/A</td>
</tr>
<tr>
<td>Zipcar (short-term car rental)</td>
<td>Various pods throughout San Francisco, the East Bay and the South Bay</td>
<td>N/A</td>
</tr>
<tr>
<td>SFMTA - Taxi</td>
<td>City and County of San Francisco</td>
<td>N/A</td>
</tr>
<tr>
<td>Getting to SFO</td>
<td>San Francisco Bay Area</td>
<td>N/A</td>
</tr>
<tr>
<td>Getting to OAK</td>
<td>San Francisco Bay Area</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Commute Options During BART Strike: Update One
Page 1 of 6

We are providing members with an update of the options available to commuters impacted by the BART Strike. This writing reflects the current status of options that were available for the morning commute today and are expected to be in effect for the evening commute. We will be sending an afternoon update following the next regional planning meeting decisions.

**BART** – There is currently no BART train service system-wide. BART will continue to operate limited charter bus service from El Cerrito Del Norte, Walnut Creek, Dublin/Pleasanton and Fremont BART stations, from 5-9am during the strike. These charter buses will transport passengers to the West Oakland BART station where they will transfer to a San Francisco-bound bus, which will terminate on Fremont Street between Folsom and Howard Streets near the Transbay Terminal.

BART will also continue to operate limited charter bus service from Howard Streets between Fremont and Beale Streets in San Francisco, to the West Oakland BART station, from 3-7pm. Passengers will then transfer to one of four charter buses destined for El Cerrito Del Norte, Walnut Creek, Dublin/Pleasanton and Fremont BART stations. **Roundtrip passes and parking at BART stations are free, but passes are first-come, first-serve. Be sure to receive your pass in the morning and keep it for the evening commute.** (See Page 3 for more information)

**AC Transit** - AC Transit is operating its regular service. Additional buses on the Transbay lines are being provided, depending on bus and operator availability. Buses are expected to be at full capacity, and lines to board may be longer than usual. Please continue to monitor local news for any possible impacts to the AC Transit system. A strike was authorized last week, however, there has been no formal notice given to the public about a service disruption. (See Page 3 for more information)

**San Francisco Bay Ferry** – San Francisco Bay Ferry is providing additional ferry service to San Francisco from the Oakland Jack London Square, Alameda Main Street, Alameda Harbor Bay and Vallejo terminals. Boats are expected to be at full capacity, and lines to board may be longer than usual. (See Page 3 for more information)
July 1, 2013 - Noon

Commut... During BART Strike: Update One
Page 2 of 6

**Caltrain/SamTrans** – Caltrain advises commuters to use other alternatives since Caltrain trains are already at full capacity. SamTrans will operate a temporary, free shuttle from stops near the Daly City and Colma BART stations to downtown San Francisco, between 6-9am and 3-7pm. (See Page 3 for more information)

**Muni**: SFMTA has increased service along lines that parallel those of BART lines within San Francisco, including the 14-Mission, 49-Mission-Van Ness, J-Church and N-Judah lines during the strike. (See Page 3 for more information)

**Driving**: Traffic is heavily congested in the Bay Area during this period. Caltrans has declared that all HOV (High Occupancy Vehicle) lanes along I-80 and at the Bay Bridge toll plazas will be extended from 5am-7pm during the strike.

Carpooling and casual carpool are highly suggested to motorists during this period. Parking lots and garages are expected to be full and prices are expected to be high during the strike. If you plan to drive, please be mindful of additional bicyclists and pedestrians on the roads during the strike. (See Page 3 for more information)
July 1, 2013 - Noon

Commute Options During BART Strike: Update One
Page 3 of 6

1) SERVICE PROVIDERS THAT BRING COMMUTERS INTO SAN FRANCISCO

TMASF Connects would like our members to be aware of all of their commute options, in the event of a BART strike and major disruption to BART service. The first table below is a list of alternative options for traveling to and from San Francisco among routes that BART serves.

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SERVICE AREA</th>
<th>SUPPLEMENTAL SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Muni</td>
<td>Serves within City and County of San Francisco</td>
<td>SFMTA mobilizes transit, traffic and parking resources for BART Strike</td>
</tr>
<tr>
<td>AC Transit</td>
<td>Serves within western Alameda and western Contra Costa counties; service from many East Bay areas to SF during the week, and service from limited East Bay areas to SF during the evening and weekend</td>
<td>No work stoppage by operators/bus service as usual</td>
</tr>
<tr>
<td>San Francisco Bay Ferry</td>
<td>Alameda Harbor Bay, Alameda Main Street, Oakland Jack London Square, Vallejo (all serve SF during week)</td>
<td>BART strike service info</td>
</tr>
<tr>
<td>Caltrain</td>
<td>Santa Clara, San Mateo and San Francisco counties</td>
<td>Caltrain service in the event of a BART strike</td>
</tr>
<tr>
<td>SamTrans</td>
<td>Serves within San Mateo County; service to SF during the week</td>
<td>SamTrans service in the end of a BART strike</td>
</tr>
<tr>
<td>WestCAT</td>
<td>Serves within western Contra Costa County</td>
<td>BART strike information</td>
</tr>
<tr>
<td>Amtrak</td>
<td>Bus service from San Francisco to East Bay train stations</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Kimberly B. Martinson, CAE
Executive Director

Stuart M. Coltrell
Program Associate

Lina Savage
Administrative Assistant

Joyce Liu
Event Coordinator
2) REGIONAL SERVICE PROVIDERS

The following table below is a list of alternative options for traveling to and from areas NOT in San Francisco among routes that BART serves.

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SERVICE AREA</th>
<th>SUPPLEMENTAL SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AC Transit</strong></td>
<td>Serves within western Alameda and western Contra Costa counties</td>
<td>No work stoppage by operators/bus service as usual</td>
</tr>
<tr>
<td><strong>Caltrain</strong></td>
<td>Serves within San Mateo and Santa Clara counties</td>
<td>Caltrain service in the event of a BART strike</td>
</tr>
<tr>
<td><strong>The County Connection</strong></td>
<td>Serves within Central Contra Costa County</td>
<td>The County Connection – possible BART strike</td>
</tr>
<tr>
<td><strong>The Dumbarton Express</strong></td>
<td>Service between Alameda and San Mateo counties, via the Dumbarton Bridge, during the week</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>SamTrans</strong></td>
<td>Serves within San Mateo County</td>
<td>SamTrans service in the event of a BART strike</td>
</tr>
<tr>
<td><strong>SolTrans</strong></td>
<td>Serves southern Vallejo County</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Tri-Delta Transit</strong></td>
<td>Serves eastern Contra Costa County</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Union City Transit</strong></td>
<td>Serves the City of Union City</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Valley Transportation Authority</strong></td>
<td>Serves within Santa Clara County</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>WestCAT</strong></td>
<td>Serves within western Contra Costa county</td>
<td>BART strike information</td>
</tr>
<tr>
<td><strong>Wheels (LAVTA)</strong></td>
<td>Serves eastern Alameda County</td>
<td>N/A</td>
</tr>
</tbody>
</table>
For those who would prefer or need to drive during this time, the following is a summary of how to use the real-time traffic map on the TMASF Connects website.

The Real-Time Traffic Map is located on the first slide of the homepage of the TMASF Connects website. The map can be moved to any desired location by grabbing the mouse with the cursor. You may also move along the map using the directional arrows button in the top-left corner. You may zoom in or out using the Zoom tool also in the top-left corner.

- Color-coded sections of the road indicate the following:
  - Green indicates traffic is light
  - Yellow indicates traffic is medium heavy
  - Red indicates traffic is heavily congested

- Color-coded incident markers indicate the following:
  - Red indicates the incident is severe
  - Yellow indicates the incident is mild
  - Orange indicates an area under construction
  *The lower the severity level number, the more severe the incident is.

By clicking on an incident marker, you will find details about the incident including location, severity level, description, transit/paratransit options within the immediate area of the incident (if applicable), and a built-in trip planner.

- Below the map, there are options to display nearby Park & Ride Lots (blue markers), Paratransit Information (pink markers) and Casual Carpool pick-up locations (purple markers). These options can be toggled on and off for personal preference.

- The “Map Tutorial Video” can be viewed by clicking on the link for it in the top-right corner.
The following is an official notice from BART, regarding parking and parking permits at BART stations during a potential BART strike: “BART and its Unions are actively negotiating and are hoping for a successful resolution to its contract negotiations. If, however, for some unfortunate reason that there is a work stoppage, we want to assure our customers that we would refund the cost of the permits purchased for the times that BART was not offering service.

Also, parking in our lots will be open regardless of a work stoppage. Although you have a permit, you may not get a space as you usually would. So talk to your co-workers and neighbors and see if you can create an alternative to get to where you need to be. Call 511 for rideshare information between 8 am and 6 pm, or go on-line to 511.org and find rideshare matches and services.

As you may have heard, our Union employees have authorized their leadership to call a strike if need be. This is a routine action taken during every negotiation. It does not mean they will, only that they can. Go to www.bartlabornews.com for more information.”

Resources during potential BART strike: RIDESHARE, PARKING, BIKING, SHORT-TERM CAR RENTAL, TAXIS, AND AIRPORTS

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SERVICE AREA</th>
<th>SUPPLEMENTAL SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>511 Rideshare</td>
<td>San Francisco Bay Area</td>
<td>N/A</td>
</tr>
<tr>
<td>511 Parking</td>
<td>San Francisco Bay Area</td>
<td>N/A</td>
</tr>
<tr>
<td>511 Bicycling</td>
<td>San Francisco Bay Area</td>
<td>N/A</td>
</tr>
<tr>
<td>City CarShare (short-term car rental)</td>
<td>Various pods throughout San Francisco and the East Bay</td>
<td>N/A</td>
</tr>
<tr>
<td>Zipcar (short-term car rental)</td>
<td>Various pods throughout San Francisco, the East Bay and the South Bay</td>
<td>N/A</td>
</tr>
<tr>
<td>SFMTA - Taxi</td>
<td>City and County of San Francisco</td>
<td>N/A</td>
</tr>
<tr>
<td>Getting to SFO</td>
<td>San Francisco Bay Area</td>
<td>N/A</td>
</tr>
<tr>
<td>Getting to OAK</td>
<td>San Francisco Bay Area</td>
<td>N/A</td>
</tr>
</tbody>
</table>
July 2, 2013

Carpooling during the BART strike

TMASF Connects would like to remind you that during the BART strike, carpooling is a great option for commuting to and from San Francisco. Initial reports from carpoolers seem to indicate that while traffic on our freeways is still very congested and lines at casual carpool pick-up spots are still longer than usual, it is still an efficient option during this time. Below are a few useful facts about carpooling in the Bay Area:

511 Rideshare – 511 Rideshare provides both carpool drivers and passengers with several useful tools such as RideMatch Services, HOV Lanes and Park & Ride Lots, parking and a savings calculator.

FasTrak - FasTrak is a tool that allows drivers to pay for bridge tolls at a later date, instead of waiting to pay cash at the toll plazas. FasTrak is required for the carpool lanes on the Bay Bridge. It is also a very useful tool for getting across the Bay Bridge and other Bay Area bridges quickly even if you are not in a carpool. Click here for a list of retail locations where you can purchase a FasTrak tag.

Casual Carpool – Casual Carpool is a public service where drivers can pick up passengers from designated pick-up locations in order to use HOV lanes during the peak commute hours. Please check the Casual Carpool section of the 511 Rideshare website for how Casual Carpool works, and please click here for a list of official Casual Carpool pick-up locations.

Please also consider consulting with your colleagues and fellow building tenants to create a carpool plan.

For real-time traffic conditions and transit/paratransit options, visit www.tmasfconnects.org
July 2, 2013

Resources during BART strike – Update Three

Below is a list of each major transit agency serving as an alternative commute option during the strike, which has had significant changes or updates to service. We will continue to inform our members as updates come in throughout the duration of the strike.

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SERVICE AREA</th>
<th>UPDATED INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BART</td>
<td>Serves San Francisco, Alameda, Contra</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Costa and San Mateo counties</td>
<td>The number of charity buses leaving from El Cerrito Del Norte, Walnut Creek, Dublin/Pleasanton and Fremont stations has increased from 18 to 36. Passengers now also park for free at West Oakland station and board buses to San Francisco from there. Information on limited charity bus service and other options</td>
</tr>
<tr>
<td>SFMTA</td>
<td>San Francisco Bay Area</td>
<td>SFMTA provided map of Casual Carpool pickup locations. Also, information about extra taxi stands. For information on taxis here.</td>
</tr>
<tr>
<td>SamTrans</td>
<td>San Mateo County</td>
<td>SamTrans shuttle from Daly City and Colma to downtown San Francisco.</td>
</tr>
<tr>
<td>Capitol Corridor</td>
<td>Northern California</td>
<td>Capitol Corridor is running trains from Santa Clara north, and from Sacramento south, and connecting with buses at stations including Emeryville Amtrak.</td>
</tr>
<tr>
<td>SolTrans</td>
<td>Solano County (Benicia and Vallejo)</td>
<td>SolTrans has contingency plans for Route 78 and Route 80 lines during the BART strike. Route 80 travels from the Vallejo Transit center to downtown San Francisco, with a stop at the El Cerrito del Norte BART station.</td>
</tr>
<tr>
<td>511 Alerts</td>
<td>San Francisco Bay Area</td>
<td>BART strike info</td>
</tr>
</tbody>
</table>

Kimberly B. Martinson, CAE  
Executive Director

Stuart M. Coltrell  
Program Associate

Lina Savage  
Administrative Assistant

Joyce Liu  
Event Coordinator

WWW.TMASFCONNECTS.ORG
Below is a list of each major transit agency serving as an alternative commute option during the strike, which has had significant changes or updates to service. We will continue to inform our members as updates come in throughout the duration of the strike.

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SERVICE AREA</th>
<th>UPDATED INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BART</td>
<td>Serves San Francisco, Alameda, Contra Costa and San Mateo counties</td>
<td>BART will continue to operate charter buses from 5 East Bay stations (El Cerrito del Norte, Walnut Creek, Dublin/Pleasanton, Fremont and West Oakland) to SF on July 4th, 2013 for the morning commute. However service will be limited. 1 bus per hour (6am, 7am, 8am), only 3 buses per station. Evening service will be limited as well, with 1 bus per hour (4pm, 5pm, 6pm) for each of the same 5 East Bay stations.</td>
</tr>
<tr>
<td>Muni</td>
<td>Serves within City and County of San Francisco</td>
<td>SFMTA will be operating on a Sunday schedule on July 4th, 2013. However extra service will be added for areas serving Independence Day Celebration destinations. Click here for more information.</td>
</tr>
<tr>
<td>AC Transit</td>
<td>Serves within western Alameda and western Contra Costa counties; service from many East Bay areas to SF during the week, and service from limited East Bay areas to SF during the evening and weekend</td>
<td>AC Transit will be running on a Sunday/Holiday schedule on July 4th, 2013.</td>
</tr>
</tbody>
</table>
Below is a list of each major transit agency serving as an alternative commute option during the strike, which has had significant changes or updates to service. We will continue to inform our members as updates come in throughout the duration of the strike.

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SERVICE AREA</th>
<th>UPDATED INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Francisco Bay Ferry</td>
<td>Alameda Harbor Bay, Alameda Main Street, Oakland Jack London Square, Vallejo (all serve SF during week)</td>
<td>San Francisco Bay Ferry will be operating <strong>Holiday service</strong> for July 4th, 2013</td>
</tr>
<tr>
<td>Caltrain</td>
<td>Santa Clara, San Mateo and San Francisco counties</td>
<td>Caltrain will be operating <strong>Sunday service</strong> for July 4th, 2013</td>
</tr>
<tr>
<td>SamTrans</td>
<td>Serves within San Mateo County; service to SF during the week</td>
<td>SamTrans will be operating <strong>Sunday service</strong> for July 4th, 2013</td>
</tr>
<tr>
<td>WestCAT</td>
<td>Serves within western Contra Costa County</td>
<td>WestCAT will be operating <strong>Holiday service</strong> for July 4th, 2013 (no Transbay service)</td>
</tr>
<tr>
<td>Golden Gate Transit Bus and Ferry</td>
<td>Serves Marin and Sonoma counties. Regular service to SF during the week, limited service to SF on weekends</td>
<td>Golden Gate Transit Bus and Ferry will be operating <strong>Holiday service</strong> on July 4th, 2013</td>
</tr>
<tr>
<td>511 Alerts</td>
<td>San Francisco Bay Area</td>
<td><strong>BART strike info</strong></td>
</tr>
</tbody>
</table>
Critical Mass – Friday, July 26th

As is custom on every last Friday of the month, the Critical Mass bicycle ride will begin at 5:30pm on Friday, July 26th, 2013 at Justin Herman Plaza, then go West on Market Street on an unknown route.

Please use precaution and allow extra time if you plan to travel to and from downtown. There will be heavy traffic in the area. MUNI customers are encouraged to use the Metro subway during this time.

For more information on Critical Mass:
SFCriticalMass.org
SFMTA – Critical Mass

For real-time traffic conditions and transit/paratransit options, visit www.tmasfconnects.org.
Major Events in San Francisco
Transit Advisory

This is a big weekend of events in San Francisco.


The following information was verified through several written publications including SF Chronicle, SF Appeal and the SFMTA website. Routes and schedules are ALWAYS subject to change – please consult www.smta.com for updates.

**Outside Lands**
Friday August 9th at noon through Sunday August 11th at 10:00 pm

Please visit Outside Lands Transit for the latest updates

As estimated 60,000 concert goes are expected to attend the Outside Lands Music Festival in Golden Gate Park from noon to 10:00 pm each day.

The private Outside Lands shuttle service will run between 11 a.m. and midnight each day from the Bill Graham Civic Auditorium to the event venue. Please visit http://sfoutsidelands.com/shuttlepass for shuttle pricing information.

**MUNI**
Muni Lines and Routes impacted include N Judah, F Fulton, 28 10th Avenue, 29 Sunset, 44 O’Shaughnessy and the 71 Haight-Noriega.

To avoid delays in reaching the concert, please purchase fares in advance. SFMTA staff will be selling tickets each day of the concert from 10:30 am to 1:30 pm at the Caltrain
Station at 4th and King Streets, and the Civic Center MUNI/BART Station. Allow extra travel time. Gates open at 11:00 am each day.

On Friday night August 9th, the Nx Judah Express will also begin EASTBOUND ONLY service from approximately 6:00 pm until the end of the concert. Boarding locations are found for the 5L Fulton Limited – Fulton at 30th Avenue and Fulton at 25th Avenue and Nx Judah from Judah and La Playa Street to Bush and Montgomery Street. Local stops until 19th Avenue and the express service to downtown.

After the concert, MUNI will offer dedicated bus service from Golden Gate Park on the 5 Fulton and 71 Haight-Noriega routes.

Boarding locations for the 5 Fulton – Fulton Street at 30th Avenue and Fulton Street at 36th Avenue. 71 Haight boards at – 36th at Lincoln Way

The last departure from these locations will be at 11 pm each night.

**Nihonmachi Street Fair**

Saturday August 10th and Sunday August 11th 11:00 am – 6:00 pm each day

On Saturday and Sunday, the 38th annual Nihonmachi Street Fair will take place in and around Japantown from 11 a.m. to 6 p.m. both days.

The following street closures will be required from 4 a.m., Saturday to 9 p.m.,

**Sunday:** Post Street from Laguna Street to Fillmore Street, Webster Street from Geary Boulevard to Sutter Street and the Intersection of Webster Street and Post Street

There will be no impact on Muni service.

**The Big Gay 10K**

Saturday August 10th 9:00 am

On Saturday at 9 a.m., the Big Gay 10K will begin at Upper Fort Mason, continue along Marina Boulevard, into Marin and back to Fort Mason.

The following street closure will be required from 8:30 a.m. to 9:45 a.m.:
Northbound traffic on Laguna Street between Bay and Marina Boulevard
Westbound traffic on Marina Boulevard between Laguna and Baker Streets

The 28 19th Avenue Muni route will be affected.
Participants should expect heavy traffic in the event area.

Pistahan Parade and Festival
Saturday August 10th and Sunday August 11th 10:00 am – 5:00 pm each day

The 17th annual Pistahan Festival will take place at Yerba Buena Gardens on Saturday and Sunday from 10 a.m. to 5 p.m. both days. A parade in conjunction with the Pistahan Arts Festival will be held on Saturday.

On Saturday at 10 a.m., the opening ceremony will take place on Beale Street between Market and Mission streets. The following street closure will be required beginning at 8 a.m. for the ceremony and parade preparations: Beale Street between Market and Mission Streets.

At 11 a.m., the parade will start at Beale Street, proceed west on Market Street, south to 4th Street and into Yerba Buena Gardens, where the Pistahan Festival will be held on Saturday and Sunday. Cross traffic will be allowed between parade units on an intermittent basis.

The following Muni lines and routes will be affected: · F Market, 5 Fulton, 6 Parnassus, 8X Bayshore Express, 9 San Bruno, 10 Townsend, 12 Folsom, 21 Hayes, 30 Stockton, 31 Balboa, 38 Geary, 45 Union and 71Noriega-Noriega.

Sunday Streets Civic Center
Sunday August 11th from 11:00 am to 4:00 pm

The sixth of nine Sunday Streets events for this year will be held Sunday in the Civic Center and Tenderloin neighborhoods. This event covers a 2.5-mile route that encompasses City Hall and Civic Center Plaza and will travel along Grove, Polk, Ellis, O’Farrell, Leavenworth and Jones streets. The route will be available for recreational activities from 11 a.m. to 4 p.m. The event is free to all participants.
The headquarters for the event will be located in Civic Center Plaza, where participants can get details about activities along the event route as well as free bike rentals. For further event details, please visit www.sundaystreetssf.com.

The following street closures will be required from 10:30 a.m. to 4:15 p.m.
Grove Street between Van Ness and Hyde streets
Dr. Carlton B. Goodlett Place between Grove and McAllister streets
Polk Street between Ellis and O’Farrell streets
Polk Street between Grove and Hayes streets
O’Farrell Street between Polk and Jones streets
Jones Street between O’Farrell Street and Golden Gate Avenue
Ellis Street between Polk and Jones streets
Larkin Street between Hayes and McAllister streets
Fulton Street between Larkin and Hyde streets
Golden Gate Avenue between Polk and Jones streets

Cross traffic will be allowed at the following locations:
East and westbound traffic on McAllister Street between Larkin and Polk streets
Westbound traffic on Turk Street at Jones Street
Eastbound traffic on Eddy Street at Jones Street
Southbound traffic on Hyde Street between O’Farrell Street and Golden Gate Avenue
Northbound traffic on Leavenworth Street between O’Farrell Street and Golden Avenue
Traffic will be controlled by Parking Control Officers and San Francisco police officers.

The following Muni lines and routes will be affected:
5 Fulton, 19 Polk, 21 Hayes, 27 Bryant, 31 Balboa and 38 Geary

Have a wonderful weekend and safe travels!

#  #  #  #  #
Critical Mass – Friday, August 30th

As is custom on every last Friday of the month, the Critical Mass bicycle ride will begin at 5:30pm on Friday, August 30th, 2013 at Justin Herman Plaza, then go West on Market Street on an unknown route.

Please use precaution and allow extra time if you plan to travel to and from downtown. There will be heavy traffic in the area. MUNI customers are encouraged to use the Metro subway during this time.

For more information on Critical Mass:
SFCriticalMass.org
SFMTA – Critical Mass

For real-time traffic conditions and transit/paratransit options,
visit www.tmasfconnects.org.
Official Oracle OpenWorld street closure information provided by Hartman

**Oracle OpenWorld 2013**

**Street and Lane Closures**

The following streets and lanes will be closed for Oracle OpenWorld 2013 from Thursday, Sept. 19th – Friday, Sept. 27th:

**Howard Street between 3rd and 4th Streets- Full Street Closure**

Closure begins Thursday, September 19th at 8:00 pm  
Re-Opening Friday, September 27th by 1:00 pm

**3rd Street between Howard and Folsom Streets - #2 Western Traffic Lane**

(Lane closure in effect during non-commute hours- 9:00am to 3:00pm & 7:00pm to 7:00am)  
Closure begins Thursday, September 19th at 8:00pm  
Re-Opening Friday, September 27th at 1:00pm

**Howard Street between Hawthorne and 3rd Streets - 1 Southern Traffic Lanes**  
**Howard Street between Hawthorne and 3rd Streets - Southern Curb Lane**

Closure begins Thursday, September 19th at 8:00 pm  
Re-Opening Friday, September 27th by 1:00 pm

**4th Street between Howard and Moscone Loading Dock Entrance**

(Eastern Lane Closure- 5:00am to 3:00pm and 7:00pm and 5:00am each day- Open only for afternoon commute 3:00pm - 7:00 PM)  
Closure begins Friday, September 20th at 5:00 am  
Re-Opening Thursday, September 26th at 3:00 pm

**Howard Street between 4th and 5th Streets -Northern Parking Lane**  
**Howard Street between 4th and 5th Streets - 2 Northern Traffic Lanes**

4th Street between Minna and Howard Streets -Western Curb Lane  
Closure begins Sunday, September 22nd at 6:00 am  
Re-Opening Thursday, September 26th at 8:00 pm

---

**Kimberly B. Martinson, CAE**  
Executive Director

**Stuart M. Coltrell**  
Program Associate

**Lina Savage**  
Administrative Assistant

**Joyce Liu**  
Event Coordinator

WWW.TMASFCONNECTS.ORG
Crosswalk Closures

The following crosswalks will be closed for Oracle OpenWorld 2013 from Thursday, Sept. 19th – Friday, Sept. 27th:

3rd and Howard Streets Northern Crosswalk, between The W Hotel and YBCA Theater
Closure begins Thursday, September 19th at 8:00 pm
Re-Opening Friday, September 27th by 1:00 pm

Hawthorne Street between Howard and Folsom Streets -Street Restriping
(East Side Parking of Hawthorne Lane will become Traffic Lane)
Closure begins Thursday, September 19th at 8:00 pm
Re-Opening Friday, September 27th by 1:00 pm

24-Hour Neighborhood Hotline
Operational during Howard Street closure dates
877-363-4469

Other information sources

KCBS
KGO
KTVU
NBC Bay Area
KRON 4
SF Gate
511.org

For real-time traffic conditions and transit and paratransit options,
Visit www.tmasfconnects.org

Wednesday, September 18, 2013
Critical Mass – Friday, September 27th

As is custom on every last Friday of the month, the Critical Mass bicycle ride will begin at 5:30pm on Friday, September 27th, 2013 at Justin Herman Plaza, then go West on Market Street on an unknown route.

Please use precaution and allow extra time if you plan to travel to and from downtown. There will be heavy traffic in the area. MUNI customers are encouraged to use the Metro subway during this time.

For more information on Critical Mass:

SFCriticalMass.org
SFMTA – Critical Mass

For real-time traffic conditions and transit/paratransit options, visit www.tmasfconnects.org.
Transit Advisory: Major Events
October 4th – 13th

Hardly Strictly Bluegrass Festival: October 4th-6th

This weekend is the annual Hardly Strictly Bluegrass Festival, taking place Friday-Sunday from 11am to 7pm at Hellman Hollow and Lindley & Marx meadows in Golden Gate Park. Street closings include portions of: JFK Drive, Transverse Drive, Overlook Drive, and Middle West Drive. The festival information page contains FAQs, schedules, and tips for attendance and travel.

More information about transit options to the festival:
- Attendees are encouraged to utilize the Golden Gate Park Shuttle.
- MUNI will be adding extra service on the 5L and N Judah lines to accommodate extra traffic to the park
- The Rhythm Shuttle will offer service from CalTrain

Oakland Athletics Division Series: October 4th and 5th

The first two games of the American League Division Series will be played at O.co Coliseum on Friday, October 4th at 6:37 pm and Saturday, October 5th at 6:07 pm. Please consider taking public transit to the ballpark for these games. Please visit the official O.co Coliseum site for more information.

San Francisco Fleet Week: October 7th – 13th

San Francisco’s annual Fleet Week festival will take place this week. Although the Air Show and Navy Parade of Ships have been cancelled for 2013, other events will still occur.

On Monday, October 7, there will be a medical disaster training scenario including aircraft landing at Moffett Field and watercraft landing at Ocean Beach. Exercises will take place at SF General Hospital, St. Francis Burn Center, and UCSF; some traffic delays could result.

Transit resources: BART, MUNI, TMASF Connects

All information in this advisory gleaned from the websites linked on this page.
Oakland Coliseum and Oakland Arena Advisory
For October 10, 2013

Please be advised that two major events are being held this evening in Oakland:

Oakland Coliseum will feature the AL Division Series, Game 5 beginning at 5:00 PM

Oakland Arena will feature P!nk performing at 7:30 PM.

Expect heavy traffic in the area.

Visit www.tmasfconnects.org for current traffic conditions paired with public transportation and paratransit services featured from our real-time map.
BART Strike Advisory #1
Updates and Reminders

Carpool Hours

In the event of a BART strike, carpool lane hours would be extended to 5 a.m. to 7 p.m. at these locations:

- I-80: Between Carquinez and Bay Bridge.
- I-680: From north of I-580 to Benicia Bridge.
- I-880: From San Jose to Bay Bridge.
- Toll Plazas: At Bay Bridge, Carquinez, Benicia, San Mateo and Dumbarton bridges.
- Highway 84: Between Fremont and Dumbarton Bridge.
- Highway 92: Between Hayward and San Mateo Bridge.

Strike Survival Basics

BART: Will run charter buses from the East Bay to San Francisco starting at 5 am. **No morning service after 8 am.** BART lots and garages will be available free of charge as carpool staging areas. The white-curb passenger loading zones can be used as casual carpool pickup and drop-off locations. More information [here](https://www.tmasfconnects.org).

FERRY SERVICE: Additional ferry service from Vallejo, Oakland, Alameda/Main Street and Alameda/Harbor Bay. See schedule [here](https://www.tmasfconnects.org).

TRUCKS OK ON I-580: Ban on big rigs from San Leandro to Oakland will be lifted from 5 a.m. to 7 p.m. weekdays to accommodate commute traffic on I-880.


Source: [San Jose Mercury News](https://www.sanjosemercury.com)
BART Strike Advisory #2
Updates and Reminders

BART Strike Update
BART management has presented the unions with their “last, best and final” offer, and unions are continuing to run trains on Monday, October 14 as a courtesy to ridership.

A strike starting Tuesday, October 15 is still possible, and commuters are encouraged to have a plan ready for working during a strike.

Strike Survival Basics
Flexible Work: Consider working from home, staggering arrival/departure times, or taking a vacation day.

BART: Will run charter buses on a first-come, first-serve basis from the East Bay to San Francisco starting at 5 am. No morning service after 8 am. BART lots and garages will be available free of charge as carpool staging areas. The white-curb passenger loading zones can be used as casual carpool pickup and drop-off locations. More information here.

Alternate transit: Additional ferry service from Vallejo, Oakland, Alameda/Main Street and Alameda/Harbor Bay. See schedule here. AC Transit will operate its normal schedule. MUNI will run its normal schedule and has a special web page for BART alternatives. WestCat will operate normal service. SamTrans will make only minor adjustments to bus stop locations.

Carpool: Carpool lane hours will operate all day, from 5 am to 7pm, in select locations. Consider using a casual carpool, or unite with colleagues.

Resources
- Read our primer on the BART Strike of October 2013
- Go to TMASF Connects, BART, or 511 Alerts for up-to-the-minute information
- Monitor local media outlets such as: KTVU, Mercury News, NBC, and KGO

Sources: SF Chronicle, SJ Mercury News

October 14, 2013

WWW.TMASFCONNECTS.ORG
BART and AC Transit Labor Advisory

BART Updates Late in Evening

TMASF Connects continues to work closely with BART to monitor the labor situation and provide updates on any planned interruptions of BART service.

We have not been given any definitive date for resolution of the ongoing negotiations, and, just like the public, we will not know until late in the evening whether there will be a strike tomorrow.

We are sympathetic to the uncertainty that commuters have felt throughout this process, and will continue to bring you updates and transit planning tools as they become available.

AC Transit Strike Possible Tomorrow

On Monday, AC Transit union leaders issued a 72-hour strike notice, saying they will stop service as of Thursday morning unless they reach an agreement with management.

AC Transit management has requested that Gov. Brown call a 60-day cooling-off period to prevent or delay the strike, but the cooling-off period has not yet been declared.

We will keep you updated as these events develop.

October 16, 2013
BART Strike Advisory #4

Major BART Developments
SEUI Local 1021 Announcement
Federal mediators withdraw from negotiations

BART unions are threatening to strike tomorrow, Friday, October 18th, unless the negotiations drastically change.

SEIU Local 1021 President Roxanne Sanchez announced:

“Unless the general manager and the BART board stand down… or they agree, as we have, to voluntarily move these unresolved issues to interest arbitration in order to prevent a work stoppage, I must inform the public that as of midnight tonight, we will be on strike.”

Please utilize the attached resources to monitor local media outlets and form your contingency plans in the case of a strike.

Sources: SF Gate, ABC (quoted from this video), and KQED

October 14, 2013
# Information Resources for BART Strike

## Local News Outlets

<table>
<thead>
<tr>
<th>Source</th>
<th>Radio</th>
<th>TV</th>
<th>Web</th>
<th>Print</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABC News</td>
<td>AM 810</td>
<td>7, 13</td>
<td>abclocal.com</td>
<td></td>
</tr>
<tr>
<td>CBS News</td>
<td>FM 106.9/AM 740</td>
<td>5</td>
<td>sanfrancisco.cbslocal.com</td>
<td></td>
</tr>
<tr>
<td>Contra Costa Times</td>
<td></td>
<td></td>
<td>contracostatimes.com</td>
<td>CC Times</td>
</tr>
<tr>
<td>Fox News</td>
<td>AM 910</td>
<td>2</td>
<td>ktvu.com</td>
<td></td>
</tr>
<tr>
<td>KQED</td>
<td>FM 88.51</td>
<td>9</td>
<td>kqed.org</td>
<td></td>
</tr>
<tr>
<td>KRON</td>
<td></td>
<td>4</td>
<td>news.kron4.com</td>
<td></td>
</tr>
<tr>
<td>NBC News</td>
<td></td>
<td>11</td>
<td>nbcbayarea.com</td>
<td></td>
</tr>
<tr>
<td>Oakland Tribune</td>
<td></td>
<td></td>
<td>Oakland Tribune</td>
<td>Oakland Tribune</td>
</tr>
<tr>
<td>San Francisco Chronicle</td>
<td></td>
<td></td>
<td>sfchronicle.com</td>
<td>SF Chronicle</td>
</tr>
<tr>
<td>San Francisco Examiner</td>
<td></td>
<td></td>
<td>sfexaminer.com</td>
<td>SF Examiner</td>
</tr>
<tr>
<td>SF Gate</td>
<td></td>
<td></td>
<td>sfgate.com</td>
<td></td>
</tr>
<tr>
<td>San Jose Mercury News</td>
<td></td>
<td></td>
<td>mercurynews.com</td>
<td>SJ Mercury News</td>
</tr>
</tbody>
</table>

## Further Resources

- Read our primer on the BART Strike of October 2013
- Go to [TMASF Connects](#), [BART](#), or [511 Alerts](#) for up-to-the-minute information

October 14, 2013
BART Strike Advisory #5

BART strike called off; trains to run Tuesday

BART and its unions have agreed to restore service starting tomorrow, Tuesday, October 22nd with an estimated opening time of

Although talks to resolve the labor issues will be ongoing, regular service is planned to continue during negotiations unless otherwise notified. Commuters should be able to return to their normal commute routines.

TMASF Connects will continue to send updates regarding commute changes as necessary.

Please continue to tune in with local news sources for updates and information regarding the end to the BART strike:

  KCBS  
  KGO  
  KTVU  
  NBC Bay Area  
  SF Gate  
  511.org

For real-time traffic conditions and transit/paratransit options, visit [www.tmasfconnects.org](http://www.tmasfconnects.org).

Source: BART

October 21, 2013
Critical Mass:
Friday, October 25th

As is custom on every last Friday of the month, the Critical Mass bicycle ride will begin at 5:30pm on Friday, October 25th, 2013 at Justin Herman Plaza, then go West on Market Street and continue on a spontaneously-determined route.

Please use caution while driving near bicyclists. Allow extra time if you plan to travel to and from downtown; there will be heavy traffic on downtown streets. MUNI customers are encouraged to use the Metro subway during this time.

For more information on Critical Mass:
SFCriticalMass.org

For real-time traffic conditions and transit/paratransit options, visit www.tmasfconnects.org.
Overnight Closures of Highway 4 between Loveridge Rd. and Somersville Rd. October 30 – November 9

Due to roadwork on Highway 4 between Loveridge Road and Somersville Road/Auto Center Drive, traffic will be closed in the following schedule:

All lanes closed, both directions:
   Midnight to 3:30am Thursday, Oct. 31

All Westbound lanes closed:
   11pm Wednesday, Oct. 30 to 3:30am Thursday, Oct. 31

All Eastbound lanes closed:
   Midnight to 5:30am Thurs 10/31, Fri 11/1, and Tues-Fri 11/5-11/8
   1am to 6:30am Saturday 11/2 and 11/9

Detours will be available along W. 10th St (Eastbound), and E. Leland Rd/Delta Fair Rd (Eastbound). Expect delays along these detours.

Additionally, there will be single lane closures in the late evening/early morning throughout this week and next. Some delays are possible even outside of the times indicated above.

For complete lane closure information, visit: http://4eastcounty.org/traffic-updates/

For live traffic and updates, visit http://www.tmasfconnects.org
Major overnight delays on
Highway 24 at Caldecott Tunnel
this weekend, 8:30 pm – 10:30 am

Caltrans will be completing the final changes necessary for opening the new fourth bore of the Caldecott Tunnel, resulting in delays of up to half an hour in both directions.

Only one bore in each direction will be open between 8:30pm Friday and 10:30am Saturday, and each subsequent night until the work is completed. The new tunnel is expected to open sometime this weekend or early Monday, but it could be later if the work is not completed.

Please allow extra travel time or seek alternate routes during these hours. Please also be advised that the Fish Ranch Road westbound onramp will be closed starting Friday night for at least a week.

Do not be distracted by smoke or emergency vehicles in the area; they are conducting final safety tests and drills prior to the opening of the tunnel.

For more information, visit:
Caldecott Fourth Bore Project -- Traffic Advisories
Mercury News
ABC Local
TMASF Connects Live Traffic
Central Subway Tunnel Construction
Passing Under Market St. @ 4th and Stockton
Some BART delays Week of 11/25

BART may slow its trains near Powell station during the week of Nov. 25th – 29th in response to tunnel construction occurring beneath the BART and MUNI tracks.

The Central Subway Tunnel Boring Machine (TBM) will pass beneath Market Street and the existing transit tunnels as it makes its way from SOMA to Chinatown along 4th and Stockton Streets. Attached is the SFMTA press release regarding the work.

This work is part of construction of the Central Subway, which is expected to open in 2019. Ongoing partial street closures on and around 4th Street will continue. For a map of this week’s construction zone street closures, see this map created by TMASF staff. For a map of construction zones updated on an ongoing basis, please see the Central Subway Project website.

This week, one block of Washington Street (between Stockton and Trenton) will be closed to both vehicles and pedestrians to begin construction of the Chinatown Station. This closure is expected to last approximately two years.

For more information, see:

Central Subway Project Website
Central Subway Blog (and construction updates)
TMASF Connects Live Traffic Map

November 21, 2013
FOR IMMEDIATE RELEASE  
November 20, 2013  
Contact: Paul Rose  
415.601.1637, cell  
paul.rose@sfmta.com

**PRESS RELEASE**  
First Central Subway Tunnel Boring Machine to Pass Beneath Existing BART and Muni Metro Tunnels, Extending T Third Line Tunnel Into Union Square

San Francisco—The San Francisco Municipal Transportation Agency (SFMTA), which manages transportation in the city, including the Municipal Railway (Muni), today announced that the Central Subway’s first tunnel boring machine (TBM) will soon pass beneath Powell Street Station and the existing Bay Area Rapid Transit (BART) and Muni Metro tunnels, crossing from SoMa into Union Square. The tunnel, one of two being constructed as part of the Central Subway Project, will allow T Third Line trains to travel quickly beneath 4th Street and Stockton Street when the Central Subway opens, cutting travel times by more than half along this busy corridor.

The SFMTA has worked in close coordination with BART and an independent panel of top tunneling experts to plan and carry out this key phase of tunnel construction. To pass beneath Market Street and the existing transit tunnels, TBM Mom Chung will turn slightly left beneath 4th Street just south of Market Street and travel partially under 801 Market Street, home to Old Navy. The machine will then veer right to head north under Market Street and then Stockton Street. The new T Third Line tunnels will be about 10 feet below the existing BART tunnels.

Starting today, Mom Chung will be in operation 24 hours a day to build the approximately 425 feet of new tunnel beneath Old Navy and the Market Street tunnels. Mom Chung is expected to begin crossing beneath the Market Street tunnels on Monday, Nov. 25. The tunneling methods used during this key crossing will be the same that are in use along the rest of the tunneling route. As the TBM moves forward, it installs tunnel segments within the section known as the “shield,” a 20-foot-diameter cylinder at the front of the machine. The shield and the newly installed tunnel lining create a watertight barrier that holds the ground outside in place. Using these methods, tunneling contractor Barnard Impregilo Healy (BIH) has constructed more than 2,100 feet of tunnel under 4th Street so far.

“Today we are another big step closer to building the 21st century transportation system our world-class city needs and deserves,” said Mayor Edwin M. Lee. “The Central Subway and the tunnels we are excavating today are essential to our vision, and crucial to expanding our reliable, modern public transportation system for San Francisco residents and visitors.”

“The new subway tunnels will connect major job, retail and cultural centers to rapid transit and speed up transportation through two of the City’s most congested corridors,” said Board of Supervisors President David Chiu. “With the Central Subway, we will finally realize the decades-long vision of bringing fast, efficient transit to the 4th and Stockton corridors.”

---

more – more – more
In preparation for the crossing, the contractor has injected a ground-stabilizing grout underground near the BART tunnels, accessing this subterranean area via a deep shaft they constructed on Ellis Street. They will inject additional grout as needed while Mom Chung is mining below BART.

About 150 monitoring devices installed in the Powell Street Station and on neighboring buildings will provide live data feeds about tunneling conditions to web applications that the SFMTA, the contractor, BART and an independent panel of tunneling experts can view at all times. Similar devices are installed along the entire tunneling path, from 4th and Bryant in SoMa to Columbus and Powell in North Beach. The readings of these instruments and others on the TBM itself allow the tunneling contractor to respond rapidly to ground conditions around the machine as it moves forward.

“The Central Subway will bring together neighborhoods of our city that have long been in need of improved public transit,” said Tom Nolan, chairman of the SFMTA Board of Directors. “With the Central Subway, the T Third Line will provide a rapid north-to-south connection into the heart of the city, from our eastern neighborhoods to SoMa, Union Square and Chinatown.”

“We’re thrilled at the progress our tunneling contractor and tunnel boring machines are making to build this essential new subway line for San Francisco,” said SFMTA Director of Transportation Edward D. Reiskin. “We are using state-of-the-art technology and the country’s top expertise to ensure the entire tunneling process safeguards the city as well as the region’s critically important transportation infrastructure. We thank BART for the excellent partnership in this process.”

“SFMTA has worked closely with BART as it proceeds with this landmark project,” said BART General Manager Grace Crunican. “We greatly appreciate Muni’s willingness to provide expertise and information, including real time data, and their commitment to minimizing any potential impact to our riders.”

Tunneling may cause BART to run at slower speeds in the area. You can get BART Service Advisories (BSA) on your phone. To sign up for service alerts, please visit BART on the web at www.bart.gov/alerts or call 511 to get up-to-date service information.

The crossing under BART may last up to six days, with the machine moving forward more slowly than usual due to the tunnel’s curves. The second TBM, Big Alma, is expected to cross under Market Street in January 2014.

For more information about tunneling and the Central Subway Project, visit www.centralsubwaysf.com.

###

For more information on Muni service, please call the San Francisco Customer Service Center at 311 or visit www.sfmta.com. For additional information on Muni’s Accessible Services Program, please call (415) 701-4485 or TTY (415) 701-4730.

311 Free language assistance / 免費語言協助 / Ayuda gratuita con el idioma / Бесплатная помощь переводчиков / Tự góp Thông dịch Miền phí / Assistance linguistique gratuit / 無料の言語支援 / 무료 언어 지원 / Libreng tulong para sa wikang Tagalog / คำ “ไม่ค่อยติด этаж” พอ “ไม่ติด” คำใช้จัด
How to use the Real-Time Traffic Map on the TMASF Connects website

We want you to know how to use the real-time traffic map on the TMASF Connects website!

The Real-Time Traffic Map is located on the first slide of the homepage of the TMASF Connects website. The map can be moved to any desired location by grabbing the mouse with the cursor. You may also move along the map using the directional arrows button in the top-left corner. You may zoom in or out using the Zoom tool also in the top-left corner.

Color-coded sections of the road indicate the following:
- Green indicates traffic is lite
- Yellow indicates traffic is medium heavy
- Red indicates traffic is heavily congested

Color-coded incident markers indicate the following:
- Red indicates the incident is severe
- Yellow indicates the incident is mild
- Orange indicates an area under construction
  *The lower the severity level number, the more severe the incident is.

By clicking on an incident marker, you will find details about the incident including location, severity level, description, transit/paratransit options within the immediate area of the incident (if applicable), and a built-in trip planner. Clicking on any incident indicator will identify public transportation options in that area.

Below the map, there are options to display nearby Park & Ride Lots (blue markers), Paratransit Information (pink markers) and Casual Carpool pick-up locations (purple markers). These options can be toggled on and off for personal preference.

The “Map Tutorial Video” can be viewed by clicking on the link for it in the top-right corner.

November 2013
President Obama visiting Chinatown –
Expect traffic Monday

President Obama will visit San Francisco on Monday, November 25. He will deliver remarks at 11:35 am at the Betty Ann Ong Chinese Recreation Center, and at 1:10 pm a fundraiser at the SF Jazz Center. Expect traffic and brief street closures through the afternoon for the president’s motorcade.

Source: Chicago Sun-Times

November 25, 2013
Thanksgiving Holiday Transit Schedules

Many Bay Area transit agencies will be closed or operate on reduced schedules for Thanksgiving Day (Thursday, Nov. 28th) and the next day. See individual providers below. As always, please also expect unusual and heavy traffic on Thanksgiving Day. Have a Happy Thanksgiving!

For service providers other than those listed here, please refer to this table from 511.org.

**BART**: Sunday schedule on Thanksgiving Day. Regular service Friday.

**SFMTA** – MUNI: Sunday schedule on Thanksgiving Day. Regular service Friday. Parking meters: NOT enforced Thanksgiving Day; enforced Friday.

**AC Transit** – Sunday schedule on Thanksgiving Day. Regular service Friday.

**Golden Gate Transit**: Bus routes will operate on a Holiday schedule on Thanksgiving Day, and will return to normal service on Friday.

**Golden Gate Ferry**: NO ferry service to/from Sausalito or Larkspur on Thanksgiving Day. Both ferries will operate Holiday service on Friday, November 23rd.

**San Francisco Bay Ferry**: NO SERVICE Thanksgiving Day. Normal service on Friday except the Vallejo Ferry, which will operate on holiday service.

**Caltrain**: Sunday service on Thanksgiving Day; Saturday service Friday, Nov. 29th.

**SamTrans** – Sunday service on Thanksgiving Day. Regular service Friday.

**WestCAT Lynx** – NO SERVICE Thanksgiving Day or Friday, Nov. 29th.

If you have any additional questions regarding public transportation holiday schedules for the Thanksgiving holiday, please contact us and we will do our best to help.

November 26, 2013
Critical Mass Friday, Nov. 29th

As is custom on every last Friday of the month, the Critical Mass bicycle ride will begin at 5:30pm on Friday, November 29th, 2013 at Justin Herman Plaza, then go West on Market Street and continue on a spontaneously-determined route.

Please use caution while driving near bicyclists. Allow extra time if you plan to travel to and from downtown; there will be heavy traffic on downtown streets. MUNI customers are encouraged to use the Metro subway during this time.

For more information on Critical Mass: SFCriticalMass.org

For real-time traffic conditions and transit/paratransit options, visit www.tmasfconnects.org/.

November 26, 2013
Bikes now officially allowed on all BART trains

Following an extended pilot project, BART’s Board of Directors voted last month to allow changes to the agency’s bike rules and allow bikes on all trains. The new rules went into effect December 1st, 2013 and offer commuters expanded travel options.

Bicyclists are still subject to some restrictions, including:
- no bikes in the first car
- no bikes in the first three cars during commute hours
- no bikes on crowded cars
- no bikes on escalators
- yield priority seating to the elderly, pregnant women, and people with disabilities
- do not block train doors or aisles

To learn more about bikes on BART, visit http://www.bart.gov/guide/bikes.
Alerts issued in 2013
Market Street closed @ Davis due to police activity

Fluid situation, please check your local news stations

TMASF Connects has just received breaking news that there was a shooting on Market Street near Davis, and traffic has been shut down on Market Street between Beale and Main. MUNI vehicles are being re-routed at Market and Davis near the Hyatt Regency.

Please check the following sources for more information.

Sources
KCBS
KTVU
KGO

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit http://www.tmasfconnects.org

March 7, 2013
Major delays on Caltrain due to pedestrian fatality

Fluid situation, please check your local news stations

TMASF Connects has just received breaking news that there was a pedestrian fatality involving Caltrain. A northbound train struck a pedestrian on the tracks in Palo Alto. Northbound bus bridges have been set-up along Caltrain routes.

Please follow Caltrain News on Twitter @Caltrain_News for constant updates. For more information, please visit the Caltrain website.

Local News stations

KGO
KCBS
KTVU

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit http://www.tmasfconnects.org

March 25, 2013
Major delays on BART
Person stuck under train at Glen Park

Fluid situation, please check your local news stations

TMASF Connects has just received breaking news that there is a person stuck underneath a BART train at the Glen Park station. Service has been shut down at the station and trains are not stopping at Glen Park. Major delays are occurring in the SFO, Millbrae and East Bay directions. The station has reportedly been evacuated.

Please follow BART Alerts on Twitter @SFBARTalert and check the BART website at www.bart.gov for more information on this breaking news story.

Local News stations
KGO
KCBS
KTVU

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit http://www.tmasfconnects.org

March 27, 2013
Major BART delays
due to police activity at MacArthur

BART is recovering from an earlier delay at the MacArthur station due to police activity. There is a 15-minute delay on trains in the Pittsburg, Fremont, Richmond and SFO directions.

Please check the local news sources below or your preferred sources for more updates throughout the morning.

BART
www.tmasfconnects.org
511 Bay Area
KCBS
NBC Bay Area
KGO
KTVU

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit http://www.tmasfconnects.org

May 16, 2013
Fruitvale BART station closed

TMASF Connects has just received word that the Fruitvale BART station has just been closed, due to police activity.

Please check in with the news sources below for updates throughout the evening commute, and please listen for updates and announcements in BART stations.

BART
www.tmasfconnects.org
511 Bay Area
KCBS
NBC Bay Area
KGO
KTVU

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit http://www.tmasfconnects.org

May 24, 2013
Major BART delays,

transit alternative options

- AC Transit – Extra buses being added at 20th and Broadway
- SF Bay Ferry – Extra boats added at Alameda, Oakland and Vallejo beginning at 9am
- 511 Rideshare – Casual carpool is a good alternative for getting across the Bay Bridge, though expect longer-than-usual lines

BART
www.tmasfconnects.org
511 Bay Area
KCBS
NBC Bay Area
KGO
KTVU

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit http://www.tmasfconnects.org

May 31, 2013
Major BART delays,

UPDATE

Full-service resumed in the Transbay Tube at 9:15am. However, there are still 20-30 minute delays in both directions.

Rumors and speculation abound - we will continue to provide verifiable information throughout the morning when we receive it.

BART
www.tmasfconnects.org
511 Bay Area
KCBS
NBC Bay Area
KGO
KTVU

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit http://www.tmasfconnects.org

May 31, 2013
Major BART delays
due to medical emergency at Fruitvale

BART is currently experiencing major delays at Fruitvale in the Dublin/Pleasanton, Fremont, Richmond and Daly City directions due to a medical emergency. There is no estimated time of clearing.

Please check the local news sources below or your preferred sources for more updates throughout the morning.

BART
www.tmasfconnects.org
511 Bay Area
KCBS
NBC Bay Area
KGO
KTVU

For real time traffic conditions matched with transit alternatives from web & mobile browsers, visit http://www.tmasfconnects.org

June 4, 2013
Friday June 14, 2013
Major BART Delays reported

Please visit BART for additional information.

For real-time traffic conditions and transit/paratransit options visit our website.

Visit 511, tune into kgo or kcbs for more information.
Tuesday, June 18, 2013
Colma BART station closure
due to a medical emergency

There is a major delay on the Daly City line in the East Bay direction. Please visit BART for additional information.

For real-time traffic conditions and transit/paratransit options visit our website.

Visit 511, or tune into KGO or KCBS for more information.
Tuesday, June 18, 2013

Hayward BART station closure due to a medical emergency

There is a major BART delay in the Fremont, Richmond and Daly City directions due to a major medical emergency at the Hayward station. The station is currently closed. Please visit BART for updates.

For real-time traffic conditions and transit/paratransit options visit our website.

Visit 511, or tune into KGO or KCBS for more information.
June 28th, 2013

BART unions have given 72-hour notice; strike to begin at 11:59pm on Sunday, June 30th.

TMASF Connects has just received word that BART unions have given their official 72-hour notice to go on strike, beginning at 11:59pm, Sunday, June 30th.

Please continue to check www.bart.gov for updates leading up to the hours before, during and after the strike.

Please also refer to the TMASF Connects Advisory titled “Advisory – Commute Options during potential BART strike” that was distributed earlier this week, for a comprehensive listing of alternative commute options during this time. You may also find more related information on the TMASF Connects website at www.tmasfconnects.org.

Please also tune into the following local news sources for updates and information regarding the strike:

- KCBS
- KGO
- KTVU
- NBC Bay Area
- SF Gate
- 511.org

For real-time traffic conditions and transit/paratransit options, visit www.tmasfconnects.org.

Kimberly B. Martinson, CAE  
Executive Director

Stuart M. Coltrell  
Program Associate

Lina Savage  
Administrative Assistant

Joyce Liu  
Event Coordinator

WWW.TMASFCONNECTS.ORG
Procedures for Passengers Using BART Charter Buses

In the morning from the East Bay to San Francisco

1. Proceed to bus boarding area in the morning. Only Dublin Pleasanton, El Cerrito Del Norte, Fremont, West Oakland, Walnut Creek and Dublin/Pleasanton will have shuttle service non-stop to San Francisco. The charter buses will start running at 5:00 am and the last bus will run no later than 9:00 am.
2. You will be given your roundtrip bus pass as you get on your bus.
3. The ride is free.
4. There are no assigned seats. Please take the first seat available to you to expedite loading time. Once the bus is loaded and passengers are seated, the bus will be allowed to leave. There are no standees permitted on charter buses.
5. The bus will travel to the West Oakland BART station, where you will transfer to another bus that will shuttle you to Downtown San Francisco.
6. Once you arrive at the West Oakland BART station, get off the bus and proceed to the San Francisco shuttle bus loading area. You will be required to show your roundtrip bus pass to the person loading you onto the San Francisco-bound bus.
7. The bus will travel to Downtown San Francisco and unload on Fremont Street, between Folsom Street and Howard Street near the Transbay Terminal.

In the afternoon from San Francisco to the East Bay

8. Boarding for afternoon return trips to the East Bay will begin at 3:00pm on Howard Street between Fremont Street and Beale Street. To guarantee yourself a bus ride home, you must be at the bus loading area no later than 7:00pm.
9. You will be required to show the roundtrip bus pass that you received in the morning to the person loading you onto the West Oakland-bound bus. Once the bus is loaded and passengers are seated, the bus will be allowed to leave.
10. Once you arrive in West Oakland Station, you will get off the bus and proceed to one of the four designated bus stops (Fremont, El Cerrito Del Norte, Walnut Creek, and Dublin/Pleasanton) for the return trip to the same location of your origin. You will once again be required to show your bus pass to the person loading you on the bus.
It is very important that you do not lose your bus pass. You will be required to show the bus pass whenever you get on a bus. Only passengers who have roundtrip bus passes will be permitted to board buses in San Francisco and West Oakland.
El Cerrito Plaza BART station is closed due to police activity

June 28, 2013

TMASF Connects has just received word that the El Cerrito Plaza BART station is closed, due to earlier police activity. Trains are running through and not stopping at this station.

BART is asking passengers traveling along the Richmond line to board the AC Transit 52 and 72 lines. Passengers must show a BART ticket to get a free ride aboard these AC Transit lines.

We will inform you via email when this station is reopened or when we have further information. Please also check for updates on the BART website.

For real-time traffic conditions and transit/paratransit options, visit www.tmasfconnects.org.
July 12, 2013

Police activity on Brannan Street between 7th and 8th Streets

SFPD is reporting an officer-involved shooting on Brannan Street between 7th and 8th Streets, and are advising the public to stay away from the area. Streets in the nearby area are being blocked off.

Please tune into KCBS or your preferred local news source for more information. TMASF Connects will update you when more information is available.

News Sources

KCBS  
KGO  
NBC Bay Area  
KTVU  
SF Gate

For real-time traffic conditions and transit/paratransit options, visit www.tmasfconnects.org.
July 16, 2013

Delays at Church and Duboce due to protest activity

There are rolling delays on the J-Church, N-Judah and 22-Fillmore MUNI lines due to protest activity at the intersection of Church and Duboce. Bus shuttles have been put in route to supplement service on the light rail lines.

Please take precaution if you plan on using these lines for your commute home, or please plan on taking alternate lines if possible.

For real-time traffic conditions and transit/paratransit options, visit www.tmasfconnects.org.
July 18, 2013

**BART service has stopped between North Berkeley and Richmond due to fire**

BART service has stopped between North Berkeley and Richmond due to a small fire near the Richmond train yard.

TMASF Connects will update you when service has returned to normal. Please check the BART Service Advisories section of the BART website for more updates.

For real-time traffic conditions and transit/paratransit options, visit [www.tmasfconnects.org](http://www.tmasfconnects.org).

---

**Kimberly B. Martinson, CAE**  
Executive Director

**Stuart M. Coltrell**  
Program Associate

**Lina Savage**  
Administrative Assistant

**Joyce Liu**  
Event Coordinator
Thursday July 25, 2013
Major BART Delays reported

System wide in the Pittsburg/Bay Point/Dublin/Pleasanton, Fremont, Richmond, SFO, Millbrae and Daly City directions due to an equipment problem on the track.

Please visit BART for additional information.

For real-time traffic conditions and transit/paratransit options visit our website.

Visit 511, tune into kgo or kcbs for more information.

We will keep you advised as we verify information.

Thursday July 25, 2013, 11:55 am
July 31, 2013

BART Police Activity at Embarcadero Station

BART is currently recovering from a major delay involving police activity at the Embarcadero station.

There is a 15 minute delay in the SFO, Millbrae and East Bay directions. Please check the BART Advisory page for more information.

For real-time traffic conditions and transit/paratransit options, visit www.tmasfconnects.org.
July 31, 2013

**Truck explosion in SoMa district**

TMASF Connects is receiving multiple reports of a FedEx truck explosion near the areas of Howard and Tehama Streets, and Fifth and Sixth Streets. Multiple MUNI lines in the area are being diverted, which include the 8AX, 8BX, 8X, 12, 27, 30, and 45. Multiple Golden Gate Transit lines may also be affected.

Drivers are being cautioned to avoid Fifth and Sixth Streets, from Howard to Folsom. Please proceed with caution if you are in or need to enter this area. Please refer to the news sources below for more updates.

KGO
KTVU
KCBS
NBC Bay Area
SFMTA
511.org

For real-time traffic conditions and transit/paratransit options, visit www.tmasfconnects.org.

Kimberly B. Martinson, CAE  
Executive Director

Stuart M. Coltrell  
Program Associate

Lina Savage  
Administrative Assistant

Joyce Liu  
Event Coordinator

WWW.TMASFCONNECTS.ORG
I-80 West lanes still closed; expected to reopen at 3pm

August 5, 2013

TMASF Connects has received multiple reports that three lanes on Interstate 80-W between the Treasure Island and Fifth Street exits will remain closed until 3pm this afternoon, possibly as late as 5pm. Traffic on the Bay Bridge remains extremely congested.

For more specific information on this traffic situation, please refer to the local news resources below. Thank you.

KCBS
KGO
KTVU
NBC Bay Area
KRON 4
SFGate
511.org

For real-time traffic conditions and transit/paratransit options, visit www.tmasfconnects.org.
AC Transit – potential labor strike

August 6, 2013

AC Transit workers may go on strike as early as 12:01am Wednesday, August 7th. Negotiations between the unions and management are currently ongoing, and a possible resolution will likely not come until after business hours today.

The TMASF Connects 2013 Commuter Behavior Survey shows that only 3.4% of our member building tenants use AC Transit as their Primary Commute mode. While a labor strike would not have near the effect on San Francisco commuters that a BART strike would have, AC Transit is heavily relied upon in the East Bay as a connector service to other transit centers and for commuting within the East Bay.

Please check AC Transit’s website continuously for further updates. Also, please refer to the local news sources below for more information on the potential AC transit labor strike.

KCBS
KGO
KTVU
NBC Bay Area
KRON 4
SF Gate
511.org

For real-time traffic conditions and transit/paratransit options, visit www.tmasfconnects.org.
Major BART delay in Transbay Tube

August 14, 2013

There is a major BART delay in the Transbay Tube, due to a disabled train. Passengers will need to be put onto another train. This will highly affect this morning’s commute.

Please check the official BART website for more updates throughout the morning. Please also check your local news sources.

KCBS
KGO
KTVU
NBC Bay Area
SF Gate
511.org

For real-time traffic conditions and transit/paratransit options, visit www.tmasfconnects.org.
Delays at Market at Van Ness; SFMTA building being evacuated

August 23, 2013

The San Francisco Department of Emergency is urging people to avoid the area of Market Street and Van Ness Avenue, due to an evacuation of the SFMTA building at 1 South Van Ness. San Francisco Fire Department is on the scene now. This delay may affect the F-Market Street car, the 47 and 49 Muni lines and the on-ramps to I-80E and U.S. 101-S. Proceed with caution if entering this area.

Please check trusted local news sources for more updates.

KCBS
KGO
KTVU
NBC Bay Area
KRON 4
SF Gate
511.org

For real-time traffic conditions and transit/paratransit options, visit www.tmasfconnects.org.
MAJOR BART DELAY in WEST OAKLAND

BART is reporting a MAJOR delay that is impacting the entire system. The equipment problem is located on a train in West Oakland. We will provide additional information as it becomes available.

For more info, please visit www.bart.gov and/or www.tmasfconnects.org.

Live Traffic and Transit Conditions
www.tmasfconnects.org
www.bart.gov
www.511.org
Dial 511

Media Resources:
www.cbs5.com
www.kcbs.com
www.kgo.com
www.sfgate.com

September 18, 2013
9:10 am
October 4th, 2013

Major BART delays on Fremont and Pittsburg/Bay Point Lines

There is a major delay on the Fremont Line and on the Pittsburg/Bay Point Line in the Pittsburg / Bay Point, Dublin / Pleasanton, Fremont, Richmond and SFO directions due to an equipment problem on the track.

For more information, visit:

- BART
- TMASF Connects
- KGO/ABC7 News
- KCBS

*This information received from BART via email at 2:31pm.*
October 4th, 2013

UPDATE: BART Delays Resolved

The previous delays on the Fremont Line and on the Pittsburg/Bay Point Line have been resolved.

For more information, visit:

- BART
- TMASF Connects
- KGO/ABC7 News
- KCBS

This information received from BART via email at 2:31pm.
October 4th, 2013

Major Fire Near Fairfield

A large brush fire in Suisun City broke out this afternoon near the convergence of I-80 and Highway 12. Those travelling in the direction of Fairfield on I-80 or on Hwy. 12 are advised to monitor local news sources for up-to-date traffic information.

For more information, visit:

- KGO/ABC7 News
- KCBS
- TMASF Connects – Live Traffic Map

This information from SFGate.

UPDATE: BART Recovering from Delay

The previous delays on the Fremont Line and on the Pittsburg/Bay Point Line are being resolved. There is a 15-minute delay on the Fremont Line in the Dublin / Pleasanton, Fremont, Richmond and Daly City directions and a 15 minute delay on the San Francisco line in the SFO direction due to an equipment problem on the track.

For more information, visit:

- BART
- TMASF Connects
- KGO/ABC7 News
- KCBS

This information via BART.
Informational e-mails
sent in 2013
Informational Mailings

3/27/13
TMASF Connects has just received breaking news about a station shut down and reported evacuation at the Glen Park BART station due to a person under a train. Please see the attached Alert and check your local news sources for updates on this breaking news story.

4/18/13
TMASF Connects would like to remind you that we will once again be participating in BART’s annual BART Blue Sky Festival TOMORROW Friday, April 19th from 11AM-2PM at Justin Herman Plaza. The BART Blue Sky Festival is in conjunction with Earth Month, and is BART’s way of “celebrating the eco-friendly attitude of the Bay Area community while thanking BART customers for another record-setting year of ridership.”

Representatives from over 50 organizations, including TMASF Connects, will be on hand exhibiting their eco-friendly goods and services, in addition to live music, great food and fun eco-conscious carnival games. Stop on by!

5/31/13
TMASF Connects has just received this official update from BART:

“With initial repairs completed after an overnight collision of maintenance vehicles, no further single-tracking was expected through the Transbay Tube during the rest of passenger service on Friday.

Delays were expected to subside to minimal levels even during the Friday afternoon commute, spokesperson Alicia Trost said. Major delays occurred during the Friday morning commute when single-tracking was required for initial repairs.

“It has been determined that we will finish up the work after passenger service is over for the day,” Trost said. Trains were moving on both tracks through the Transbay Tube, although trains in the Oakland-bound direction were operating manually at 25 mph for a short stretch of track, about 2000 feet, through the incident area.

“This shouldn’t create much impact, perhaps as little as 5-minute delays from here on out,” Trost said. Use BART’s real time departures to check your travel times. The incident began when two rail maintenance vehicles collided at approximately 2:35 am. No injuries were reported. Approximately 380 feet of the third rail was damaged in the San Francisco to Oakland side of the tube. The incident is under investigation.”

For more information, please tune into your local news sources and www.bart.gov. Please let TMASF Connects know if you have any additional questions.

6/4/13
TMASF Connects would like to inform you that President Obama will be visiting the Bay Area this Thursday, June 6th for two different events in Silicon Valley. The first event will be in Palo Alto, and will be immediately followed by an event in Portola Valley later in the evening.

While these events should not drastically affect the evening commute for our San Francisco member building tenants, we wanted to make you aware in the event that the President’s plans change. We will update you as soon as we know the specific hourly schedule for the President’s visits, as well of any drastic changes. Thank you.
6/4/13
511 has informed us that the BART delay at Fruitvale has cleared. Service has returned to normal.

6/20/13
We will be sending you information about transportation alternatives in the event of a major service disruption. As BART talks continue, we are hopeful that an agreement will be reached prior to an actual work stoppage. However, in the event of a strike by BART personnel, it will be necessary to make sure that your tenants know where to turn for information. We are augmenting our series of events with electronic materials that allow easy access to additional resources, as well as a small supply of printed pieces.

We have developed a TMASF CONNECTS IT ALL card with a specific goal of identifying connections into San Francisco from around the bay. Although we are distributing the card in advance of a BART strike, the piece contains information about commute options from around the Bay and the 511 service. We will be sending you a supply of these cards to be distributed as needed.

Please let us know if you need more materials. We have provided information from the essential agencies who bring commuters into the City – Caltrain, SamTrans, WestCAT, AC Transit and the fleet of SF Bay Area ferries. These materials are available to us in limited quantity and are being provided to help our members answer questions from tenants with or access to our website.

This information is intended to help identify options for those who need to get to their offices in our buildings. Although working at home/telecommuting are great options, I don’t believe encouraging a disruption in your tenants workforce is of any merit since this is an externally caused issue.

We will keep you apprised of developments as we have verifiable information. As soon as our new materials arrive from the printer, we will be sending the packages with materials to each member building office. Thank you for your patience, membership and participation.

6/24/13
I am writing to update you on our current understanding of the pending BART strike.

Tomorrow, June 25, 2013, the BART Service Employees International Union (SEIU) will take a vote of their members regarding a strike. They are expected to announce that a vote by the BART SEIU members that will authorize a strike. For planning purposes, the projected strike deadline has changed from July 8th at midnight to July 1st at midnight. It is expected that BART will actually experience a work stoppage for several days during the first week of July 2013.

These new dates were a surprise to most everyone involved. In anticipation of the advanced strike deadline, we will be completing the assembly of our informational packages for each member tomorrow. Weather depending, we will have them delivered either by our staff and interns or a messenger service tomorrow or Wednesday.

I dislike making announcements in advance of an actual strike announcement but believe that we have enough verifiable information to move ahead with contingency planning information for our members. The materials that we are sending to you are helpful in the case of any transit service, bridge or road disruption.

As many of you know, TMASF Connects Outlook Mail system has been hacked and experienced a multitude of message delivery problems. As a safeguard, we have purchased an inexpensive Mini Mac that works with our components, but operates completely independently of the main TMASF Connects server. We will be installing
it later this week and may send a couple of test e-mails. If you receive one, please delete it. I want to make sure that we can communicate with our members without interruption.

Please call me with any questions.

6/26/13
TMASF Connects has received word from SFMTA that Castro Street between Market and 19th Streets, as well as 18th Street between Collingwood and Hartford Streets, will be closed from approximately 5-11pm this evening. This announcement was just made this morning, and is simply for your information.

Please let the TMASF Connects staff know if you have any questions. Thank you.

6/27/13
As news continues to develop about a potential BART strike, as well as complications from other agencies, I want to stress that no strike date has been set yet. We will provide official information to our members as it becomes available.

For planning purposes only, I want to remind everyone that next week is a shortened work week. This will hopefully provide BART and their unions ample time to continue their discussion. As of this writing, transit coordination contingency planning meetings have been planned around the Bay Area, with the final one scheduled for July 7th.

Hopefully the materials we have provided you will be helpful in the event that a strike does commence on July 1st. If and when we hear of an official strike date and time, we will immediately notify our members.

Please call the TMASF Connects staff with any further questions. Thank you and have a nice day.

6/27/13
TMASF Connects just received this information from BART regarding bus shuttles during a potential BART strike. This is simply just for your information. Thank you.

Is it possible that a work stoppage could happen on Monday? It is highly probable that the Unions will provide our customers with the courtesy of a 72 hour notice. So if we get the notice on Friday, they could walk off the job on Monday. But remember, they can provide us with notice but it doesn’t mean they will definitely walk off the job. Listen to the news over the weekend and stay informed.

But better prepared than not, right? I have enclosed the “how to’s” related to catching a shuttle bus from one of the outlying stations. Seats are limited and you must get your round trip ticket when you first board the bus to make sure you can transfer to the Transbay bus to San Francisco and return home via the shuttle in the afternoon. The shuttles will start at the outlying stations and stop at West Oakland. Customers will then board a transbay shuttle to San Francisco.

Procedures for Passengers Using BART Charter Buses

In the morning from the East Bay to San Francisco
1. Proceed to bus boarding area in the morning.
2. You will be given your roundtrip bus pass as you get on your bus.
3. There are no assigned seats. Please take the first seat available to you to expedite loading time. Once the bus is loaded and passengers are seated, the bus will be allowed to leave. There are no standees permitted on charter buses
4. The bus will travel to the West Oakland BART station, where you will transfer to another bus that will shuttle you to Downtown San Francisco.
5. Once you arrive at the West Oakland BART station, get off the bus and proceed to the San Francisco shuttle bus loading area. You will be required to show your roundtrip bus pass to the person loading you onto the San Francisco-bound bus.

6. The bus will travel to Downtown San Francisco and unload on Fremont Street, between Folsom Street and Howard Street near the Transbay Terminal.

In the afternoon from San Francisco to the East Bay

7. Boarding for afternoon return trips to the East Bay will begin at 3:00pm on Howard Street between Fremont Street and Beale Street. To guarantee yourself a bus ride home, you must be at the bus loading area no later than 7:00pm.

8. You will be required to show the roundtrip bus pass that you received in the morning to the person loading you onto the West Oakland-bound bus. Once the bus is loaded and passengers are seated, the bus will be allowed to leave.

9. Once you arrive in West Oakland Station, you will get off the bus and proceed to one of the four designated bus stops (Fremont, El Cerrito Del Norte, Walnut Creek, and Dublin/Pleasanton) for the return trip to the same location of your origin. You will once again be required to show your bus pass to the person loading you on the bus.

It is very important that you do not lose your bus pass. You will be required to show the bus pass whenever you get on a bus. Only passengers who have roundtrip bus passes will be permitted to board buses in San Francisco and West Oakland.

6/28/13

BART trains are now stopping at the El Cerrito Plaza station. Please check www.bart.gov for more information. Thank you.

7/1/13

At this time, we have no new updates to provide regarding the BART strike, and talks between their unions and management. Please be prepared to again plan for alternative transportation for tomorrow’s commute. TMASF Connects will update you of any significant changes that occur. Until then, please continue to check our website at www.tmasfconnects.org or to 511.org for the most comprehensive information on your best alternative commute options. Thank you.

7/12/13

The incident took place at 888 Brannan Street, around 2:15pm. Traffic in the areas of Brannan and Bryant Streets, near the intersections of 6th, 7th and 8th Streets are experiencing extreme gridlock. Bryant and Brannan are both closed between 7th and 8th Streets. 8th Street between Harrison and Townsend is closed. Please consider using the 5th Street freeway on-ramp as an alternative. Please continue to check your local news sources for more information.

7/23/13

As you are aware, a possible BART strike could occur on August 4th. We are continuing to work closely with BART and will bring you information as it becomes available. The BART management and union entities have returned to the negotiating table and have expressed a commitment to conclude these discussions as soon as humanly possible. We will keep you informed.

In the meantime, we are preparing to refresh your supply of Getting There Guides and our TMASF Connects the region bookmark pieces. We intend to mail these to you later this week. We are also developing a detailed commuter survival guide that will be e-mailed to you next week. We ask that you distribute it to your tenants. This piece will contain information about the situation, options, and referrals. It is a baseline piece that we will modify when the Bay Bridge closes for the opening of the new span.
Caltrans has requested us to assemble 50 students to begin canvassing with bridge closure information. The students will be trained in mid-August and are tentatively scheduled to work between August 19th and 27th. This is a TENTATIVE schedule and is not a commitment to open the bridge over Labor Day, although it seems possible that could occur.

7/25/13
BART is reporting minimum delays of ten minutes in Richmond in both the Fremont and Millbrae directions. There are no current service advisories at this time.

7/26/13
I have just confirmed with Margena Wade with Caltrans that the bridge is open. It was temporary disrupted due to a false alarm.

7/30/13
Bay Bridge
During the past several weeks, we have been working with Bay Area transit agencies, BART and Caltrans to prepare for both a second BART strike and the opening/closing of the Bay Bridge structures. The opening date for the new Bay Bridge is still to be determined, but could possibly occur over the Labor Day Weekend. Although the actual dates are unknown, we have begun preparation of a major electronic piece for our members and your tenants. Once we have confirmation that allows us to confidently refer to opening and closing dates, we’ll be sending you this piece. During the closure period, we will be sending updates on specially designed e-letterhead that will be ready for immediate forwarding to your tenants.

We will practice the same principle for commuting should a second BART strike occur.

BART
We anticipate sending you a major electronic piece tomorrow that provides an overview of the BART Strike situation, Bay Area transportation facts, alternatives and resources, using the TMASF Connects map, including a link to our tutorial video from our website. Some of the information that we will need to provide is not yet available. As information is updated, routes are altered and refined, we will provide updates. As with our planning for the Bay Bridge opening/closing, we will be sending updates on specially designed e-letterhead that will be ready for immediate forwarding to your tenants. As with the Bay Bridge incident on Friday, we will only be sending updated information that has been vetted and verified. Please call us with any questions or suggestions of how we may best serve our members and your tenants.

One last note, our office will be maintaining extended hours during a second BART strike. Staff will be rotating duties and hours, but we will be available from 7:30 am until 6:00 pm unless situations warrant more coverage.

If you want any printed materials in addition to what we have supplied, please let us know by Thursday August 1st at noon. We are happy to deliver items to any member and welcome an opportunity to be of assistance.

We remain cautiously hopeful that a second strike will be averted, but we continue to prepare for an extended disruption to our association, members and the Bay Area in general.

7/31/13
Attached is a comprehensive overview of the BART Strike situation with maps and updated options received from BART this morning. The package is intended to provide an overall picture of Bay Area commute services, strategies such as casual carpooling and information resources. If a strike actually occurs, we will focus our updates on the status of service providers and information relevant to the daily commute. As strike negotiations progress, we will bring you verifiable information that is ready to share with your tenants.
If we have access to confidential information that we believe to be helpful to our members, we will clearly identify it in the Subject Line.

The attached package also provides new employees or tenants with a good sense of options for their daily trip to work.

8/4/13
Governor Brown has ordered an inquiry into the BART negotiation issue which requires seven days. As such, BART trains are expected to run on their regular schedule until further notice.

8/23/13
Dear Members: TMASF Connects would like to inform you that in preparation for next week’s Bay Bridge closure, the three farthest right lanes at the Bay Bridge toll plaza (lanes 16, 17 and 18) will be closed from **9PM tonight and will reopen at 5AM Monday, August 26th**. This closure is to allow workers to add a new FasTrak-only lane at the toll plaza.

Please refer to the TMASF Connects “Connector” piece about the Bay Bridge closure for more information. Please let the TMASF Connects staff know if you have any more questions. Thank you.

9/23/13
A three-alarm fire is burning near the West Oakland BART Station this afternoon. As of this writing, I have spoken with BART Customer Service management this afternoon and have not been advised of any service disruptions.

However, as always, please remind your tenants to visit [www.bart.gov](http://www.bart.gov) or [www.kcbs.com](http://www.kcbs.com) if they want more information.

9/26/13
We are preparing for another potential BART strike that may begin on Thursday October 10, 2013. Our activities will include sending you a package with materials that are for building management use and not for distribution. These materials provide an overview of the SFMTA (Muni), AC Transit (Transbay service), SF Bay Ferry services and the regional *Getting There on Transit* guide and TMASF Connects web cards. All of this information will also be compiled into another e-book for distribution to your tenants once we have more information from the service providers. The e-book will be e-mailed to you before the start of a work stoppage.

We will be convening our members for a special meeting and details will follow. The purpose of the meeting is to offer our members a chance to meet with BART’s General Manager Grace Crunican to hear directly from her about the progress and issues surrounding the potential service workers strike. We are waiting to confirm the date, but have tentatively identified Monday October 7th at 10:00 am.

This is a unique opportunity to hear directly from the General Manager about the issues surrounding the BART labor dispute. We will be sending you an invitation once we finalize the date and time. I truly hope that our members will be able to attend this meeting. I believe that we will leave with a better understanding of the issues and constraints that are governing the BART situation.

If BART strikes, we will resume our schedule of 7:00 AM – 7:00 PM. Phones and e-mail will be monitored during these hours. TMASF Connects staff members will work staggered shifts in the office. As always, we will keep members and directors updated.
9/30/13
We have received the notice below from BART that there is a 20 minute delay on the Daly City Line in the Richmond direction. As a courtesy notice, please distribute this message to your tenants if you feel it is necessary.

10/7/13
TMA SF Connects members met with BART General Manager Grace Crunican this morning to discuss the potential BART strike that could begin for the Friday October 11th morning commute. BART, local and regional transportation entities and TMA SF Connects are planning for the eventuality of a strike that could last for several days or weeks.

We will be sending an e-book primer to our members later this week. We are waiting to send information as the final logistics are being decided by the regional transportation service providers.

10/9/13
We have issued the first Connector that provides the official information that has been provided. Many questions need to be answered and we are waiting for more information from BART and MTC. Because of the potential impact of a strike to our members and at the request of BART senior staff and General Manager I decided to begin our notification process and work with the materials being provided.

Important Notes for San Francisco-bound commuters
Busses will begin leaving from BART stations at 5:00 am. There is no published departure schedule as busses leave when they are full. The morning bus runs end at 8:00 am.

Busses departing from the designated BART stations (as identified in the maps provided) will end their trip to San Francisco in/adjacent to the temporary Transbay Terminal located at Howard Street between Fremont and Beal Streets.

Attached is the LATEST map received from BART moments ago. Please review this map for the most current information.

10/15/13
Although it is late, like many Bay Area residents I decided to check for updated BART information before the morning commute. In my mailbox I had received this message from BART two hours ago and wanted to make sure that our members knew that the BART unions have agreed to provide service for yet another day:

BART's unions have said they will NOT strike Tuesday. Talks continue. We apologize the Bay Area continues to have to wait until the middle of the night to find out if union leadership will allow the trains to run each morning. We hope we can get this situation resolved quickly so the uncertainty can come to an end – received from Roddrick Lee, BART.

10/16/13
As the first step in calling a 60-day cooling-off period for the AC Transit labor dispute, Gov. Brown announced that he has appointed an independent review panel that has seven days to report back about the situation and inform his decision to call for the cooling-off period. As reported by KGO AM 810, this means that the threat of an AC Transit strike starting tomorrow has been all but neutralized.

BART unions have announced that they will give notification of a strike by 10 pm the preceding evening, to ease the burden on commuters waiting up for the news.

We will continue to provide updates as both situations develop.

10/16/13
There is a major delay between West Oakland and Embarcadero in the SFO, Millbrae, Daly City and East Bay directions due to an equipment problem on the track.

For more information visit http://www.bart.gov/schedules/advisories/index.aspx
Since a number of you met last week with Grace Crunican, BART General Manager, I wanted to pass on her comments from this afternoon. We’ll keep you informed of developments.

For Immediate Release: October 17, 2013
No Deal Reached, BART Gives Final Offer, Unions Call for a Strike at Midnight

BART General Manager Grace Crunican issued the following statement after no deal was reached in labor negotiations between BART and its two largest unions:

“I am very disappointed that even after six months of day after day, night after night intense negotiations we are still unable to reach a deal. It hasn’t been all for nothing, we were able to make progress but a large gap remains.

“Today I gave an updated final offer to the unions on behalf of the Board. It reflects the limited progress we’ve made over the past four days of work and it addresses the essential work rule efficiencies BART desperately needs to modernize our operations.

“The package is a 3% raise per year for a total of a 12%, with a chance to earn up to $1000 a year if ridership grows. It calls for contributions of 4% for pension and 9.5% for medical. I think the offer is good for the workers and good for BART. We’ve given our unions until October 27th to consider the offer and take it to a vote of the members.

“I appreciate the riders’ and the Bay Area’s support in standing by us during these difficult negotiations.

“We are not going to agree to something we can’t afford. We have to protect the aging system for our workers and the public. Thank you to the mediators that were involved, BART staff, and Caltrans for their hospitality.

“We gave it our all and it didn’t come together and that is disappointing to everyone involved. We have a lot to do to build the future: a new fleet of rail cars, modern stations, better access, and a stronger partnership with our unions. I believe we can get there, but we have to get there together.”

BART’s unions have announced they will strike at midnight tonight. We urge commuters to plan ahead. Details on BART’s very limited charter bus service from nine of our East Bay stations and other alternatives can be found at www.bart.gov and alert.511.org. See details of BART’s final offer at here.

10/18/13
I had a call a few moments ago from BART Acting Assistant General Manager of Office of External Affairs, Kerry Hamill asking me to share information with our members about the steps being taken to resolve the strike. BART is sending a letter to SEIU asking them to please return to the bargaining table. BART staff and officials are committed to taking the necessary steps to resolve this labor dispute and get the trains running again.

Ms. Hamill shared BART’s concern and dismay about the inconvenience and uncertainty being caused to the public. Her concerns and commitment to public safety and protecting BART riders was compelling. She and I discussed how the business community might also send a letter to the SEIU leadership urging them to return to the negotiations.
We also discussed the information that TMASF Connects is providing to our members and partners and assured her that we will continue our efforts.

10/21/13
First of all – I hope that all of you are well. We appreciate your patience. I know that BART management appreciates your cooperation with the efforts designed to ease the impacts caused by the current labor stoppage.

This situation had clearly strained nerves and creates tension that makes travelling and commuting even more hazardous than usual. TMASF Connects staff worked over the weekend and continue with our 7:00 am – 7:00 pm hours for the duration of this effort. Please let us know if you need something specific for your building tenants.

I am writing to update members about the current BART situation and outline the TMASF Connects on-going communication plans.

BART Update
We are working with BART’s top management to keep our members informed and keep in touch via phone and e-mail. If information is able to be released, I believe we have it as soon as anyone. We have an information system in place to provide you with information as it becomes available.

Last week, we worked with BART, Bay Area Council and several other major business groups to write and deliver a letter to BART Union leadership urging them to end the strike, return to work and continue the negotiations. That letter was delivered on Friday, October 18th. It is yet to be determined what, if any, impact the BART accident that occurred on Saturday, October 19th will have on the labor situation. The BART Board of Directors is meeting today in closed session. We will let you know what information is shared with us following that meeting.

TMASF Connects Communications
We will continue to provide verified information that is deemed to be of importance to either our property management members or tenants and commuters. We will also identify the action needed – For Building Management Only, or Distribution. I expect to send an update of commute resources and alternative either today or tomorrow. If the augmentation bus and ferry services change, we will let you know immediately. Thanks to many of you who have expressed your appreciation of our efforts. Miranda, Lina, Lynna and I thank you for your supportive and sometimes hilarious comments.

10/21/13
BART and local media are reporting that BART and its unions have reached a tentative agreement that will allow service to resume tomorrow, hopefully for the afternoon commute. Please continue to check traffic and travel conditions by visiting www.tmasfconnects.org and www.bart.gov for more information about the opening time for BART service. Thank you to everyone for your patience and consideration during this troubled time.

10/23/13
Due to investigation of this weekend’s tragedy by NTSB, there will be no BART service between the Lafayette and Pleasant Hill Stations from 12 pm - 4 pm today. Instead, BART will operate a looping bus service between Lafayette, Walnut Creek, and Pleasant Hill stations. Busses will be available at each station approximately every 15 minutes. Expect delays if travelling on the Pittsburg/Bay Point line at that time. Sources: BART and Contra Costa Times
11/7/13
I received this letter from BART General Manager Grace Crunican expressing thanks to everyone for their patience during the strike. The TMASF Connects staff appreciates the many positive comments we received from our members. We trust and hope that we will not have to endure another such labor disruption during our working lives.

The text of Ms. Crunican’s e-mail:

Dear Friend,

Frustrating, irritating and seemingly endless - yes, the negotiations to reach agreements between BART and its labor unions were all those things and more. However, the stakes were high and the issues were critical to BART’s long-term sustainability and its future ability to contribute to the Bay Area’s economy and environment. Thankfuly, the negotiations have yielded a contract that keeps intact BART’s long-term plan to reinvest in the future of the agency and avoid the road toward decline.

I realize that this negotiation process was hard on everyone. However, I would like to thank you for your patience and for your continued support.

I regret any inconvenience BART’s contract negotiations may have caused you. We were struggling with real differences of opinion about how best to position BART into the future. Ultimately, a spirit of compromise prevailed.

This is a good contract for the Bay Area. Moving forward, I intend to build on its success by running a more efficient system and reinvesting the savings into better BART service.

As a community leader, I want you to understand some of the contract elements. Modern efficiency and the elimination of waste were at the heart of our negotiations over work rules. The new terms set the stage for modernizing BART’s operations.

BART’s Fleet of the Future will come with a host of modern technologies and BART’s skilled technicians will be able to make the most of them. For example, we will automate many announcements on the new train car fleet and broadcast the location of our trains so that there is never any confusion about an approaching station.

The efficiencies will also save money, which will be reinvested in our aging system. The money can be used, in part, for three of our biggest priorities: the new train cars, a new train control system to increase the frequency of rush hour train service, and for a state-of-the-art maintenance facility to service the new fleet and the extension of BART to Silicon Valley.

The contract allows for a 15.38% wage increase over four years, in recognition of the fact that the cost of living in the Bay Area is already amongst the highest in the nation and our workers went for four years without a raise. In a spirit of greater financial collaboration, our employees will now pay a portion of their pension, and assume a greater share of health care costs.

I believe the public will be well served by the benefits of these contracts.

I know that there was plenty of short-term pain during the process to reach an agreement; my commitment is that the long-term gain will ultimately prove the effort worthwhile.

I look forward to continuing our work together for years to come.
Grace Crunican
BART General Manager

11/25/13
President Obama will visit San Francisco on Monday, November 25. He will deliver remarks at 11:35 am at the Betty Ann Ong Chinese Recreation Center, and at 1:10pm a fundraiser at the SF Jazz Center. Although neither San Francisco Police Department nor SFMTA are reporting street closures, expect traffic delays as the presidential motorcade travels throughout the City.
The Connector

BAY BRIDGE CLOSURE
Bay Bridge Closure

August 28, 2013, 8:00 pm – September 3, 2013, 5:00 am
(estimated dates and times)

Table of Contents

Section

Closure Description ............................................................................................................. 1

CalTrans Brochure ............................................................................................................. 2

Alternate Transit Options ................................................................................................. 3

BART, SFMTA, AC Transit, San Francisco Bay Ferry, WestCat,
Golden Gate Transit & Ferry, Caltrans, Bike Shuttle

Using TMASF Connects Real-Time Map............................................................................. 4

Special Events .................................................................................................................... 5

Additional Resources ....................................................................................................... 6
Overview

Labor Day 2013 marks the opening of the new San Francisco-Oakland Bay Bridge. Later this year the currently used structure will begin the process of demolition. The demolition project will last for several years and several historic/iconic pieces of the old structure will be preserved and eventually placed in a local museum. The famous troll that has graced the current bridge since shortly after the Loma Prieta Earthquake in 1989 will be among the items that are preserved.

Caltrans has worked diligently and against significant odds to complete the new bridge, The Labor Day 2013 closure is expected to be the final effort of its kind for this bridge. Opening ceremonies are expected to be minimal with only a chain cutting ceremony planned.

Please continue to monitor local media, websites, and newspapers for updates throughout the closure period.

Milestones

- The San Francisco-Oakland Bay Bridge opened to traffic on November 12th, 1936. Before that, the ferry was the primary transportation for commuters between San Francisco and Oakland.
- In 1963, the Key System (network of commuter rail and bus lines) on the lower deck of the Bay Bridge was closed, and was reconfigured to have five eastbound lanes on the lower deck, along with five westbound lanes on the upper deck.
- On October 17, 1989, the Loma Prieta earthquake struck the Bay Area. The upper deck at pier E9 failed and crashed into the lower deck, also causing the lower deck to fail. The bridge was then closed for a month-long repair, in which it was determined that the West Span would need a retrofit and the East Span would need to be replaced.
• In 2002, construction on a new Bay Bridge began. The Bay Bridge has been closed Labor Day weekend in 2007 and 2009, as well as a partial closure (westbound deck over Presidents Day weekend in 2012, for necessary retrofitting work.

• The new East Span of the Bay Bridge will parallel eastbound and westbound decks, as well as a new bike path.

For more information, please visit the official Bay Bridge Information website.
Alternative Transit Options

As we approach Labor Day weekend, each major transit agency will have their own contingency plan for supplemental service to accommodate Bay Area commuters and residents during the Bay Bridge closure.

**BART**: During the Bay Bridge closure, BART will operate 24-hour service for select lines during the closure period. In addition to increased service during all regular service periods including commuter hours, evenings, Saturdays and Sundays/Holidays, BART will operate limited overnight service at select stations. This overnight service will begin the night of Wednesday, August 28\textsuperscript{th}, and will continue into the morning hours of Monday, September 2\textsuperscript{nd}. There will be no overnight service Monday night into the morning hours of Tuesday, September 3\textsuperscript{rd}. For a list of overnight schedules and which stations will be utilized for overnight service, please click here.

**SFMTA**: The 108-Treasure Island line will operate as normal during the Bay Bridge closure.

**AC Transit**: The final trips from San Francisco to the East Bay before the bridge closure will be 7:10pm on Wednesday, August 28\textsuperscript{th}. After that, each transbay line will terminate at a select BART station. AC Transit recommends taking local service to BART if that is easier. AC Transit and BART will each have a separate fee during this period.
**San Francisco Bay Ferry:** The Water Emergency Transportation Authority (WETA) plans to increase current ferry capacity by adding four additional boats to the San Francisco bound Alameda Harbor Bay, Alameda-Oakland and Vallejo routes.

**WestCAT:** The WestCAT LYNX bus will not operate on Thursday, August 29th and Friday, August 30th. The JX route to and from the El Cerrito del Norte BART station will make some stops along the LYNX route.

**Golden Gate Transit and Ferry:** Traffic on the Golden Gate Bridge, particularly in the southbound direction, is expected to increase during the Bay Bridge closure. During the Bay Bridge closure over Labor Day weekend in 2009, traffic increased an average of 20%.

The Golden Gate Bridge Highway and Transportation District plans to adjust the lane configuration to move traffic volumes as smoothly as possible, given the likelihood of a very large increase in traffic in both directions. There are currently no plans to increase bus or ferry service during the Bay Bridge closure, except for Saturday, August 31st through Monday, September 2nd on the Sausalito ferry line for the Sausalito Art Festival.

**Caltrans Bike Shuttle:** During the Bay Bridge closure, Caltrans will operate the official bike shuttle from the MacArthur BART station in Oakland, to the intersection of Folsom and Main Streets in San Francisco (adjacent to the Temporary Transbay Terminal). The shuttle will detour over The San Mateo-Hayward Bridge.
**THE BAY BRIDGE WILL BE CLOSED LABOR DAY WEEKEND 2013**

8 p.m. Wednesday, Aug. 28 to 5 a.m. Tuesday, Sept. 3

**FULL BRIDGE CLOSURE**

The Bay Bridge will be closed to take the original East Span out of service and to open the new East Span to traffic. Following the safe rerouting of traffic to the new East Span, the original East Span will be demolished, a process that will take approximately three years. For more information about the specific construction that will take place, visit [BayBridgelInfo.org](http://BayBridgelInfo.org).

**GETTING AROUND**

Residents and visitors will have numerous alternatives for getting around the Bay Area while the entire Bay Bridge is closed. For real-time traffic conditions and public transit alternatives, visit [511.org](http://511.org) or call [511](http://511).

Travelers may also want to check individual transit agency websites, including:

- **BART**: [bart.gov](http://bart.gov)
- **AC Transit**: [actransit.org](http://actransit.org)
- **Muni**: [sfmata.com](http://sfmata.com)
- **Ferries**: [goldengateferry.org](http://goldengateferry.org); [sanfranciscobayferry.com](http://sanfranciscobayferry.com)

**USE ALTERNATIVE BRIDGE DETOURS**

Motorists should allow extra time for travel and use of other bridges.

FOR REAL-TIME TRAFFIC CONDITIONS AND PUBLIC TRANSIT ALTERNATIVES, VISIT [511.ORG](http://511.ORG) OR CALL [511](http://511).

**Stay informed!**

For more information, visit:

[BayBridgelInfo.org](http://BayBridgelInfo.org) or call the Closure Hotline XXX-XXX-XXXX.
THE BAY BRIDGE WILL BE CLOSED
LABOR DAY WEEKEND 2013
8 p.m. Wednesday, Aug. 28 to
5 a.m. Tuesday, Sept. 3

New East Span Debuts New Driving Experience
When the bridge reopens to traffic, motorists will encounter a
new driving experience, as traffic moves from the upper and
lower decks of the original bridge to the parallel, side-by-side
decks of the new East Span. The new side-by-side configuration
will open up panoramic views of the San Francisco bay and
surrounding hills.

Bike and Pedestrian Path
For the first time pedestrians and cyclists will have the chance to
travel across the San Francisco-Oakland Bay Bridge's East Span,
on a 15.5-foot-wide bike/pedestrian path that will extend the
2.2 miles between Oakland and Yerba Buena Island. Information
about pathway access is available at BayBridgeInfo.org.

Stay Informed
Learn more about the bridge closure and the vital seismic retrofit
at BayBridgeInfo.org.
For updates on other transit options, including ferries, BART, and
MUNI, be sure to visit 511.org or call 511 for real-time traffic
conditions, detour routes and public transit alternatives.
Check back often for the latest updates.
For celebration event information and transit options for
celebration activities, visit BayBridgeCelebration.com.

For more information, visit
BayBridgeInfo.org or contact:
Bay Bridge Public
Information Office
311 Burma Road
Oakland, CA 94607
(510) 286-7167
Bay Bridge/Treasure
Island Public Information
Office
410 Avenue of the Palms,
Building 1, Room 169
San Francisco, CA 94130
(415) 288-8802

facebook.com/BayBridgeInfo twitter.com/BayBridgeInfo
Bay Area Events during Labor Day Weekend 2013

The San Francisco-Oakland Bay Bridge is currently scheduled to close at 8pm, Wednesday August 28th and is currently scheduled to remain closed until 5am, Tuesday September 3rd. While this schedule is subject to change, TMASF Connects would like to provide you a list of events occurring in the Bay Area during Labor Day weekend.

Friday, August 30th – America’s Cup: Louis Vuitton Cup Finals

Friday, August 30th – Critical Mass

Friday, August 30th through Tuesday, September 3rd – Five Oakland Athletics games at O.co Coliseum

Saturday, August 31st – Cal Bears football game at California Memorial Coliseum

Saturday, August 31st through Sunday, September 1st – Millbrae Art & Wine Festival

Saturday, August 31st through Monday, September 2nd – Sausalito Art Festival

Sunday, September 1st – Concert at America’s Cup Pavilion (Jason Mraz)

Monday, September 2nd – MetroMint di Giro San Francisco Bicycle Race

Tuesday, September 3rd – J.P. Morgan Chase Corporate Challenge
How to use the Real-Time Traffic Map on the TMASF Connects website

The following is a summary of how to use the real-time traffic map on the TMASF Connects website.

The Real-Time Traffic Map is located on the first slide of the homepage of the TMASF Connects website. The map can be moved to any desired location by grabbing the mouse with the cursor. You may also move along the map using the directional arrows button in the top-left corner. You may zoom in or out using the Zoom tool also in the top-left corner.

Color-coded sections of the road indicate the following:
- Green indicates traffic is light
- Yellow indicates traffic is medium heavy
- Red indicates traffic is heavily congested

Color-coded incident markers indicate the following:
- Red indicates the incident is severe
- Yellow indicates the incident is mild
- Orange indicates an area under construction

*The lower the severity level number, the more severe the incident is.

By clicking on an incident marker, you will find details about the incident including location, severity level, description, transit/paratransit options within the immediate area of the incident (if applicable), and a built-in trip planner.

Below the map, there are options to display nearby Park & Ride Lots (blue markers), Paratransit Information (pink markers) and Casual Carpool pick-up locations (purple markers). These options can be toggled on and off for personal preference.

The “Map Tutorial Video” can be viewed by clicking on the link for it in the top-right corner.
Additional Resources

Please continue to check www.baybridgeinfo.org for updates leading up to the hours before, during and after the strike.

Please keep the TMASF Connects Connector – Bay Bridge Closure for easy reference between August 28th at 8:00 pm and September 3rd at 5:00 am. You will also find more related information on the TMASF Connects website at www.tmasfconnects.org.

Please also tune into the following local news sources for updates and information regarding the closure:

KCBS
KGO
KTVU
NBC Bay Area
SF Gate
511.org
Bay Bridge Info
The Connector

Materials prepared and distributed in July 2013 in the event of a SECOND BART STRIKE OF 2013
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overview of the 2\textsuperscript{nd} BART Strike</td>
<td>1</td>
</tr>
<tr>
<td>History of the 2\textsuperscript{nd} BART Strike</td>
<td>2</td>
</tr>
<tr>
<td>Alternative Options from BART</td>
<td>3</td>
</tr>
<tr>
<td>Alternative Options</td>
<td>4</td>
</tr>
<tr>
<td>BART, AC Transit, San Francisco Bay Ferry, CalTrain/SamTrans, WestCat, Golden Gate Transit &amp; Ferry</td>
<td>5</td>
</tr>
<tr>
<td>Using TMASF Connects Real-Time Map</td>
<td>5</td>
</tr>
<tr>
<td>Carpooling</td>
<td>6</td>
</tr>
<tr>
<td>Parking</td>
<td>7</td>
</tr>
<tr>
<td>Biking</td>
<td>8</td>
</tr>
<tr>
<td>Facts about the SF Bay Area</td>
<td>9</td>
</tr>
</tbody>
</table>
BART strike of 2013

Summary since June 30, 2013 Contract Expiration

Bay Area Rapid Transit (BART) and its unions are currently operating service on a temporary 30-day extension of the original labor contract that expired on July 1, 2013. This 30-day extension is set to expire at midnight on Sunday, August 4th. In the event that a settlement is not reached between BART management and its unions by midnight on August 4th, BART workers will go on strike for the second time this year. There is currently no timetable for how long a potential second strike will last, but it is widely believed that it will be for a longer period of time than the strike that occurred from July 1st through July 5th.

Negotiations between BART management and its unions, Amalgamated Transit Union (ATU), and Service Employees International Union (SEIU), will continue until either a settlement is reached, or until the current contract extension expires. TMASF Connects will keep its members informed of negotiation updates, details of another potential labor strike and alternative options for your commute as soon as information becomes available. For more information on BART Labor updates, please visit the official BART Labor News website.

During August 2013, Caltrans continues to study optional dates for the closure of the Bay Bridge and the re-opening of the new structure. TMASF Connects is actively working with Caltrans and will continue to provide updated information about that project as well.
Possible second BART strike of 2013

History

The Bay Area has been through work stoppages on BART in the past. Including the July 2013 strike, BART has had four different periods of work stoppages since its opening in 1972.

For two weeks in 1976, BART unions went on strike for two weeks in solidarity with the BART Police Officers Association.

On August 31st, 1979, there was a 90-day lockout by BART management (conflicting reports indicate it was in fact a union strike) but one of BART’s unions, the informal BARTSPA, was not organized yet and had enough staff to keep operating service.

For six days in September 1997, BART service was suspended while BART workers went on strike. This resulted in BART union workers receiving a new four-year contract and an increase in pay.

In both 2005 and 2009, strikes were averted by last-minute settlements between BART management and BART unions.

Some of the main points for BART’s unions going on strike include:

Demands for an increase in salary
Requests from management to contribute to pension and health care costs
Safer work environments, due to increase in risks of violence and health hazards
Alternate Options from BART

Provided on the following three pages

July 31, 2013
Supplemental Transbay Service

Refer to alert.511.org for service updates and commuter tips.
Limited BART Charter Bus Service

- **Service Days:** Monday – Friday
- **Service Hours:**
  - 5 – 8 a.m.: Service to SF
  - 3 – 7 p.m.: Service to East Bay
- **A.M. Service:** El Cerrito, Concord, Walnut Creek, Dublin/Pleasanton, Fremont to West Oakland; then transfer to San Francisco. Also, direct West Oakland to San Francisco service.
- **P.M. Service:** Downtown San Francisco to West Oakland; then transfer to El Cerrito, Concord, Walnut Creek, Dublin/Pleasanton, Fremont

* BART will be issuing round-trip tickets for A.M. passengers.
* P.M. passengers must have an A.M. ticket to return to the East Bay.

Check 511.org for specific stop locations and latest updates.
Alternative Options

As we closer approach the dates of a BART strike and then the Labor Day Bay Bridge closure, we will be featuring detailed information on how each public transit agency is prepared to supplement service during the strike and work around the bridge closure.

**BART:** Strike updates, details on BART-provided charter buses, all-night BART service during bridge closure

**SFMTA:** Additional service during BART strike, service details during bridge closure

**AC Transit:** Additional service during BART strike, service details during bridge closure

**San Francisco Bay Ferry:** Additional service during BART strike, service details during bridge closure

**Caltrain/SamTrans:** Additional service during BART strike, service details during bridge closure

**WestCAT:** Additional service during BART strike, service details during bridge closure

**Golden Gate Transit and Ferry:** Alternative options for travel to and from San Francisco. No plans for additional service.

**Caltrans:** Specifics on bridge closure, opening celebrations for new bridge, reopening details
How to use the Real-Time Traffic Map on the TMASF Connects website

The following is a summary of how to use the real-time traffic map on the TMASF Connects website. The Real-Time Traffic Map is located on the first slide of the homepage of the TMASF Connects website. The map can be moved to any desired location by grabbing the mouse with the cursor. You may also move along the map using the directional arrows button in the top-left corner. You may zoom in or out using the Zoom tool also in the top-left corner.

Color-coded sections of the road indicate the following:
- Green indicates traffic is lite
- Yellow indicates traffic is medium heavy
- Red indicates traffic is heavily congested

Color-coded incident markers indicate the following:
- Red indicates the incident is severe
- Yellow indicates the incident is mild
- Orange indicates an area under construction
  - *The lower the severity level number, the more severe the incident is.

By clicking on an incident marker, you will find details about the incident including location, severity level, description, transit/paratransit options within the immediate area of the incident (if applicable), and a built-in trip planner.

Below the map, there are options to display nearby Park & Ride Lots (blue markers), Paratransit Information (pink markers) and Casual Carpool pick-up locations (purple markers). These options can be toggled on and off for personal preference.

The “Map Tutorial Video” can be viewed by clicking on the link for it in the top-right corner.
Carpooling as a commute option

TMASF Connects would like to remind you that carpooling is a great option for commuting to and from San Francisco. Below are a few useful facts about carpooling in the Bay Area:

**511 Rideshare** – 511 Rideshare provides both carpool drivers and passengers with several useful tools such as RideMatch Services, HOV Lanes and Park & Ride Lots, parking and a savings calculator.

**FasTrak** - FasTrak is a tool that allows drivers to pay for bridge tolls at a later date, instead of waiting to pay cash at the toll plazas. FasTrak is required for the carpool lanes on the Bay Bridge. It is also a very useful tool for getting across the Bay Bridge and other Bay Area bridges quickly even if you are not in a carpool. [Click here](#) for a list of retail locations where you can purchase a FasTrak tag.

**Casual Carpool** – Casual Carpool is a public service where drivers can pick up passengers from designated pick-up locations in order to use HOV (High Occupancy Vehicle) lanes during the peak commute hours. Please check the Casual Carpool section of the 511 Rideshare website for how Casual Carpool works, and please [click here](#) for a list of official Casual Carpool pick-up locations.

Please also consider consulting with your colleagues and fellow building tenants to create a carpool plan.

For real-time traffic conditions and transit/paratransit options, visit [www.tmasfconnects.org](http://www.tmasfconnects.org)
If you need to park

Parking in San Francisco can be a challenge, both in terms of availability and cost. The 511 Parking feature helps you find the best option for parking in the area you need to park in, at the price that works best for you.

First you can choose the city you need parking information for (ex. San Francisco). You then have the Option of entering an address, intersection or landmark (ex. 180 Montgomery Street, or Ferry Building) to narrow down the nearby parking.

Additional filters include searching by neighborhood (ex. Financial District), searching by parking facilities, street parking or Park & Ride lots, and sorting by Availability or Price. Each facility will display a percentage of availability in real-time, as well as hourly, daily and special rates. Street parking will also give real-time availability based on blocks near a specific intersection.

Park & Ride Lots are free, easy-to-access parking lots for carpool and vanpool partners to connect. There are over 150 located throughout the Bay Area. Many lots are located near transit hubs, freeways and some even feature bike parking. For an interactive map of Park & Ride lots and HOV lanes, please visit the 511 Rideshare page. For more information about Park & Ride lots that are operated by the California Department of Transportation (Caltrans), please click here.
Bike information is subjected to change during the BART strike

Each Muni bus provides two front bike racks with a first-come, first-served basis. Although light rail trains, streetcars and cable cars do not have bike racks, folding bikes are allowed inside Muni buses, light rail trains and street cars except inside cable cars (Source from SFMTA).

All WestCAT buses provide two bicycle racks with a first-come, first-serve basis.

Golden Gate Transit ferries and buses are both equipped with bicycle racks. Golden Gate buses are able to hold two to three bikes according to the different buses.

Caltrain provides two types of train cars which can accommodate forty-eight to eighty bikes depending on which type of train (Source from Caltrain).

SamTrans provides two bicycle racks with a first-come, first-served basis.

San Francisco Bay Ferry also allows bikes on ferries.

Caltrans Bay Bridge Bike Shuttle is able to hold fourteen bikes and passengers with a fee of $1 each way.

All AC Transit buses provide two bicycle racks with a first-come, first served basis.

For more bicycling information,
visit www.tmasfconnects.org
Facts about living and traveling in the SF Bay Area

SFMTA/ San Francisco

SFMTA opened in 1912

An estimated 700,000 people ride SFMTA vehicles each day

SFMTA services cover 47 square miles of the Bay Area, 26 trolley busses, 151 streetcars, 40 cable cars and 86 hybrid buses

San Francisco’s population is approximately 805,000 people living in 49.6 square miles, making it the second most densely populated city in North America, right behind New York City

The City population swells to an estimated 1,000,000 people each day with increased commuters to work. Nearly 500,000 arrive and 15,000 commute out of the City

Transbay Tube opened in 1974

During a weekday, an estimated 35,400 vehicles enter the City

The City measurement for drive-alone rates include those who carpool to work and remain at 44%

The Bay Area is served by three international airports – San Francisco, Oakland and San Jose

We house six overlapping bus transit agencies – AC Transit, SFMTA, SamTrans, VTA, Golden Gate and County Connection and four rapid transit and regional rail systems – BART, Caltrain, SF Muni Metro and Santa Clara VTA Light-rail
The Bay Area is served by a network of ferries managed by San Francisco Bay Ferry including routes to Alameda Harbor Bay, Alameda Main Street, Angel Island, AT&T, Jack London Square, SF Ferry Building, SF Pier 41, South San Francisco and Vallejo terminals. Golden Gate Transit and Ferry provides ferry service from Larkspur and Sausalito to San Francisco.

The Bay Area currently has 7 toll bridges operated by the Bay Area Toll Authority: the Antioch Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Dumbarton Bridge, Richmond-San Rafael Bridge, San Francisco-Oakland Bay Bridge, and the San Mateo-Hayward Bridge. In addition, there is the Golden Gate Bridge which is operated by the Golden Gate Bridge Highway & Transportation District.

**BART**

400,000 people ride BART to commute each day

BART has a police staff of 206 legally sworn-in law enforcement officers and a support staff of 96 people

BART operates 669 vehicles over 104 miles of track

**TMASF Connects**

Of the estimated 450,000 jobs in San Francisco, approximately 70,000 are housed in TMASF Connects Member buildings

TMASF Connects membership has 64 member buildings covering an estimated 21,000,000 square feet of real estate (based on membership gross square footage assessments)

TMASF Connects drive-alone rate is 9.0% and our combined carpool rate is 6.9%
The Connector

BART STRIKE OF OCTOBER 2013
# Table of Contents

Click on the title or page number to go to that section

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff Contact Information</td>
<td>4</td>
</tr>
<tr>
<td>Note on This Guide</td>
<td>5</td>
</tr>
<tr>
<td>BART Strike of October 2013: Update</td>
<td>6</td>
</tr>
<tr>
<td>Alternative Transit Options</td>
<td>7</td>
</tr>
<tr>
<td>Bus Service Routes</td>
<td>7</td>
</tr>
<tr>
<td>Fremont</td>
<td>8</td>
</tr>
<tr>
<td>West Oakland</td>
<td>9</td>
</tr>
<tr>
<td>Walnut Creek</td>
<td>10</td>
</tr>
<tr>
<td>San Leandro</td>
<td>11</td>
</tr>
<tr>
<td>El Cerrito Del Norte</td>
<td>12</td>
</tr>
<tr>
<td>Concord</td>
<td>13</td>
</tr>
<tr>
<td>Dublin/Pleasanton</td>
<td>14</td>
</tr>
<tr>
<td>Lafayette</td>
<td>15</td>
</tr>
<tr>
<td>San Francisco</td>
<td>16</td>
</tr>
<tr>
<td>Hayward</td>
<td>17</td>
</tr>
<tr>
<td>Letter from MTC</td>
<td>18</td>
</tr>
<tr>
<td>Working remotely during a BART strike</td>
<td>20</td>
</tr>
<tr>
<td>What is telecommuting?</td>
<td>20</td>
</tr>
<tr>
<td>How does telecommuting work?</td>
<td>20</td>
</tr>
<tr>
<td>Telework locations</td>
<td>20</td>
</tr>
<tr>
<td>Online services for working remotely</td>
<td>20</td>
</tr>
<tr>
<td>Employer Considerations for Working Remotely</td>
<td>21</td>
</tr>
<tr>
<td>Real-Time Traffic Map</td>
<td>22</td>
</tr>
<tr>
<td>Carpooling as a commute option</td>
<td>23</td>
</tr>
<tr>
<td>511 Parking</td>
<td>24</td>
</tr>
<tr>
<td>Bike Information</td>
<td>25</td>
</tr>
</tbody>
</table>
Staff Contact Information

In the event of a BART strike, the office of TMASF Connects will be open from 7am to 7pm, though the times are subject to change based on commute conditions. Phones and email accounts will be monitored closely during those hours and we will respond to all inquiries as soon as possible.

Staff

Kimberly B. Martinson, CAE
Executive Director
kmartinson@tmasfconnects.org

Miranda C. Mickiewicz
Planning Associate
Miranda@tmasfconnects.org

Lina Savage
Administrative Assistant
lsavage@tmasfconnects.org

Email: staff@tmasfconnects.org

Office Location & Phone Number

Phone: 415-392-0210
Fax: 415-392-0224
180 Montgomery St., Ste. 2360
San Francisco, CA 94104
Note on This Guide

TMASF Connects will continue to research commute options and provide route and schedule updates as they become available in the event of a transit disruption.

The Metropolitan Transportation Commission (MTC) and Bay Area Rapid Transit District (BART) management encourage everyone who can work from home to do so. The impact of 300,000 – 400,000 displaced commuters on the entire transportation system creates an intolerable stress. Roads swell with additional vehicles and busses, ferries and trains are stretched beyond reasonable and manageable capacity. We have included a letter from the MTC requesting employers to consider implementing short-term telecommuting options. Telecommuting is an option that allows for workers to continue to be productive without adding additional travelers to a burdened transportation system. In the case of a BART strike or other disruption of equal magnitude, we have been asked to please remind the employers located in TMASF Connects member properties to consider a short-term telecommute option.

Flextime and staggered work hours are also strategies that can be useful during a major transportation disruption. We appreciate your consideration of alternatives to help get the Bay Area through a BART strike.

Thank you,

Kimberly B. Martinson, CAE
Executive Director
TMASF Connects
BART Strike of October 2013: Update

Bay Area Rapid Transit (BART) and its unions are currently operating service under a temporary extension of the original labor contract that expired on June 30, 2013. On August 11, 2013, a court upheld Governor Brown’s 60-day cooling-off period, which ends at 11:59 pm on Thursday, October 10. In the event that a settlement is not reached between BART management and its unions by midnight on October 10th, BART workers may go on strike for the second time this year. A strike could become effective by Friday October 11, 2013 AM commute period.

There is currently no timetable for how long a potential second strike will last, but it is widely believed that it will be for a longer period of time than the strike that occurred from July 1st through July 5th.

Negotiations will continue between BART management and its unions, Amalgamated Transit Union (ATU), and Service Employees International Union (SEIU), until either a settlement is reached, or until the 60-day cooling off period ends. TMASF Connects will keep its members informed of negotiation updates, details of another potential labor strike and alternative options for your commute as soon as information becomes available.

For more information on BART Labor updates, please visit the official BART Labor News website.
Alternative Transit Options

Short-term disruptions to major transportation infrastructure may allow for temporary measures such as taking vacation time or telecommuting. Options for not travelling to an office might include taking vacation time, working from home, or staggering your arrival and departure times.

As we approach the dates of a BART strike, we will be featuring detailed information on how each public transit agency is prepared to supplement service during the strike. The home pages of the transit agencies offering alternatives during a BART strike, as well as links to their information pages on changes for the strike, if available, are below.

- **BART**: Strike Information
- **SFMTA**: Strike Information
- **AC Transit**: Strike Information
- **San Francisco Bay Ferry**: Strike Information
- **Caltrain/SamTrans**: Strike Information
- **WestCAT**: Strike Information
- **Golden Gate Transit and Ferry**: Strike Information
- **MTC**: Strike Information
- **511.org**: Strike Information
- **TMASF Connects**

BART Bus Service Routes

On the following pages are maps of the bus service routes direct to San Francisco that will be run by BART in the event of a strike. All BART shuttles are **free of charge** and **parking is free** in all BART lots during a strike. Shuttles will depart from the specified stations from **5am to 8am each morning**, drop off passengers at the Transbay Terminal in downtown San Francisco, and pick up passengers from the Transbay Terminal from **3pm to 7pm**. All shuttles run on a **first-come, first-serve basis**, so arriving at the station during the specified hours is **not a guarantee** of a seat, and there is no schedule for busses. Wheelchair accessible vans will be available at the 9 stations running busses. More information is on the **BART News Page**.
FROM 880:
TAKE DECOTO RD. EXIT, HEAD EAST
RIGHT ONTO PASEO PADRO PKWY
LEFT ON MOWRY AVE
RIGHT ON MISSION AVE
RIGHT ON WALNUT AVE
RIGHT ON CIVIC CENTER DRIVE

TO GET BACK ONTO 880:
RIGHT ON CIVIC CENTER DRIVE
LEFT ON MOWRY AVENUE
RIGHT ON PASEO PADRE PKWY
LEFT ON DECOTO ROD
FOLLOW SIGNS TO 880
FROM 80-EAST OR 880-SOUTH
EXIT WEST GRAND AVENUE
RIGHT ON I-880 FRONTAGE RD
LEFT ON 7TH STREET
RIGHT ON MANDELA PKWY
RIGHT ON 5TH
RIGHT ON CHESTER

TO GET BACK ON FREEWAY
RIGHT ON 7TH STREET
LEFT ON MANDELA PKWY
LEFT ON WEST GRAND AVE
LOOK FOR ON RAMP TO 80-WEST OR 880-SOUTH

OCTOBER 2013
FROM 680-NORTH
TAKE YGNACIO VALLEY RD EXIT
LEFT ON YGNACIO VALLEY RD
GO UNDER 680, CONTINUE ONTO HILLSIDE DR
RIGHT ON PARKSIDE DR
GO UNDER 680
RIGHT ON RIVIERA AVE
LEFT ON PRINGLE AVE
RIGHT ON N CALIFORNIA BLVD

TO GET BACK ON FREEWAY
FROM N CALIFORNIA BLVD
RIGHT ON YGNACIO VALLEY RD
PASS UNDER 680
LOOK FOR RAMP TO 680 ON RIGHT

OCTOBER 2013
FROM 880-SOUTH
TAKE DAVIS ST EXIT
TURN LEFT ON DAVIS ST
RIGHT ON SAN LEANDRO BLVD
RIGHT ON PARROT ST
RIGHT ON MARTINEZ ST

TO GO BACK TO FREEWAY
STAY ON MARTINEZ ST
RIGHT ON ALVARADO ST
LEFT ON DAVIS ST
TAKE ON-RAMP TO 880-N (OAKLAND)

OCTOBER 2013
EL CERRITO DEL NORTE
bus service route

FROM 80-EAST
TAKE POTRERO AVENUE EXIT
LEFT ON SAN PABLO AVE

TO GO BACK TO FREEWAY
FROM SAN PABLO AVENUE
RIGHT ON KNOTT AVE
RIGHT ON KEARNEY STREET
RIGHT ON CUTTING BLVD
LEFT ON SAN PABLO
RIGHT ON POTRERO
FOLLOW SIGNS TO I-80 WEST

OCTOBER 2013
CONCORD
bus service route

FROM CA-242 N
TAKE CLAYTON RD EXIT
STAY ON CLAYTON RD
RIGHT ON CLAYTON RD
RIGHT ON OAKLAND AVE

TO GO BACK TO FREEWAY
RIGHT ON MT DIABLO ST
RIGHT ON OAK ST
LEFT ON GRANT ST
LEFT ON CONCORD BLVD
MERGE INTO CLAYTON RD
GO UNDER FREEWAY, MERGE ONTO CA-242-SOUTH
MERGE INTO 680-SOUTH
TAKE HWY 24-W TOWARDS LAFAYETTE/OAKLAND

OCTOBER 2013
DUBLIN / PLEASANTON
bus service route

FROM 580 OUTBOUND
TAKE HACIENDA DR EXIT
RIGHT ON HACIENDA
RIGHT ON OWENS

FROM 580 INBOUND
TAKE HACIENDA DR EXIT
LEFT ON HACIENDA
RIGHT ON OWENS

TO GO BACK TO FREeway
RIGHT ON HOPYARD RD
FOLLOW SIGNS TO 580

OCTOBER 2013
LAFAYETTE
bus service route

FROM 24 OUTBOUND
OAK HILL RD EXIT
LEFT ONTO OAK HILL RD
LEFT ONTO DEER HILL RD
LEFT INTO BART STATION
LEFT WITHIN BART STATION
RIGHT ONTO DEER HILL RD

TO RETURN TO 24
FOLLOW SIGNS TO RIGHT TURN FOR 24 ON RAMP

OCTOBER 2013
SAN FRANCISCO
bus service route

FROM OAKLAND/BAY BRIDGE
FREMONT EXIT
LEFT ONTO FREMONT ST
RIGHT ON HOWARD
*LOADING AT FREMONT & HOWARD

FOR RETURN TO EAST BAY/BAY BRIDGE
RIGHT ON BEALE ST
RIGHT ON HARRISON ST
CROSS 1ST STREET TO I-80 EAST ON RAMP

OCTOBER 2013
FROM 880 OUTBOUND
A STREET EXIT
LEFT ON A STREET
PASS UNDER 880
RIGHT ON ALICE ST
LEFT ON CLAIR ST
LEFT ON GRAND

TO GET BACK ON THE FREEWAY
STARTING ON GRAND
LEFT ON A STREET
FOLLOW SIGNS AND RIGHT ONTO 880

OCTOBER 2013
Letter from MTC

TMASF Connects has been requested by the Metropolitan Transportation Commission (MTC) to share a letter from them with our members and their tenants. The letter on the next page briefly defines telecommuting and also promotes carpooling and workplace flexibility. MTC requests that Bay Area employees consider what options they could implement to help lessen the impact of a BART strike on the economy and the transportation system. Thank you for taking a moment to consider their request.
October 4, 2013

Dear Bay Area Employer,

As the Bay Area prepares for another possible BART strike, MTC is reaching out to Bay Area employers and their employees with suggestions for proactive steps that can help to mitigate the problems that such a work stoppage would cause. We know from the relatively brief strike in July that a shutdown of BART is a significant matter to Bay Area residents and business. Indeed, the impact will be even greater in October, as BART ridership and freeway travel are both at higher levels now compared to July.

We also know that sometimes small changes can often yield outsized benefits, especially if the changes are multiplied many times over throughout the system — this is particular true with traffic congestion. It is in this spirit that we urge employees and employers to consider one or all of the following practices, each of which has the potential to lessen the damage to the region’s economy – and to your own business – stemming from a BART strikes.

- **Telecommuting:** Encourage employees to work from home or at a nearby office location if alternative sites are available.

- **Carpooling:** With extended hours and additional access to carpool lanes, we encourage employees to form workplace carpools where possible and to try out the Bay Area’s unique casual carpool phenomenon. Offer to cover the parking costs of employees who form carpools, and provide incentives to include employees who regularly take BART. (Note: Carpools on the Bay Bridge require three or more occupants, as well as FasTrak® toll tags.)

- **Workplace Flexibility:** Relax policies about core work hours to allow employees to avoid peak-hour traffic, and encourage options other than in-person meetings such as the use of tele-conferences or web-based meetings.

MTC’s comprehensive travel information service — 511 — provides up-to-the-minute travel information by a three-digit phone call to 5-1-1 or at 511.org. Information on traffic conditions, public transit options and carpools and up-to-the-minute updates on all other travel related information can be found 24/7. During the run-up to the strike deadline and thereafter, your employees can visit a special page at alert.511.org to learn about changes to carpool lane policies, casual carpool pick-up and drop-off locations, travel options, supplemental transit service, and more. Take full advantage of this helpful regional resource.

I appreciate any steps your company can take to disseminate this information and implement these strategies to help keep the region moving!

Sincerely,

Amy Rein Worth, Chair
Working remotely during a BART strike

What is telecommuting?
Simply put, telecommuting is working any location besides one’s office. During a BART strike or other situation that impedes the normal work commute, telecommuting can be a preferred alternative for many employees, even if only for one or two days in a week. Not only does telecommuting save time, money, and confusion for the individual in the event of a transit outage, it reduces congestion in the alternative commute for those whose job function requires that they report for work at the usual location.

How does telecommuting work?
Although the needs of each employee and company may vary, all that is needed to telecommute for a typical office job is a phone, computer with internet connection, and a work space. With new software and alternative work spaces (see below), there are resources available to support a variety of work needs.

Telework locations
By definition, telecommuters can work anywhere, including home, cafés, and libraries. Telework centers, also called Co-work or Drop-in work centers, offer another option. These spaces have desks with internet connection that can be rented on a short-term basis. A few examples are below.

- **Nextspace** – offering several Bay Area locations with day passes
- **Satellite, Inc.** – offers locations in the South Bay/Peninsula
- **Tech Liminal** – Co-work space in Oakland with daily drop-in rates
- **Sandbox Suites** – several Bay Area locations with day passes
- For more locations, please see [this list](#)

Online services for working remotely
Many businesses exploring telecommuting may find it useful to have access to the company server, files on a work computer, or other shared resources. The websites listed below, and others, offer software to remotely access this data.

- **Crossloop** – remote access and computer screen sharing for collaboration
- **GoToMyPC** – remote access of computer; offers 30-day free trial
- **LogMeIn** – offers both free and “pro” versions for remote computer use
- **Screen Connect** – remote computer use plus virtual meeting support
Employer Considerations for Working Remotely

Telecommuting is a practical and feasible alternative to the traditional commute in the event of a transit disruption or natural disaster. Any employer instituting a telecommute policy for more than just a short period of time should be aware of the legal and safety considerations.

UCSF has a comprehensive and publically-available telecommuting policy. Its website includes resources such as a telecommuting agreement, home safety checklist, and supervisor checklist, and serves as an excellent model for any organization looking to implement telecommuting.

Other resources for employers include:

“Telecommuting and Employment Law” from HR Hero

“Making Telecommuting Pay Off” from Society for Human Resource Management

“Workplace flexibility among professional employees” a report from the Families and Work Institute

“About Statewide Telework” from California Department of General Services
Real-Time Traffic Map
A guide to TMASF Connects’ Real-Time Traffic Map

The Real-Time Traffic Map is located in the left-hand tab of the homepage of the TMASF Connects website. The map can be moved to any desired location by clicking and dragging with the cursor. You may also move along the map using the directional arrows button in the top-left corner. You may zoom in or out using the Zoom tool also in the top-left corner.

Color-coded sections of the road indicate the following:
- Green indicates traffic is light
- Yellow indicates traffic is medium to heavy
- Red indicates traffic is heavily congested

Color-coded incident markers indicate the following:
- Red indicates the incident is severe*
- Yellow indicates the incident is minor
- Orange indicates an area under construction

*The lower the severity level number, the more severe the incident is.

By clicking on an incident marker, you will find details about the incident including location, severity level, description, transit/paratransit options within the immediate area of the incident (if applicable), and a built-in trip planner.

Below the map, there are options to display nearby Park & Ride Lots (blue markers), Paratransit Information (pink markers) and Casual Carpool pick-up locations (purple markers). These options can be toggled on and off to suit personal preference.

The “Map Tutorial Video” can be viewed by clicking on the link for it in the top-right corner.
Carpooling as a commute option

TMASF Connects would like to remind you that carpooling is a great option for commuting to and from San Francisco. Below are several resources for carpooling in the Bay Area:

**511 Rideshare** – 511 Rideshare provides both carpool drivers and passengers with several useful tools such as RideMatch Services, HOV Lanes and Park & Ride Lots, parking and a savings calculator.

**FasTrak** - FasTrak is a tool that allows drivers to pay for bridge tolls at a later date, instead of waiting to pay cash at the toll plazas. FasTrak is required for the carpool lanes on the Bay Bridge. It is also a very useful tool for getting across the Bay Bridge and other Bay Area bridges quickly even if you are not in a carpool. **Click here** for a list of retail locations where you can obtain a FasTrak tag.

**Casual Carpool** – Casual Carpool is a public service where drivers can pick up passengers from designated pick-up locations in order to use HOV (High Occupancy Vehicle) lanes during the peak commute hours. Please check the Casual Carpool section of the 511 Rideshare website for how Casual Carpool works, and please **click here** for a list of official Casual Carpool pick-up locations.

Please also consider consulting with your colleagues and fellow building tenants to create a carpool plan. For real-time traffic conditions and transit/paratransit options, visit the **TMASF Connects** website.

**Park & Ride Lots** are free, easy-to-access parking lots for carpool and vanpool partners to connect. There are over 150 located throughout the Bay Area. Many lots are located near transit hubs, freeways and some even feature bike parking. For an interactive map of Park & Ride lots and HOV lanes, please visit the **511 Rideshare** page. For more information about Park & Ride lots that are operated by the California Department of Transportation (Caltrans), please **click here**.
511 Parking

Parking in San Francisco can be a challenge, both in terms of availability and cost. The 511 Parking feature helps you find the best option for parking in your area, at the price that works best for you.

First you can choose the city for which you need parking information (e.g. “San Francisco”). You then have the option of entering an address, intersection or landmark (e.g. “180 Montgomery Street,” or “Ferry Building”) to narrow down the nearby parking.

Additional filters include searching by neighborhood (e.g. “Financial District”), searching by parking facilities, street parking or Park & Ride lots, and sorting by Availability or Price. Each facility will display a percentage of availability in real-time, as well as hourly, daily and special rates. Street parking will also give real-time availability based on blocks near a specific intersection.
Bike Information

Each Muni bus provides two front bike racks with a first-come, first-served basis. Although light rail trains, streetcars and cable cars do not have bike racks, folding bikes are allowed inside Muni buses, light rail trains and street cars except inside cable cars (Source: SFMTA).

All WestCAT buses provide two bicycle racks with a first-come, first-serve basis.

Golden Gate Transit ferries and buses are both equipped with bicycle racks. Golden Gate buses are able to hold two to three bikes according to the different buses.

Caltrain provides two types of train cars which can accommodate forty-eight to eighty bikes depending on the type of train.

SamTrans provides two bicycle racks on each bus on a first-come, first-served basis.

San Francisco Bay Ferry allows bikes on ferries.

Caltrans Bay Bridge Bike Shuttle holds fourteen bikes and passengers with a fee of $1 each way.

All AC Transit buses provide two bicycle racks on a first-come, first-served basis.
Table of Contents

Transit Schedules ................................................................. 3
Carpool and Parking—Holiday information ...................... 4
Holiday Street Closures ........................................................... 5
Critical Mass ........................................................................... 6
Transit Schedules

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>AC Transit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BART</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CalTrain</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GGT (Bus)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GGF (Ferry)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MUNI</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sam Trans</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SF Bay Ferry</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Westcat Lynx</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Legend:  
- **Sunday Schedule**  
- **Reduced Service**  
- **No Service**  
- **Later evening service**

**AC Transit**: Sunday schedule on Christmas Day and New Year’s Day. Extended hours for the Free Broadway Shuttle on New Year’s Eve.

**BART**: Sunday schedule on Christmas Day and New Year’s Day. During commute hours on weekdays between Christmas and New Year’s, BART will reduce frequency on the Pittsburg-Bay Point line, with trains running every 10-15 minutes. BART will operate special service on the evening of New Year’s Eve until 3am. <<Update link>>

**CalTrain**: <<Update link and info>> Sunday schedule on Christmas Day and New Year’s Day. Free train rides starting at 11pm on New Year’s Eve and service until 2am.

**Golden Gate Bus**: Sunday/Holiday schedule on Christmas Day and New Year’s Day.

**Golden Gate Ferry**: No service on Christmas Day or New Year’s Day. Holiday service on Christmas Eve and New Year’s Eve. Special schedule Dec. 26 and Dec. 27: Expanded Holiday service on the Larkspur Ferry; Holiday service on the Sausalito Ferry.

**MUNI**: <<Insert link, update info>> Sunday service Christmas Day and New Year’s Day. Saturday service on bus lines on weekdays between Christmas and New Year’s.

**San Francisco Bay Ferry**: No service on Christmas Day or New Year’s Day.

**Westcat Lynx**: No service on Christmas Day or New Year’s Day. Holiday schedule (no midday service) on Christmas Eve and New Year’s Eve.
Carpool and Parking—Holiday information

Happy holidays! Please keep the following information in mind to help ease your commute at this time of year.

There are NO holidays for carpool/HOV lanes—the posted hours apply every weekday, regardless of holiday status.

The reduced carpool rate on the Golden Gate Bridge does not apply on Christmas Day or New Year’s Day.

SFMTA does not enforce parking on Christmas Day or New Year’s Day, but does ticket on New Year’s Eve and Christmas Eve.
Holiday Street Closures

The following streets will be closed for various holiday events:

12/21-12/25:  7am-6pm, Golden Gate Ave. from Lea to Jones – North side parking and one traffic lane closed

12/21:  3am-3pm, Ellis between Taylor and Jones – North side parking and one traffic lane closed

12/21:  10am-midnight, Vallejo closed between Columbus and Grant

12/25:  6am-noon, Clara closed between 4th and 5th St.

12/25:  7am-5pm, Jones closed between Eddy and Turk St.
Critical Mass

As is custom on every last Friday of the month, the Critical Mass bicycle ride will begin at 5:30pm on Friday, December 27th, 2013 at Justin Herman Plaza, then go West on Market Street and continue on a spontaneously-determined route.

Please use caution while driving near bicyclists. Allow extra time if you plan to travel to and from downtown; there will be heavy traffic on downtown streets. MUNI customers are encouraged to use the Metro subway during this time.

For more information on Critical Mass, see SFCriticalMass.org
Materials distributed in 2013
Promotional Materials Distributed in 2013

The materials pictured here were distributed to new TMASF Connects members and to participants at commuter events held throughout the year.

Eyeglasses sleeve
Tumbler
Commuter Card Holder
Flashlight Keychain
Messenger Bag
Clear commuter card holder
Transit Materials
Rideshare Matching: Carpool and Vanpool

Save Money
- Share the price of gasoline
- Share the price of parking
- Enjoy free trips over Bay Area Bridges during commute hours
- Vanpoolers can save hundreds of dollars on tolls per year
- Vanpoolers can park in San Francisco for $7.42 per year

Reduce Stress
- Share the responsibilities of driving
- Can to work faster by riding in the carpool lane
- Get reimbursed for a ride in the case of an emergency

Help the Environment
- Improve air quality by reducing traffic congestion
- Help mitigate climate change by reducing greenhouse gases

ALL ON YOUR WAY TO WORK

Turn over to sign up today.

City CarShare—Join Today!

Easy to Use
City CarShare is easy when you’re ready to go. It’s like getting
there earlier. Become a member, reserve a car, and off you go!
There’s no paperwork or waiting in lines. Plus, you’ll never have to worry
about car payments, insurance, gas, or repairs. City CarShare even cleans
the cars inside and out once a week.

Save Money
City CarShare members save an average of $463 per month by not owning
a vehicle. As the only local, non-profit provider in the Bay Area,
City CarShare has good driving rules. Charges are based on size, per hour
and per mile. We have two pricing plans so you can match a plan with
your driving needs.

Be Green
By joining, you’re doing a good thing for the environment. Car sharing
helps reduce the number of cars on the road. That means less traffic,
less pollution, fewer parking lots and more pleasant green space for the
Bay Area to enjoy.

The choice is yours...

<table>
<thead>
<tr>
<th>Plan</th>
<th>Monthly Fee</th>
<th>Mileage Fee</th>
<th>Miles per hour</th>
<th>Miles per week</th>
</tr>
</thead>
<tbody>
<tr>
<td>ShareLocal</td>
<td>$10</td>
<td>$1 + $0.40</td>
<td>4</td>
<td>10</td>
</tr>
<tr>
<td>SharePlus</td>
<td>$20</td>
<td>$1 + $0.40</td>
<td>10</td>
<td>30</td>
</tr>
</tbody>
</table>

Gas, premium insurance and maintenance are always included!

Average hourly rate is $6.50
(when you add hours and miles together)

JOIN at CITYCARSHARE.ORG OR 415-995-8588

Get Things Done. Socialize.
Stay Engaged. Enjoy Life!

Silver Ride
GET THERE WITH CARE

SAN FRANCISCO/MARIN
415.861.7433

EAST BAY
510.848.7433

PENINSULA
650.853.7433

www.SilverRide.com

Zipcar
for business

Reduce your company’s enviromental impact with Zipcar.

The leading provider of on-demand transportation for today’s businesses.

Learn more at zipcar.com or call 617-992-8244 or email business@zipcar.com

Zipcar for business
TMASF Connects
Work Program
Materials
Calling all TMASF Connects Members and Tenants
Now is a great time to host a summer intern
Please read further...

To: All TMASF Connects Members and Tenants

FROM: Kimberly B. Martinson, CAE
Executive Director

RE: TMASF Connects partners with San Francisco Unified School District to promote Summer Intern Program 2013

Date: March 13, 2013

Thank you!

Last year businesses that are located in TMASF Connects member buildings placed more than 30 high school interns. These students are now eligible to apply for a TMASF Connects scholarship to help them continue their post-secondary education. Your participation in the 2012 internship program was truly an effort that continues to positively impact the lives of these students!

This year, our goal is to place one intern in each of our 62 member properties. Placing 62 interns in 2013 will allow those same students to apply for a TMASF Connects scholarship in 2014. If you have not hosted an intern, please consider this idea once again.

Program: San Francisco Unified School District (SFUSD) Student Summer Internship Program 2013 working through TMASF Connects member properties.

Goal: To offer students an opportunity that will help them to define their next course of study and ultimately become better prepared to enter the workforce.

Specifics: Student interns have been preparing for this opportunity since their freshmen year of high school by participating in career academies that include Finance, Hospitality & Tourism, Engineering, IT, and Health Sciences.

Description: The TMASF Connects Work program partners with SFUSD to place their high school student students in businesses beginning on June 10th and ending on July 19th.
Students work 20 hours per week – schedule and duties are up to the employer to define.

Process: Complete the Employer Application and mail a check to SFUSD as soon as possible or contact the District before March 23, 2013. The fee for each intern is $680 with $600 going to the students. Employers interview students and select candidates based on pre-matching of skills and interests by SFUSD staff.

Benefits for Hosts: An economical way to catch up on projects that never seem to get finished; temporary help during the summer vacation months; morale booster; a chance to make a significant contribution to the future workforce for very little money.

Bonus Benefit: City and County of San Francisco (CCSF) indemnifies the employer. A current Memorandum of Understanding (MOU) will be available for review and will be sent out as soon as it is received from SFUSD.

Benefits for Students: A great opportunity to learn about different areas of business while contributing energy and enthusiasm to completing your projects. Completing an internship is a key requirement for TMASF Connects scholarship eligibility as they graduate high school.

TMASF Connects program will be hosting two interns this summer. Look for these students in our member building lobbies as they help us conduct events and distribute materials. Our interns also monitor our website, provide graphic and minimal accounting tasks and provide general office support.

Engaging a student intern for six weeks this summer is an investment in our community and in our students. We look forward to sharing our internship experiences with our members later this summer. For the past two summers, we have hosted interns and our association has been able to complete projects that were long overdue and enjoy meeting the future workforce. Our experiences have been very rewarding.

Please contact Matt Corallo at 415.379.7769 (corallom@sfusd.edu), Sharon Zimmern, 415.379.7764 (szimmern@sfusd.edu) or Kimberly Martinson at 415.392.0210 (kmartinson@tmasfconnects.org) for more information.

We will keep you updated about intern developments. Please visit our new website at www.tmasfconnects.org.

Your participation is appreciated so very much. On behalf of everyone involved we thank you!
Dear TMASF Members and Tenants residing in member buildings:

Attached is a letter that includes the application and related materials to help launch the promotional efforts for TMASF Connects members to host a summer internship! **We are thrilled to have the opportunity to promote this program and ask that you forward this email and attachment to all of your tenants, vendors and colleagues.** Each intern selected by a TMASF Connects member building or tenant satisfies a major requirement to be considered for a scholarship awarded by our association.

The internship program is inexpensive, offers businesses and students a great opportunities for learning and completing projects, and, is a key component in helping to develop our next generation workforce.

This is truly a great opportunity to help define the future workforce of San Francisco. Please call me with any questions. I am available to speak with members and/or tenants about this program. We will also host an event in your building if enough tenants are interested in learning more about the program.

Thank you so much for reading the attached letter and sharing it with everyone possible!
Class of 2013  
TMASF Connects Scholarship Award Program  

We want to hear from you!  

If you worked in any of our 63 member buildings during your high school years or completed an internship program offered by San Francisco Unified School District (SFUSD) during 2012, you may be eligible for one of our scholarships.  

We are San Francisco’s commuter resource for real-time traffic maps & alerts, transit solutions, workforce building & development & community daycare information. We believe in offering programs to build our community. Helping to develop a competitive local workforce not only helps to increase mobility around the City, it also helps to build a strong community. We’d like to find a few students who have demonstrated their potential for leadership and congratulate them with a scholarship.  

We are a small staff organization that provides intelligent commute solutions and workforce development tools the businesses and employees who work in one of our 63 of member buildings. Currently, our members house an estimated 70,000 employees and more than 2500 businesses. Our association is privately funded and our staff is augmented by volunteers.  

Please review the attached scholarship guidelines and application. We are looking forward to working together!  

Please return complete application to  
Stuart Coltrell, TMASF Connects 180 Montgomery Street, Suite 2360, San Francisco CA 94104 or via e-mail, scoltrell@tmasfconnects.org by April 10, 2013.  

Please call 415.392.0210 and ask for Kimberly B. Martinson, CAE with questions.  

Thank You!  

Kimberly B. Martinson, CAE
Scholarship Guidelines
TMASF Connects 2013 Scholarship Award Program

Purpose

The purpose of the TMASF Connects Work program is to encourage continued development of our local workforce, learning options and employment opportunities to help reduce reliance on the single occupant vehicle for daily commute trips. The TMASF Connects Work program works with the larger Connects program to mitigate the impacts of additional single occupant vehicles bringing workers to San Francisco on a daily basis.

A strong community that prides itself on a competitive and prepared local workforce benefits our entire region. The Connects Work program is offering the 2014 award cycle to encourage our local students to continue their studies and bring back the new skills and education required for our next generation local workforce.

Eligibility

1. Students from any San Francisco high school who complete an internship or have worked for an employer for a minimum of 100 hours during their high school years in one of our 60 member buildings – please review attached list of eligible properties.

2. Students must have an acceptance letter from an accredited school in California Public, private, vocational, technical, trade, community college or on the job training program.

3. Students must have maintained an overall grade point average of 2.75 over the course of their high school tenure.

4. Students may elect to use the funds as they see fit, as long as the purpose is lawful, legal, does not endanger self or others. It is not the intention of the scholarship sponsor to dictate the use of funds to the award recipient.

5. A copy of the most current transcript is required.
6. Students must also submit a written essay between 500 and 750 words that describes how their high school years have helped define their educational and/or career goals; what they intend to do with their education after they complete their intended course of study; and any information that they feel would be helpful to the Selection Panel in their review process. Essay must address the following points:

   State career and life goals;

   How this money will help actualize those goals;

   Any adversity or special circumstances that have impacted your high school years; and,

   Willingness to notify TMASF Connects how the money actually helped advance your goals.

   The essay must be accompanied by the TMASF Connects 2013 Scholarship Awards Application form.

7. Students must participate in a panel interview with representatives from TMASF Connects association and/or designee.

8. TMASF offers this scholarship on a voluntary basis. It is subject to cancellation at any time without notice. Awards monies will be distributed to recipients within 60 days of verification of eligibility.

9. If a student is under the age of 18, written consent must be provided by parent or legal entity responsible for student.

10. Scholarship awards are for the school year immediately following their high school graduation only.

   TMASF Connects reserves the right to cancel the scholarship program at any time for any reason. Once awards are finalized, winners will be notified immediately and receive their funds at the earliest practicable date.
# TMASF CONNECTS 2013 Scholarship Application

Please return complete application to Stuart Coltrell, TMASF Connects 180 Montgomery Street, Suite 2360, San Francisco CA 94104 or via e-mail, scoltrell@tmasfconnects.org by April 10, 2013.

Please call 415.392.0210 and ask for Kimberly B. Martinson, CAE with questions.

Thank You!

## Student Contact Information (To be completed by Student)

<table>
<thead>
<tr>
<th><strong>Name</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Address</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Student Contact

<table>
<thead>
<tr>
<th><strong>E-mail</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Home Number</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Cell Number</strong></td>
<td></td>
</tr>
</tbody>
</table>

## Parent/Guardian

<table>
<thead>
<tr>
<th><strong>Name</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Email</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Home Number</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Work Number</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Cell Number</strong></td>
<td></td>
</tr>
</tbody>
</table>
EMERGENCY CONTACT
(If different from parental/guardian contact)

NAME

EMAIL

HOME NUMBER

WORK NUMBER

CELL NUMBER

HIGH SCHOOL CONTACT INFORMATION

HIGH SCHOOL ATTENDING

ACADEMY ATTENDING

ACADEMY OF ENGINEERING (AOE)

ACADEMY OF FINANCE (AOF)

ACADEMY OF HEALTH SCIENCE (AHS)

ACADEMY OF INFORMATION TECHNOLOGY (ATI)

ACADEMY OF HOSPITALITY AND TOURISM (AOHT)

HIGH SCHOOL ADDRESS

STUDENT ADVISOR/SCHOOL CONTACT NAME

CONTACT EMAIL

CONTACT WORK NUMBER

CONTACT CELL NUMBER
**PERSONAL, PROFESSIONAL, ACADEMIC REFERENCES**

<table>
<thead>
<tr>
<th>CONTACT NAME</th>
<th>AFFILIATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTACT PHONE NUMBER</th>
<th>CONTACT E-MAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTACT NAME</th>
<th>AFFILIATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTACT PHONE NUMBER</th>
<th>CONTACT E-MAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTACT NAME</th>
<th>AFFILIATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONTACT PHONE NUMBER</th>
<th>CONTACT E-MAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NUMBER OF UNITS COMPLETED**

________

**CUMULATIVE GPA**

________

**AP COURSES (PLEASE LIST)**

________________________________________

________________________________________

**VOLUNTEER WORK**

________________________________________

________________________________________

**WORK EXPERIENCE**

________________________________________

________________________________________

**SKILLS THAT YOU HAVE**

________________________________________

________________________________________
I CERTIFY that the above answers are true and complete to the best of my knowledge. I authorize TMASF Connects to investigate any statement contained in this application as necessary to determine my qualifications. I understand that this application is not and is not intended to be any kind of contract or agreement. In the event of internship, I understand that any false or misleading information given in my application, correspondence, discussions or interview may result in immediate termination of internship. I understand also, that I am required to abide by all rules, regulations and policies of TMASF Connects.

SIGNED

___________________________________________

DATED

___________________________________________
YOUR PLANS

Although plans change, we are interested in understanding a bit more about you. During the course of the SFUSD Internship Placement, you will probably be thinking about your plans for the future. Students that complete internships in TMASF Connects member buildings are eligible for a scholarship upon completion of high school. We believe the best hope for a bright future, a robust community with fully employed people and an environment where getting to work every day won’t necessarily require a car. As we look ahead to this future, we must begin with an investment in our next generation of employees, leaders, innovators, thinkers, movers and shakers – in other words, students.

Please take a few minutes and give us an idea of what you think might be your next step after graduation. Our goal is to get a better idea of what the Class of 2014 might need before we begin to develop the next scholarship award cycle. Give us a snapshot of how you see your future as you are beginning the final summer of your high school years.

If you decide to apply for a TMASF Connects Scholarship – Class of 2014, we will be asking you to submit a personal statement between 500 and 750 words about your plans, career and life goals, use of scholarship monies, and special circumstances that have impacted your high school years.
Teachers:

Encourage your SFUSD students to apply for the
TMASF Connects Scholarship

Learn more at:
www.tmasfconnects.org/scholarship
CLASS OF 2014 GRADUATES

CALLING ALL SUMMER 2013 INTERNS/EMPLOYEES WHO WORKED IN A TMASF CONNECTS MEMBER BUILDING

YOU MAY BE ELIGIBLE FOR A TMASF CONNECTS SCHOLARSHIP

From: Kimberly B. Martinson, CAE
Executive Director, TMASF Connects

Date: November 2013

On behalf of the TMASF Board and Work Committee, congratulations on successful completion of your summer internship or work in one of our member buildings! We hope that your experience strengthened your skills, expanded your vision for the future, and gave you confidence to continue pursuing your goals. We are writing to invite you to apply for a special scholarship opportunity for which you may be eligible.

The TMASF Connects Class of 2014 Scholarship awards variable amounts of money to students who are pursuing post-secondary education, whether at college, university, or community college, or in vocational or technical training. The money can be used as desired by the student (certain restrictions apply) and is awarded based on a student essay and an interview for finalists.

Attached you will find the full eligibility requirements, application procedure, and the essay prompt. The basic requirements are that the applicant must: be a student or graduate of a San Francisco high school with 2.75 minimum GPA; have completed 100+ hours of an internship or employment at an eligible TMASF member building during high school; and be accepted to or enrolled in post-secondary education.

If you are interested in applying, read the attached information and consult with your school’s college counselor. Applications must be received by 5pm on January 31, 2014.

We hope that you will apply for a scholarship, and we look forward to reading about your aspirations and experiences in your essay.
If you were an intern from SFUSD in any of these TMASF Connects Member Buildings, you might be eligible to receive a scholarship!

**LAST DAY TO APPLY IS FRIDAY JANUARY 31, 2014 (5:00 PM)**

E-MAIL, MAIL OR FAXED APPLICATIONS ACCEPTED

180 Montgomery Street, Suite 2360, SF CA 94104
Fax: 415.392.0224  Email: miranda@tmasfconnects.org

275 BATTERY  600 HARRISON  90 NEW MONTGOMERY
750 BATTERY  75 HAWTHORNE  235 PINE
185 BERRY (BERRY BLDG.)  400 HOWARD  350 RHODE ISLAND
185 BERRY (WHARF)  405 HOWARD  RINCON CENTER
333 BUSH  500 HOWARD  353 SACRAMENTO
ONE CALIFORNIA  875 HOWARD  ONE SANSOME
101 CALIFORNIA  88 KEARNY  343 SANSOME
150 CALIFORNIA  222 KEARNY  475 SANSOME
345 CALIFORNIA  388 MARKET  55 SECOND
550 CALIFORNIA  455 MARKET  101 SECOND
580 CALIFORNIA  685 MARKET  303 SECOND
600 CALIFORNIA  800 MARKET  501 SECOND
FERRY BUILDING  901 MARKET  100 SPEAR
201 FIBERT  1155 MARKET  160 SPEAR
HILLS PLAZA  201 MISSION  201 SPEAR
100 FIRST  555 MISSION  345 SPEAR (HILLS PLAZA)
22 FOURTH  560 MISSION  49 STEVENSON
50 FREMONT  250 MONTGOMERY  71 STEVENSON
199 FREMONT  456 MONTGOMERY  550 TERRY FRANCOIS
ONE FRONT  505 MONTGOMERY  260 TOWNSEND
601 GATEWAY  555 MONTGOMERY
651 GATEWAY  33 NEW MONTGOMERY

**PLEASE CONTACT YOUR SCHOOL ADVISOR FOR MORE INFORMATION**
Scholarship Guidelines
TMASF Connects 2014 Scholarship Award Program

Purpose

The purpose of the TMASF Connects Work program is to encourage continued development of our local workforce, learning options, and employment opportunities, in order to reduce reliance on the single occupant vehicle for daily commute trips. The TMASF Connects Work program works with the larger Connects program to reduce the negative effects of additional single-occupant vehicles bringing workers to San Francisco on a daily basis.

Our entire region benefits from strong communities that house competitive and prepared local workforces. The Connects Work program is offering the 2014 award cycle to encourage our local students to continue their studies and contribute their skills and education to the next generation of our local workforce.

Important Dates for 2014 Scholarship Program

January 31  Scholarship package must be completed and e-mailed, faxed, or received via USPS to TMASF Connects office by 5:00 pm
February  Mid-month: interviews will be scheduled with finalists
March  Early to mid-month: winners, schools and district offices will be notified
June  Graduation/end of term
Eligibility and Application Procedures

1. Applicant must be a student enrolled in, or graduate of, any San Francisco high school.

2. Applicant must have completed an internship or worked for an employer for a minimum of 100 hours during their high school tenure in one of our 64 member buildings. Please review attached list of eligible properties.

3. Students must attend or intend to enroll in an accredited post-secondary school in California, including public, private, vocational, technical, trade, or community college, or on the job training program. An acceptance letter or proof of enrollment is required prior to receiving scholarship funds.

4. Students must have maintained an overall grade point average of 2.75 over the course of their high school tenure.

5. Students may elect to use the funds as they see fit, as long as the purpose is lawful, legal, does not endanger self or others. It is not the intention of the scholarship sponsor to dictate the use of funds to the award recipient.

6. A copy of the most current transcript is required. Applicant can request this from their school.

7. Students must also submit a written essay between 500 and 750 words that describes how their high school years have helped define their educational and/or career goals; what they intend to do with their education after they complete their intended course of study; and any information that they feel would be helpful to the Selection Panel in their review process. Essay must address the following points:
   Career and life goals;
   How this money will help actualize those goals;
   Any adversity or special circumstances that have impacted your high school years; and,
   Willingness to notify TMASF Connects about how the money actually helped advance your goals.

   If you already completed a TMASF internship form, only your essay is required. Otherwise, the essay must be accompanied by the TMASF Connects 2014 Scholarship Awards Application form.

8. Students must participate in a panel interview with representatives from TMASF Connects association and/or designee.

9. Written consent must be provided by parent or legal guardian for students under 18 years of age.

10. Scholarship awards are for the school year immediately following student’s high school graduation.

   TMASF Connects reserves the right to cancel the scholarship program at any time for any reason. Once awards are finalized, winners will be notified immediately and receive their funds at the earliest practicable date.
Class of 2014 TMASF Connects Scholarship Application

Students who complete a TMASF Connects Internship or work in a TMASF member building may eligible for a TMASF Scholarship after high school. This profile, along with an essay, is required for consideration for the scholarship. TO SUBMIT, click “submit form” button above and follow the instructions. You may need to save the form and attach in an email. DO NOT change the title of the document. Please return to miranda@tmasfconnects.org.

STUDENT CONTACT INFORMATION

EMPLOYEE/INTERN (circle one)

NAME

ADDRESS

Street

City

Zip

E-MAIL

HOME NUMBER

CELL NUMBER

PARENT/GUARDIAN

EMERGENCY CONTACT (IF DIFFERENT)

NAME

NAME

E-MAIL

EMAIL

HOME NUMBER

HOME NUMBER

WORK NUMBER

WORK NUMBER

CELL NUMBER

CELL NUMBER
COMPANY WHERE INTERNSHIP WAS COMPLETED

COMPANY NAME

ADDRESS

Suite:

SUPERVISOR NAME

SUPERVISOR PHONE

SUPERVISOR E-MAIL

HIGH SCHOOL CONTACT INFORMATION

HIGH SCHOOL

ACADEMY: ☐ ENGINEERING (AOE) ☐ FINANCE (AOF) ☐ HEALTH SCIENCE (AHS)
☐ INFORMATION TECHNOLOGY (ATI) ☐ HOSPITALITY AND TOURISM (AOHT)

SCHOOL ADDRESS

SCHOOL ADVISOR/CONTACT

ADVISOR WORK NUMBER

ADVISOR CELL NUMBER

ADVISOR EMAIL

PERSONAL, PROFESSIONAL, ACADEMIC REFERENCES — Please provide three.

NAME

RELATIONSHIP

PHONE NUMBER

E-MAIL
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>APPLICANT INFORMATION</strong>—to be considered for scholarship; as of 1/31/2014.</td>
<td></td>
</tr>
<tr>
<td><strong>NUMBER OF UNITS COMPLETED</strong></td>
<td><strong>CUMULATIVE GPA</strong></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>AP COURSES (PLEASE LIST)</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>VOLUNTEER WORK</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>WORK EXPERIENCE</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SKILLS THAT YOU HAVE</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>I CERTIFY that the above answers are true and complete to the best of my knowledge. I authorize TMASF Connects to investigate any statement contained in this application as necessary to determine my qualifications. I understand that this application is not and is not intended to be any kind of contract or agreement. In the event of internship, I understand that any false or misleading information given in my application, correspondence, discussions or interview may result in immediate termination of internship. I understand also, that I am required to abide by all rules, regulations and policies of TMASF Connects.</td>
<td></td>
</tr>
<tr>
<td><strong>APPLICANT SIGNATURE:</strong></td>
<td><strong>DATE:</strong></td>
</tr>
<tr>
<td><strong>PARENT/GUARDIAN SIGNATURE</strong></td>
<td><strong>DATE:</strong></td>
</tr>
<tr>
<td>(IF UNDER 18):</td>
<td></td>
</tr>
</tbody>
</table>
YOUR PLANS

We believe in a bright future, a robust community with fully employed people, and an environment where getting to work every day won’t necessarily require a car. As we look ahead to this future, we must begin with an investment in our next generation of employees, leaders, innovators, thinkers, movers, and shakers—in other words, students.

Although plans change, we are interested in understanding a bit more about you. During the course of the internship placement, you will think more about your plans for the future. Students who complete internships in TMASF Connects buildings are eligible for a scholarship upon completion of high school, and we would like to get a better idea of what the Class of 2014 might need before we develop the next scholarship award cycle.

Please take a few minutes to give us an idea of what you think might be your next step after graduation. Give us a snapshot of how you see your future as you are beginning the final summer of your high school years.

If you decide to apply for a TMASF Connects Scholarship – Class of 2014, we will ask you to submit a personal statement between 500 and 750 words about your plans, career and life goals, use of scholarship monies, and special circumstances that have impacted your high school years.
# Governance

<table>
<thead>
<tr>
<th>Established</th>
<th>1989</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Profit Status</td>
<td>501(C)3</td>
</tr>
<tr>
<td>Funding</td>
<td>Private; Membership Fees</td>
</tr>
<tr>
<td>Board of Directors</td>
<td>Elected; Volunteer</td>
</tr>
<tr>
<td>Work Committee</td>
<td>Appointed; Volunteer</td>
</tr>
<tr>
<td>CPA of Record</td>
<td>Nicholas Evans, CPA</td>
</tr>
<tr>
<td>Attorney of Record</td>
<td>Andrew Weill; Benjamin, Weill &amp; Mazer</td>
</tr>
<tr>
<td>Staff</td>
<td>Kimberly B. Martinson, CAE, Executive Director Miranda Mickiewicz, Planning Associate Lina Savage, Administrative Assistant</td>
</tr>
</tbody>
</table>