

Eastbound Approach: No changes are proposed for the geometry, however, widening to the south would be necessary to achieve an alignment through the intersection. This widening would be 12 feet for approximately 150 feet.

Westbound Approach: The westbound approach would be widened by 12 feet to accommodate dual left turns onto southbound Sunset Drive. Widening would be to the south.

With the geometric improvements noted above, the project impact at this intersection would be less than significant.

Sunset Drive/Bollinger Canyon Road

No changes are proposed to this intersection except for the added northbound lane leaving the intersection noted above. The 2020 traffic operations assume the Plan Line geometry improvements to Bollinger Canyon Road. These improvements are illustrated on Figure 16 and Figure 17. As noted in operational analysis, traffic operations improve slightly at this intersection because prior westbound through traffic has been shifted to southbound right turn traffic. While the addition of a third northbound lane is not needed for traffic operations at Sunset/Bollinger, it is carried to Sunset/Bishop to maintain traffic operations at that intersection.

Camino Ramon/Bollinger Canyon Road

No changes are proposed to this intersection except for the Plan Line geometry improvements to Bollinger Canyon Road and the southbound approach is reduced to three lanes (1 left, 1 through, and 1 right turn lane) as noted on Figure 16 and Figure 17. Level of service D can be achieved with these improvements and no significant impacts occur.

Bollinger Canyon Road/Bishop Ranch 1 East

The north leg of this intersection would be created. The north leg would have a southbound right/through lane and dual lefts. The north leg would also have two northbound lanes. The only other changes to this intersection are the Plan Line improvements to Bollinger Canyon Road. Level of service D can be achieved with these improvements which are shown on Figure 16 and Figure 17 and no significant impacts occur.

In addition to the intersection improvements, the following describes the roadway links surrounding BR2.

Sunset Drive

The Bishop Ranch 2/Sunset Drive intersection should be maintained at its current location and provide access to the proposed retail project. Widening at Sunset Drive to three northbound lanes is recommended to relieve the current congestion experienced at the BR2/Shops at Bishop Ranch intersection. Figure 16 notes the third northbound lane.

Bishop Drive (west of Camino Ramon)

Bishop Drive will have a 5-lane cross section along the northern boundary of the project. The proposed geometry is noted on Figure 17, providing access to the project and turn lanes at the external intersections.

Bishop Drive (east of Camino Ramon)

Bishop Drive between Camino Ramon and Bollinger Canyon Road is proposed with a five-lane cross section, providing two travel lanes in each direction and a left turn lane for access into the project and at external intersection. The roadway geometry is noted on Figure 16.

Camino Ramon

No widening of Camino Ramon between Bishop Drive and Bollinger Canyon Road is proposed. The completion of Bishop Drive to Bollinger Canyon Road will relieve traffic from Camino Ramon. A two-phase signal is proposed on Camino Ramon to the central internal street for the project. No left turns from Camino Ramon to the project are proposed at this intersection. Figure 17 notes the Camino Ramon geometry. During non-peak hours, on-street parking along Camino Ramon is proposed between Bishop Drive and Bollinger Canyon Road. However, during the AM and PM peak hours Camino Ramon from Bishop Drive to Bollinger Canyon will have two travel lanes in each direction. During the off-peak hours, parallel parking on Camino Ramon must be located for safe sight distances and minimum distances from both the Bishop Drive and the Bollinger Canyon Road intersections for merging traffic to one through lane during non-commute hours, including appropriate signage.

Bishop Ranch 1 East

An access into the retail project from BR1 East is planned. Left turn access would be permitted at this access.

4.6 Loading Dock Access

Figure 17 notes the preliminary loading docks for the project. The loading docks along Bishop Drive would require a temporary blockage of traffic while the truck backs into the loading dock. Access to the loading docks will be restricted to off-peak hours and will require flagmen to control traffic. The width of the loading dock shall be wide enough to enable the truck to back into the dock without encroaching into the opposite travel direction.

4.7 Vehicle Access to the Project

Vehicle access to the project is noted on Figure 17. The following discussion notes the access allowed and the expected traffic control.

Sunset Drive

The signal project access is at Center Street. This access will be signalized and will allow all movements.

Bishop Drive

The westernmost access along Bishop Drive is into Parking Structure A. This access will be full movement and will be stopped controlled for the minor movement out of the garage.

The next access on Bishop Drive is at West Street. This access will allow all movements and West Street will be stopped controlled.

The next access on Bishop Drive is into Parking Structure E between Camino Ramon and East Street. This access will allow all movements and will be stopped controlled for the minor movement out of the garage

The next access on Bishop Drive is East Street. This access will allow all movements and East Street will be stopped controlled.

The final access on east/west Bishop Drive will be immediately east of East Street. This access will not permit lefts outs because of limited sight distance to the east. Traffic control will be stopped for the minor movement.

A single access is noted for north/south Bishop Drive into Parking Structure F and G. This access will allow for full movements. This location is a major access into the project and is expected to be signalized.

South of Bollinger Canyon Road, Bishop Ranch 1 East will provide access to the office park parking structures. Three accesses, all stop controlled for the minor movements, are proposed.

Bollinger Canyon Road

The easternmost access along Bollinger Canyon Road is a right turn only access at East Street. To facilitate movement into and out of this intersection, an auxiliary lane is proposed between Bishop Drive and Camino Ramon.

Two access points are noted along Bollinger Canyon Road between Camino Ramon and Sunset Drive. The first access (easternmost) is a right in from an auxiliary lane on Bollinger Canyon Road. The second access is a right out onto Bollinger Canyon Road, also into an auxiliary lane.

Camino Ramon

A single access point into the project occurs along Camino Ramon at Center Street approximately half way between Bollinger Canyon Road and Bishop Drive. This access point will be signalized and will be the pedestrian crossing between the west half and east half of the project. Right turns will be accommodated from Camino Ramon, but left

turns will not. Also movements will be accommodated for the Center Street legs of the intersection.

Camino Ramon south of Bollinger Canyon Road will provide access to the City Hall/Library complex and the proposed office space. The northern access will serve as drop-off space. The southern access will be the primary ingress/egress for the parking structures. The two intersections are proposed as stop controlled for the side street legs.

4.8 Transit Service

The existing transit service is expected to continue to serve the proposed San Ramon City Center project. A transit center is proposed to be constructed as part of the City Center Project in the southwest quadrant of Bollinger Canyon Road and Camino Ramon within the City Hall complex. Many of the current bus routes stop near the area proposed for the transit center and would serve the transit center in the future. Additional transit improvements are not necessary to serve the proposed project and the project would not have any significant impacts to transit service.

5.0 PROJECT IMPACTS AND MITIGATION

The thresholds of significance have previously been documented in Chapter 2. All transportation modes are evaluated against the significance thresholds.

5.1 Traffic Impacts on the City Street Network

5.1.1 Existing Plus Project

The existing plus Project condition identifies three intersections that would deteriorate from an acceptable LOS to level of service E or F with the addition of Project traffic. These intersections are noted below along with the necessary mitigation measures.

- Bollinger Canyon Road/ San Ramon Valley Boulevard. The Existing PM peak hour level of service is D and the Existing plus Project PM peak hour level of service is E. The addition of a northbound right turn lane, a part of the City's Capital Improvement Program for this intersection, improves the level of service to C.
- Bollinger Canyon Road/Sunset Drive. The Existing PM peak hour level of service is D and the Existing plus Project PM peak hour level of service is F. The modification of the intersection to have a free southbound right turn lane improves the level of service to D. The southbound curb lane along Sunset Drive would be signed for northbound I-680 only. This lane would be free-flowing into the westbound curb lane on Bollinger Canyon Road. The adjacent lane on Bollinger Canyon Road would be physically separated from the curb lane to prevent weaving between Sunset Drive and the northbound I-680 on-ramp. Through traffic on westbound Bollinger Canyon Road or northbound left turn traffic from Chevron, destined for northbound I-680, would use the southern most right turn lane to access northbound I-680.
- Bollinger Canyon Road/Alcosta Boulevard. The Existing PM peak hour level of service is D and the Existing plus Project PM peak hour level of service is E. The addition of a third eastbound and westbound through lane on Bollinger Canyon Road improves the level of service to C. The City expects to advertise this project for construction in Summer 2007.

5.1.2 2020 Plus Project

The 2020 plus Project condition identifies two intersections that would deteriorate from an acceptable LOS to level of service E or F with the addition of Project traffic. These intersections are noted below along with the necessary mitigation measures.

- Bollinger Canyon Road/Sunset Drive. The 2020 PM peak hour level of service is D and the 2020 plus Project PM peak hour level of service is F. The modification of the intersection to have a free southbound right turn lane improves the level of service to D. To provide additional congestion relief to the Bollinger Canyon Road/Sunset Drive intersection during the AM and PM peak hours slight modifications to the intersection geometrics noted on Figure 17 should be made. Signage should be added to

southbound Camino Ramon approaching the Bishop Drive intersection to allow the curb lane to be a through/right turn lane during peak hours. Also the southbound through lane should be a through/right at Camino Ramon/Bollinger Canyon Road.

- Bollinger Canyon Road/Norris Canyon Road. The 2020 AM peak hour level of service is E and the 2020 plus Project AM peak hour level of service is E. Signalization of the intersection improves the level of service to C. A traffic signal at this intersection is planned in the City Capital Improvement Program.

5.2 Queuing Impacts

The queuing analysis indicates that some left turn bays may experience traffic volumes that exceed the capacity of the turn bay. In the AM peak hour for 2020 plus Project the southbound left turn bay and the eastbound left turn bay at Bollinger Canyon/Sunset would exceed capacity. The southbound queue can be accommodated by adding another southbound left turn in the existing median. The eastbound left turn storage can also be extended the necessary length back toward the interchange.

In the PM peak hour for 2020 plus Project the southbound left turn bay at Bollinger Canyon/Sunset and the westbound left turn bay at Bishop/Sunset would exceed capacity. The mitigation at Bollinger Canyon/Sunset for the southbound bay would be identical to the AM mitigation. At Bishop/Sunset one of the through lanes becomes a left turn lane providing additional storage back to the West Street intersection.

5.3 Traffic Impacts to Freeway Network

The project's traffic under existing plus project conditions did not change the level of service on I-680 for the mainline analysis, weaving sections, or merge/diverge points except for a change from level of service A to level of service B for the northbound off-ramp in the PM peak hour. For the 2020 plus project condition during the AM peak hour the I-680 Bollinger northbound off-ramp moves from a level of service B to C. Whenever a freeway facility operates at level of service F, the addition of any project traffic constitutes a significant and unavoidable impact.

Improving the level of service to acceptable operations would require widening of the freeway mainline for several miles. Widening of the freeway is considered impracticable because of right-of-way limitations.

5.4 Parking Impacts

The project parking is separated into spaces provided on the north side of Bollinger Canyon Road to support the retail/office/cinema space, the residential units, and the hotel and parking provided on the south side of Bollinger Canyon Road to support the office space and the civic center. A total of 4,124 spaces are provided on the north side of Bollinger Canyon Road, separated into 3,068 spaces for retail/office/cinema, 896 for residential, and 160 for hotel. The parking supply is distributed to both parcels on the east and west sides of Camino Ramon,

making the parking convenient to the individual land uses. A total of 2,786 spaces are provided on the south side of Bollinger Canyon Road.

The parking supply will be shared by the various land uses within the project. The only specifically assigned parking will be the hotel parking in structure C and the residential parking distributed throughout the project.

Parking demand on the north side of Bollinger Canyon Road is 2,453 spaces for retail, 63 spaces for the cinema, 175 spaces for office, 878 spaces for residential, and 203 spaces for the hotel. The retail/office/cinema is over-parked with a demand for 2,691 spaces and a supply of 3,068 spaces. The hotel is slightly under-parked with a demand of 203 spaces and a supply of 160 spaces. Some of the retail spaces in parking structure D need to be allocated to support the hotel. With this change there are not significant parking impacts on the north side of Bollinger Canyon.

Parking demand on the south side of Bollinger Canyon Road is 2,386 spaces for the office space, 263 spaces for the civic center and 106 spaces for the library. The total demand on the south side of Bollinger Canyon Road is 2,755 spaces. Parking supply exceeds parking supply by 31spaces. There is no significant impact for parking on the south side of Bollinger Canyon Road.

The project also must supply adequate motorcycle parking. Motorcycle parking shall total 83 spaces for the area north of Bollinger Canyon Road and 56 spaces for the area south of Bollinger Canyon Road.

5.5 Pedestrian Impacts

Existing pedestrian facilities in the vicinity of the proposed San Ramon Civic Center were documented in the Existing Conditions analysis. Pedestrian access will be enhanced with the project. Sidewalks will be provided along all project frontages to the City street network. The streets internal to the project will also have sidewalks. Intersections internal to the project and the pedestrian crossing at Center Street of Camino Ramon will include pavement treatment which enhances the definition of the pedestrian space.

A signalized intersection is proposed along Bishop Drive along the eastern side of the project to access the Building F and G parking structure. This intersection will also provide a pedestrian connection to the Iron Horse Trail. An intersection will also be created at Bishop Drive and East Street. A crosswalk will be placed on the east side of this intersection to cross to the north side of Bishop Drive. A sidewalk will be provided along the north side of Bishop Drive from East Street to the Iron Horse Trail. Finally, a full intersection will be created at Bollinger Canyon Road/Bishop Drive Extension/Bishop Ranch 1 East. A crosswalk will be added across the northern leg of this intersection providing a third connection from the project to the Iron Horse Trail.

Pedestrian crosswalks crossing Bollinger Canyon Road at Sunset Drive, Camino Ramon, and Bishop Ranch 1 East will be maintained as existing (the east leg at Sunset, the west leg at Camino Ramon, and the east leg at Bishop Ranch 1 East). Pedestrian walk indications will be

adjusted as necessary to accommodate the pedestrian volume and the additional roadway width associated with the implementation of the plan line for Bollinger Canyon Road.

The proposed project improvements to pedestrian access will accommodate the anticipated pedestrian traffic. No additional pedestrian improvements above those proposed are required.

5.6 Bicycle Impacts

The project will generate bicycle travel. Additionally, the project site is located between existing bicycle facilities and connections between these facilities should be provided by the project. The existing bicycle network in the vicinity of the project is limited. Bicycle lanes (Class II) exist on Bishop Drive, San Ramon Valley Boulevard, and Alcosta Boulevard. The bicycle lanes on Bishop Drive currently end at Sunset Drive and do not continue along the project frontage. Bollinger Canyon Road is designated as a bicycle route (Class III). The Iron Horse Trail is a Class I bicycle path.

The project will make improvements to the bicycle network to enhance bicycle connections. The bicycle lanes on Bishop Drive will be continued from their current terminus at Sunset Drive to the Bollinger Canyon Road/Bishop Ranch 1 East intersection. The connections from these bicycled lanes to the Iron Horse Trail will be consistent with the pedestrian connections noted above.

The project will also provide bicycle parking as required by the City's Zoning Ordinance. A total of 691 bicycle spaces will be required. These spaces will be conveniently located through the project.

With these improvements no additional bicycle improvements will be needed.

5.7 Transit Impacts

The project could generate between 100 and 150 transit trips during each of the AM and PM peak hours. Equal amounts of transit travel would also be created during the other fringe hours off the peak periods. Lesser transit traffic would be generated throughout other hours of the day. The project site is currently served by seven bus routes. These bus routes stop at the existing stops surrounding the site. The project proposes to increase transit accessible through the construction of a new transit center (the existing transit center will remain) as part of the Civic Center project. The transit center will be located in the southwest quadrant of Bollinger Canyon Road and Camino Ramon. All of the bus routes that currently serve the site are expected to be routed through the new transit center. Increased transit ridership is a benefit to the overall transportation network by replacing automobile travel.

The projects estimated transit ridership is not expected to exceed the capacity of the bus system. If, however, the capacity of the system is exceeded, the project will add additional bus service during the critical peak hours to accommodate the demand.

5.8 Construction Truck Traffic Impacts

Construction truck traffic would consist of removal of the existing demolished building, off-haul of excavated material, and on-haul of new construction materials. Construction traffic will be limited to I-680 to Bollinger Canyon Road and then to Sunset, Camino Ramon, Bishop Drive Extension. Construction truck traffic would not be permitted east of Bollinger Canyon Road/Bishop Ranch 1 East or north of Bishop Drive. With these restrictions, construction truck traffic's impacts to the surrounding area will be minimized.

APPENDIX

APPENDIX A

MODEL PROCEDURES

Korve Engineering, a division of DMJM Harris
155 Grand Avenue, Suite 700, Oakland, CA 94612
T 510.763.2929 F 510.834.5220 www.dmjmharris.com

Memorandum

Date: May 23, 2007
To: Lisa Bobadilla
From: Jeffrey Chan
Subject: San Ramon Travel Demand Modeling / Forecasting Procedures For Intersection Turning Movement Volumes

This memorandum describes the procedures and the methodology used to derive the 2020 AM and PM peak hour intersection turning movement volumes. The procedures and methodology described below are consistent with those published in the Contra Costa Transportation Authority's *Technical Procedures Final Update*, published on July 19, 2006.

Forecasting Future Year Intersection Approach Link Volume and Intersection Turning Movement Volumes

The differences between base-year model output link volumes and future year model output link volumes were calculated for each study intersection approach link (2020 Model Link Volumes – 2000 Model Link Volumes), and are defined as the model “deltas” by each intersection approach arrival link and intersection departure link. The model “deltas” were then calculated and expressed as a percentage per annum growth rate of the base year model output link volumes. The growth rates by link were applied to the existing year AM and PM peak hour intersection turning movement volumes to derive year 2020 AM and PM peak hour intersection turning movement volumes.

To obtain reasonable intersection turning movements from the model, adjustments of the raw model output were performed, and the resulting intersection turning movement volumes was balanced using a technique known as the Furness method. This adjustment process is summarized below:

1. Determine the forecast AM and PM peak hour approach and departure volumes by intersection link for each study intersection;
2. Develop turning movement volumes that are consistent with the approach and departure volumes by balancing of projected turning movements with actual turning movement volumes using an iterative process; and,
3. Check reasonableness by comparing adjusted turning movement volumes with both the existing count data and the raw model output.

Projected intersection approach link volumes were then checked for reasonableness, and those forecasts that did not appear reasonable were manually revised and revised.

This manual adjustment process was necessary to avoid over-stating the anticipated growth due to:

- The location of a centroid connector at or near the study intersections on the model network;
- The future model network has an addition of one or more intersection approaches at any study intersection; and,
- The addition of a major new roadway that is located near an intersection.

In the first case, the network coding was carefully checked in the study area, and approach link volumes near zone centroid connectors that had unreasonably high projected volumes were removed from calculating the model “delta”;

The second exception case provided a more difficult challenge and required additional engineering judgment because there were no existing data that can be used to validate the approach volume for a new leg to an intersection. Therefore, a growth rate was applied to the entire intersection (all approaches) and manual adjustments were performed as appropriate; and,

In the third case, when the model included a major new roadway near any study intersection, manual adjustments were needed where the distribution of forecast approach and departure volumes change significantly.

Generally, a uniform growth rate was calculated along each arterial corridor (e.g. Crow Canyon Road and Bollinger Canyon Road), in the east-west travel direction. This manual adjustment process would ensure conservation of traffic flow, thus avoiding “disappearance” of cars between closely spaced intersections.

Adjustments to Land Use

The land use in the 2020 was adjusted to remove population and employment forecasts associated with the City Center project. In anticipation of the project, the City provided CCCTA with land use forecasts for 2020. The land use associated with the project is removed to create the No Project assignment to which the with Project analysis can be compared. The City Center project is contained within three TAZs. The following land use adjustments were made to those TAZs.

TAZ	Population Adjustment	Employment Adjustment
40108	251 changed to 0	3340 changed to 1848
40109	No change	7935 changed to 5865
40136	400 changed to 0	1840 changed to 230

APPENDIX B

PROJECT TRIP GENERATION

Trip Generation Methodology

Civic Center/Library Trip Generation from 2003 Analysis

Pass-By Trip Assignment

City's TDM Ordinance

Santa Clara VTA's TIA Guidelines for Trip Reduction

511 Contra Costa TDM Program Brochures

PROJECT TRIP GENERATION

Trip Generation Methodology



1570 The Alameda, Suite 222
San Jose, California 95126
408-298-2929
Fax 408-298-2970

OAKLAND • LOS ANGELES • SACRAMENTO • SAN JOSE • SAN BERNARDINO • SALT LAKE CITY

DRAFT MEMORANDUM

TO: LISA BOBADILLA, CITY OF SAN RAMON
FROM: DENNIS STRUECKER, PE
DATE: MAY 16, 2007
SUBJECT: TRIP GENERATION FOR CITY CENTER PROJECT

Introduction

This memorandum is in response to comments from the review of the trip generation associated with the City Center development and describes recommended modifications based on these comments. Two types of reductions have been made. First, reductions have been made because of the interaction between the various land uses of the project. Second, percentage reductions have been taken to account for proximity to the proposed transit center, pass-by traffic, and travel demand management programs that are in place in Bishop Ranch.

Internal Trip Reductions

As was suggested by KHA, reductions made to the Retail, Office Park, Condo, and Hotel land use trip generations were made based on the ITE (Institute of Transportation Engineers) methodology for determining the internal capture associated with multi-use development. The calculation sheets are attached. This methodology uses data collected at a limited number of multi-use sites in Florida. Data is only available to accommodate developments that include retail, residential, and office land uses. In addition, data is only available for the weekday midday peak hour, weekday PM peak hour, and weekday daily trips. The weekday PM peak hour data was used in our calculations for both the AM and PM peak hours.

The ITE methodology to determine internal capture allows for a maximum of four land uses. Retail, Office Park, Condo, and Hotel were assumed to generate internal trips at the City Center development. The Hotel land use was assumed to produce internal trips in like manner as the Condo land use; however, it was assumed that no internal trips would be made between the Condo and the Hotel. Guests at the Hotel are expected to exhibit trip making behavior similar to residents in the Condo units. Guests at the Hotel are expected to use the adjacent retail services and a few of the hotel guests could be expected to stay at the hotel because of the businesses in the office park.

The internal trips were subtracted from the single-use trip generation estimate to determine the external trips for each land use. Additional percentage based reductions were made, and these reductions were applied to the external trips not the single-use trip generation estimate.

Additional Percentage Reductions

The additional percentage based reductions include proximity to the proposed transit center, retail pass-by trips, TDM (Transportation Demand Management), and a PM walk mode. A 2 percent reduction was made for the Condos and Hotel for residential development near a major transit facility and a similar 2 percent reduction of the office trip generation was made for employment near a major transit facility. These reductions were adapted from the Santa Clara County Congestion Management Plan for development within 2,000 feet of a major bus stop. Data was adapted from Santa Clara County in the absence of any guidelines from Contra Costa County. The retail pass-by trip reduction was determined based on the fitted curve equation, $\ln(T) = -0.291\ln(X) + 5.001$, from the ITE pass-by methodology. The TDM reduction of 15 percent is based on historic data and was coordinated with Marcie McGuire the Bishop Ranch Transportation Manager. Two reductions were made to the Civic Center and Library. A transit/TDM reduction of 10 percent was made for the Civic Center and the Library PM peak hour traffic was reduced by 25 percent for walking. Both of these percentages are consistent with the traffic analysis prepared for these projects in 2003.

The attached Table 1 summarizes the peak hour trip generation forecast for the project and the trip adjustments discussed above. As shown in the final row of Table 1, the new development proposed in the City Center Project is forecast to generate 1,668 a.m. peak hour trips (1,261 inbound and 407 outbound) and 2,996 p.m. peak hour trips (1,161 inbound and 1,835 outbound).

Currently there is a 194,600 square-foot office park on the site that will be removed to construct the proposed project. The amount of peak hour traffic generated by the existing office uses that will be removed is presented in Table 2. The same TDM and transit center (TC) trip reductions used in the project traffic forecast were also applied to the existing uses that will be removed. Table 3 summarizes the peak hour trips that were assigned to the Traffix network to analyze the potential traffic impacts associated with the project based on existing conditions. The adjusted new project trips were assigned to the study intersections and then the existing office park trips were removed, resulting in the net new project trips shown in the final row in Table 3.

Currently the project has an entitlement to build 328,200 additional square feet of office park development and this entitlement is included in the 2020 modeling. Therefore, the adjusted new project trips were reduced to account for the current entitlement and the trips shown in the row in Table 5 labeled 2020 Traffix Project Trips were assigned to the study intersections. Then, similar to the existing traffic analysis, the existing office uses that will be removed were subtracted from the Traffix network. The City Center project is expected to produce 865 a.m. peak hour trips (547 inbound and 318 outbound) and 2,294 p.m. peak hour trips (1,062 inbound and 1,232 outbound) above the traffic generated by the existing and entitled uses on the project site as shown in the final row of Table 5.

Table 1 - Flex Retail Condition Trip Generation				Trip Generation Rates						Trips							
Facility	ITE Code	Size	Units	AM			PM			AM			PM			Daily	
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		
Condo	230	488	Per/Unit	0.07	0.365	0.44	0.35	0.172	0.52	5.06	37	178	215	170	84	254	2469
Internal Trip Adjustment											-11	-27	-38	-56	-45	-101	-913
External Trips											26	151	177	114	39	153	1556
TC Red. (2%)											-1	-3	-4	-2	-1	-3	-31
Condo New											25	148	173	112	38	150	1525
Hotel	310	169	Per/Room	0.34	0.22	0.56	0.31	0.28	0.59	6.74	58	37	95	53	47	100	1139
Internal Trip Adjustment											-19	-20	-39	-17	-25	-42	-422
External Trips											39	17	56	36	22	58	717
TC Red. (2%)											-1	0	-1	0	0	-1	-14
Hotel New											38	17	55	35	21	57	703
Retail	820	663.34	KSF	0.45	0.29	0.73	1.58	1.71	3.29	35.02	297	190	487	1048	1135	2182	23231
Internal Trip Adjustment											-53	-35	-88	-91	-103	-194	-2094
External Trips											244	155	399	957	1032	1988	21137
Red. For Retail Passby (22%) ¹											-34	-34	-68	-210	-210	-421	-4650
Retail New											210	121	331	746	821	1568	16487
Cinema ²	444	6	Per/Screen	0.00	0.00	0.00	8.09	12.13	20.22	58.06	0	0	0	49	73	121	348
Office	750	681.77	KSF	1.42	0.18	1.59	0.19	1.17	1.37	11.02	967	120	1087	130	801	931	7513
Internal Trip Adjustment											-6	-8	-14	-34	-25	-59	-867
External Trips											961	112	1073	96	776	872	6646
Red. TDM (15%)											-144	-17	-161	-14	-116	-131	-997
TC Red. (2%)											-19	-2	-21	-2	-16	-17	-133
Office New											798	93	891	80	644	724	5516
Library	*	35.34	KSF	0.70	0.30	1.00	2.50	2.50	5.00	39.75	25	11	36	88	88	177	1405
Red (25% for PM Walk Mode)											0	0	0	-22	-22	-44	0
New Library											25	11	36	66	66	133	1405
City Hall	*	75.15	KSF	2.43	0.27	2.7	1.08	2.52	3.6	61.25	183	20	203	81	189	271	4603
Transit/TDM Red. (10%)											-18	-2	-20	-8	-19	-27	-460
New											165	18	183	73	170	243	4143
TOTAL NEW TRIPS NO ADJUSTMENTS											1566	556	2122	1618	2417	4035	40709
TOTAL NEW TRIPS WITH ADJUSTMENTS											1261	407	1668	1161	1834	2995	30127

*From Civic Center Report

¹ Used ITE Pass-by trip percentage equation for the PM peak period and applied this percentage to the AM peak hour outbound and PM peak hour inbound, with the same number of inbound and outbound pass-by trips during each peak hour.

² Daily is a Friday based on only one observation.

Table 2 - Demolition of Existing Office Uses With the Proposed Project				Trip Generation Rates						Trips					
				AM			PM			AM			PM		
Facility	ITE Code	Size	Units	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Existing Office Park	750	194.6	KSF	1.73	0.21	1.95	0.25	1.51	1.76	337	42	379	48	294	342
Red. TDM (15%)										-51	-6	-57	-7	-44	-51
TC Red. (2%)										-7	-1	-8	-1	-6	-7
Existing Office Park Trips Removed										280	35	315	40	244	284

Table 3 - Flex Retail Project Traffic Summary Existing Analysis						
	AM			PM		
	In	Out	Total	In	Out	Total
Adjusted New Project Trips	1261	407	1668	1161	1835	2996
Existing Office Removed	-280	-35	-315	-40	-244	-284
Net New Project Trips (Existing)	981	372	1353	1121	1591	2712

Table 4 - Current Office Park Entitlement				Trip Generation Rates						Trips					
				AM			PM			AM			PM		
Facility	ITE Code	Size	Units	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Office Park	750	328.2	KSF	1.59	0.20	1.79	0.21	1.32	1.53	523	65	588	70	433	503
Red. TDM (15%)										-78	-10	-88	-10	-65	-75
TC Red. (2%)										-10	-1	-12	-1	-9	-10
Office Park Trips removed in 2020										434	54	488	59	359	418

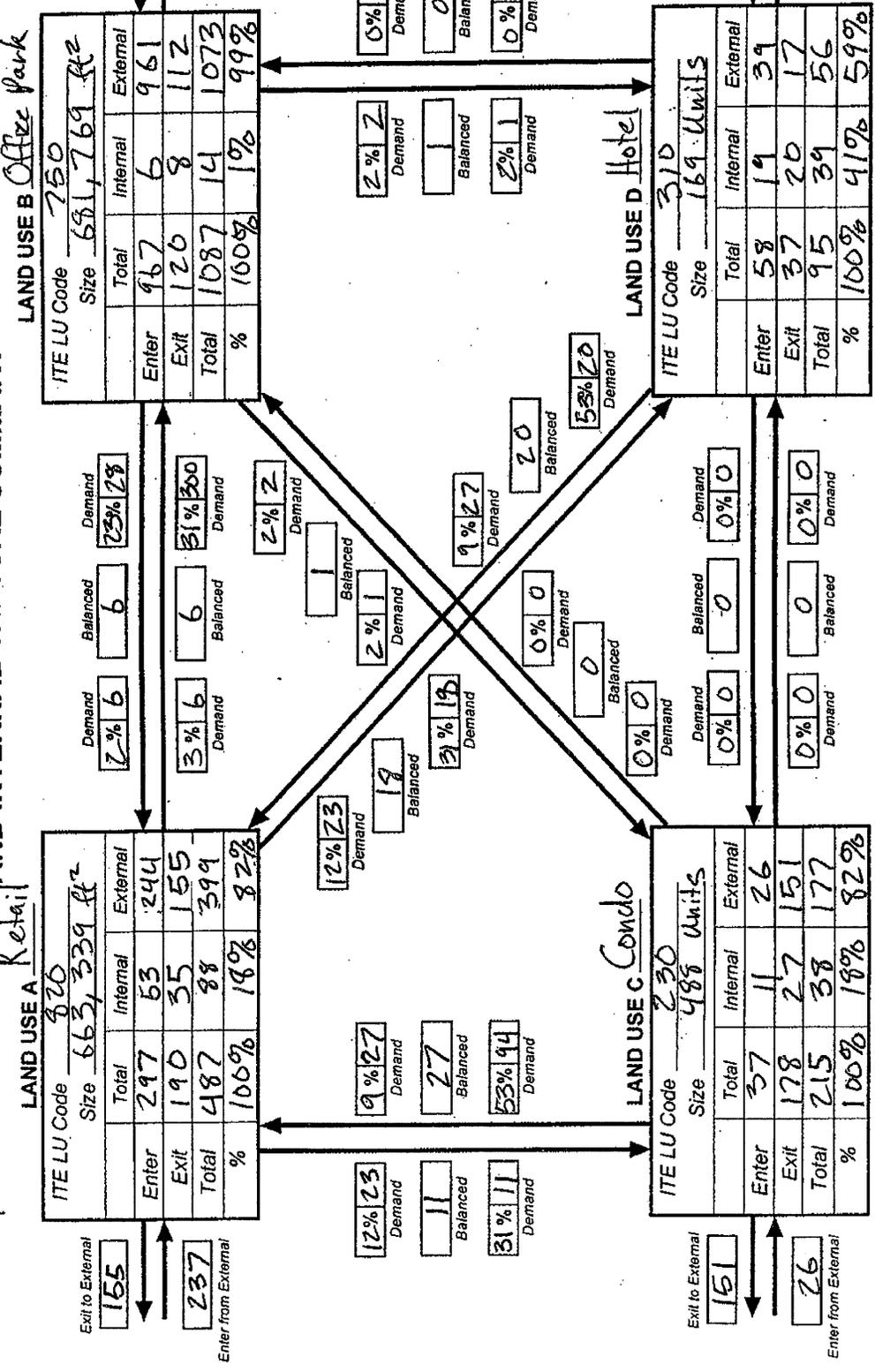
Table 5 - Flex Retail Project Traffic Summary 2020 Analysis						
	AM			PM		
	In	Out	Total	In	Out	Total
Adjusted New Project Trips	1261	407	1668	1161	1835	2996
Minus Office Entitlement	-434	-54	-488	-59	-359	-418
2020 Traffic Project Trips	827	353	1180	1102	1476	2578
Existing Office Removed	-280	-35	-315	-40	-244	-284
Net New Project Trips Above Current Entitlement	547	318	865	1062	1232	2294

Flex Retail

Name of Dvlpmt Flex Retail
 Time Period AM Peak

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst Luke Seegmiller
 Date May 10, 2007



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	244	961	26	39	1270
Exit	155	112	151	17	435
Total	399	1073	177	56	1705
Single-Use Trip Gen. Est.	487	1087	215	95	1984
INTERNAL CAPTURE					10%

Source: Kaku Associates, Inc.

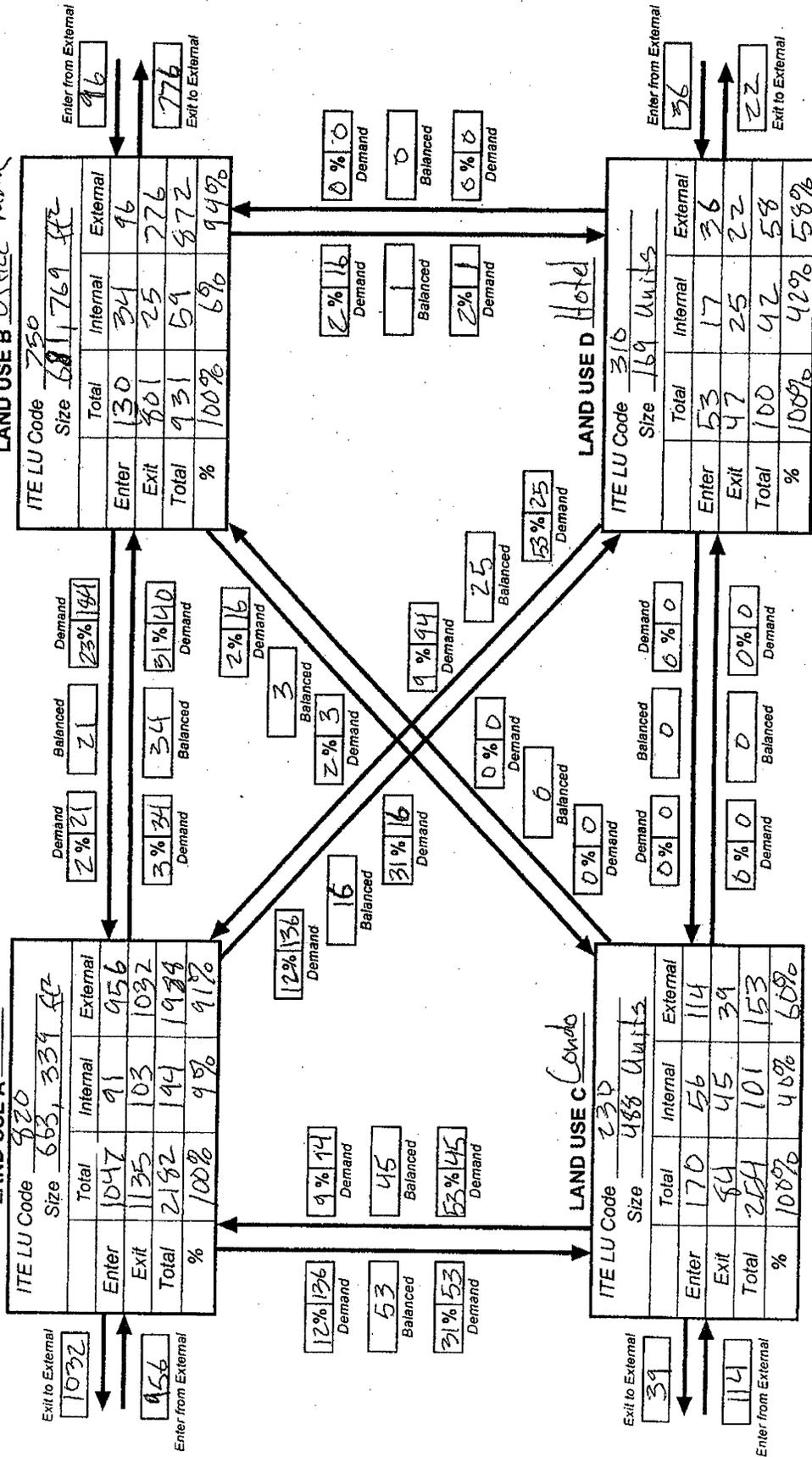
Used the same percentages as the PM peak hour

Flex Retail

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst Luke Seegmiller
 Date May 23, 2007

Name of Divpt PM Peak
 Time Period Office Bank



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter					
Exit					
Total					
Single-Use Trip Gen. Est.					
					INTERNAL CAPTURE

Source: Kaku Associates, Inc.

Flex Retail

Name of Dvlpt Office Park
Time Period Daily

**MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY**

Analyst Luke Seegmiller
Date May 24, 2007

LAND USE A Retail

ITE LU Code	820		
Size	663,339 sq ft		
Enter	Total	Internal	External
10,673	11,615	1,151	10,464
10,464	11,616	943	10,673
Total	23,231	2,094	21,137
%	100%	9%	91%

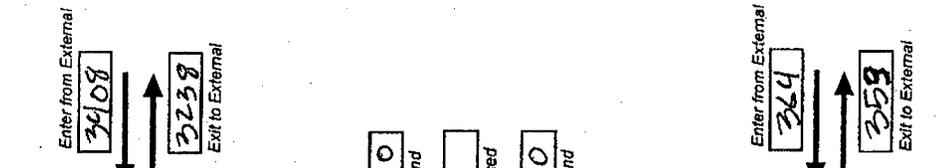
ITE LU Code	750		
Size	621,769 sq ft		
Enter	Total	Internal	External
3,408	3,756	348	3,408
3,238	3,757	519	3,238
Total	7,513	867	6,646
%	100%	12%	88%

LAND USE C Condo

ITE LU Code	230		
Size	488 Units		
Enter	Total	Internal	External
790	12,344	4,444	7,900
766	12,355	4,169	8,186
Total	24,699	8,613	16,086
%	100%	37%	63%

LAND USE D Hotel

ITE LU Code	310		
Size	169 Units		
Enter	Total	Internal	External
364	569	205	364
359	570	217	359
Total	1,139	422	717
%	100%	37%	63%



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter					
Exit					
Total					
Single-Use Trp Gen. Est.					
					INTERNAL CAPTURE

Source: Kaku Associates, Inc.

PROJECT TRIP GENERATION

Civic Center/Library Trip Generation from 2003 Analysis

PROJECT TRIP GENERATION

Trip Generation

Trip generation is the estimation of the traffic generated by land uses within a specific timeframe, such as the morning and evening commute peak hours. For most land uses, trip generation is estimated using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual. ITE has compiled trip generation data from hundreds of surveys around the United States for common types of land uses. However, the San Ramon City Civic Center Master Plan contains a mix of civic, retail, and recreational uses, many of which are not included in the ITE trip generation data. Therefore, the more unique land uses required derivation of rates from available information, or use of rates from studies of similar land uses.

Table 4 presents typical weekday trip generation rates and the estimated peak hour trip generation of the proposed City Civic Center land uses. Table 4 identifies the sources of information used in the estimation of traffic and the appendix contains detailed worksheets for the derivation of trip generation rates for several land uses.

Several adjustments are made to the project's trip generation:

- 1) The library trip generation is reduced by 25% in the afternoon peak hour to reflect students who walk to and from the library from nearby schools and neighborhoods. This information is based on a conversation with San Ramon's Main Public Library librarian.
- 2) Retail trip generation is reduced 20% for "pass-by" trips. Pass-by trips are trips passing by on adjacent streets and stopping at the project as an intermediate stop between the original origin and destination. Numerous studies have shown that retail and restaurant land uses have pass-by components between 15% and 35% of their total traffic generation.
- 3) The City office trip generation is reduced 10% to reflect the use of transit and Transportation Demand Management (TDM) measures that encourage employees to use alternative modes of transportation or not travel during the peak hours. Office trip generation rates are derived from surveys of isolated suburban office parks with negligible transit use. San Ramon has an extensive TDM program in place and the project is located within walking distance of the San Ramon Transit Center with connections to BART.
- 4) The Aquatic Center trip generation is reduced 10% to reflect people walking from nearby neighborhoods.

As shown in Table 4 the project is estimated to generate about 480 a.m. peak hour trips and about 1,000 p.m. peak hour trips. As stated above, these estimates reflect a typical weekday. Several of the land uses have peak generation outside of the peak hours or during special events, specifically the performing arts center (which has its highest weekday generation in the evening) and the aquatic center (which has its highest traffic generation during special events such as swim meets). The children's museum, aquatic center, and performing arts center also have peak generation on weekends which is not studied in this EIR. Performing arts and aquatic center special event trip generation is discussed later in this section.

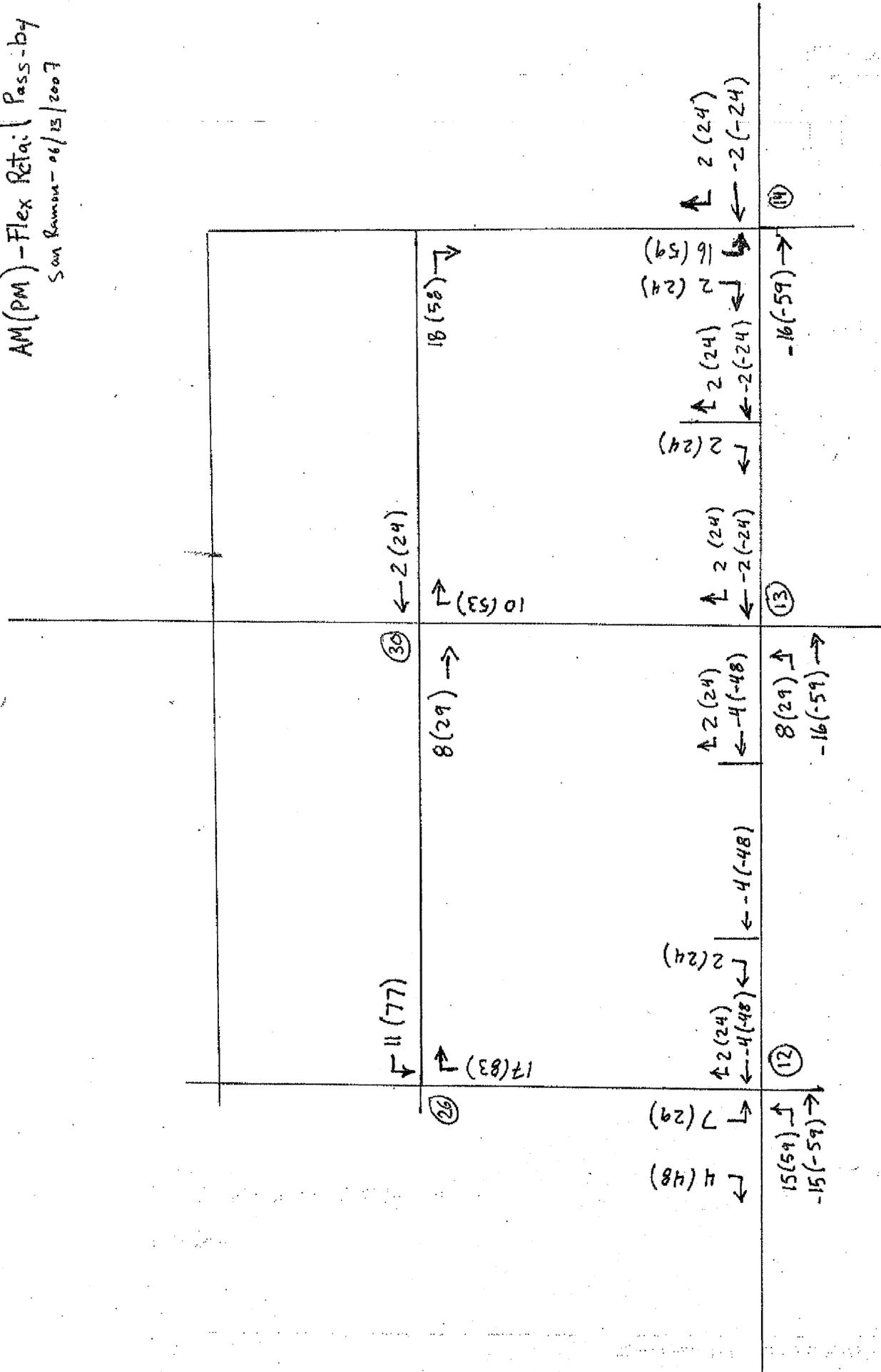
**Table 4
PROJECT TRIP GENERATION ESTIMATES**

Land Use	Size	Units	Source	Trip Generation Rates						Trip Generation						Total
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
North Parcel																
City Center Building	70	KSF	[1]	2.43	0.27	2.70	1.08	2.52	3.60	170	19	189	76	176	252	
Library	50	KSF	[2]	0.70	0.30	1.00	2.50	2.50	5.00	35	15	50	125	125	250	
Children's Museum	20	KSF	[3]	3.79	0.50	4.29	0.14	1.23	1.36	76	10	86	3	25	27	
Retail	40	KSF	[4]	1.41	0.90	2.31	4.11	4.45	8.56	56	36	92	164	178	342	
Performing Arts Theater	1170	Attendees	[5]	0.03	0.005	0.03	0.12	0.02	0.14	30	5	35	144	20	164	
Subtotal North Parcel										367	85	452	512	524	1035	
Red. for Library Walk Mode (25% PM Only)													(31)	(31)	(63)	
Red. For Retail Pass-by (20%)										(11)	(7)	(18)	(33)	(36)	(68)	
Red. For Office Transit/TDM (10%)										(17)	(2)	(19)	(8)	(18)	(25)	
Total North Parcel										339	76	415	440	439	879	
South Parcel																
City Park	7.5	Acres	[6]	0.159	0.159	0.32	0.159	0.159	0.32	1	1	2	1	1	2	
Aquatic Center	25	Employees	[7]	1.92	0.74	2.66	71	65	136	48	19	67	71	65	136	
Red. For Aquatic Center Walk Mode (10%)										(5)	(2)	(7)	(7)	(7)	(14)	
Total South Parcel										44	18	62	65	60	125	
Grand Total North + South Parcels										383	94	477	505	499	1004	

PROJECT TRIP GENERATION

Pass-By Trip Assignment

AM (PM) - Flex Retail Pass-by
 San Ramon - 06/15/2007



PROJECT TRIP GENERATION

City's TDM Ordinance

ORDINANCE NO. 301

ORDINANCE OF THE CITY OF SAN RAMON
REPEALING CHAPTER VII, TRANSPORTATION DEMAND MANAGEMENT OF
DIVISION B-8, OF THE MUNICIPAL CODE AND ADDING CHAPTER VI TO
DIVISION B-8 ESTABLISHING A VOLUNTARY TRANSPORTATION SYSTEM
MANAGEMENT PROGRAM

THE CITY COUNCIL OF THE CITY OF SAN RAMON DOES ORDAIN as follows:

Section 1. The City Council finds that:

- (a) There continues to be an increase in new employment and housing opportunities in San Ramon and the San Ramon Valley;
- (b) Transportation System Management (TSM) Programs have the potential to reduce vehicle trips and vehicle emissions more efficiently and cost-effectively than major roadway improvements;
- (c) For many years prior to the passage of Measure C, local jurisdictions developed and implemented a variety of projects and programs, e.g., operation of transit systems, construction of bicycle facilities, land use policy coordination and related improvements;
- (d) Since 1992, the Contra Costa Transportation Authority has committed both Measure C and Transportation Fund for Clean Air (TFCA) funds to four subarea programs, for the implementation of Measure C and Clean Air Plan goals;
- (e) The Countywide Comprehensive Transportation Plan incorporates each Regional Committee's Action Plan for Routes of Regional Significance, which support specific TSM goals and objectives;
- (f) Over the past four years, the subarea TSM programs have been successful in reducing vehicle trips and emissions at the employment sites specified in the TSM ordinance, as well as in school and residential areas where programs have been implemented;

Ordinance No. 301

- (g) In adopting this Ordinance cooperation and coordination with other local jurisdictions and regions in TSM are acknowledged as having the potential to enhance the efficiency and cost-effectiveness of its efforts; accordingly the Council directs staff to take steps to implement TSM in accordance with the policies, goals and objectives set forth herein.

Section 2. Chapter VII comprising Sections B8-101 through B8-120 of Division B-8 of the Municipal Code is repealed.

Section 3. Chapter VI comprising Sections B8-101 and B8-102 are added to Division B-8 of the Municipal Code to read:

Chapter VI

Transportation System Management

Section B8-101. Purpose, Goals and Objectives

In light of state law prohibiting mandatory employer-based trip reduction requirements, the following purposes, goals and objectives are adopted.

A. Purpose:

1. To promote maximum efficiency in the existing transportation system and to further the transportation goals of the Measure C Growth Management Program, Contra Costa's Congestion Management Program and the Bay Area Clean Air Plan by:

- (a) Promoting and encouraging the use of transit, ridesharing, bicycling, walking, flexible work hours and telecommuting as alternatives to solo driving;

Ordinance No. 301

- (b) Incorporating these goals and objectives into the land use review and planning process;
 - (c) Developing proactive programs and/or projects either alone or in conjunction with other jurisdictions, aimed at achieving these goals;
 - (d) Considering the incorporation of appropriate technology designed to facilitate traffic flow, provide transit and highway information, provide trip generation alternatives, and related technology into the transportation system;
 - (e) Educating San Ramon employees, employers, residents and students regarding the benefits and availability of commute alternatives;
 - (f) Working with the transit authorities to better serve San Ramon;
 - (g) Encouraging the most cost-effective broad based and wide range of transportation improvement projects aimed at achieving congestion relief;
 - (h) Cooperating with other jurisdictions, the private sector, and transit operators in planning and implementing transportation programs.
2. To reflect an ongoing commitment to expand TSM efforts beyond employer-based trip reduction programs, in order to achieve traffic congestion management and air quality goals.
3. To comply with applicable state and federal laws as well as with Measure C Growth Management Program requirements pertaining to TSM.

Ordinance No. 301

B. Goals: The goal of this ordinance is to ensure the continuation of a proactive, but voluntary, TSM program effort aimed at reducing vehicle trips, vehicle emissions and traffic congestion in the most cost effective manner.

C. Objective: The objective of this section is to establish the following policies:

1. To participate, in conjunction with other jurisdictions, in a proactive effort to support and develop projects which will achieve the Measure C TSM goals as described in the San Ramon Action Plan, the Countywide Comprehensive Transportation Plan, the Measure C Strategic Plan, the Congestion Management Plan and/or the Bay Area Clean Air Plan. Such participation may include, but need not be limited to:
 - (a) Promotion and encouragement of the use of transit, ridesharing, bicycling, walking, flexible work hours, telecommuting or other alternatives to solo driving;
 - (b) Project incorporation appropriate technology designed to facilitate traffic flow, provide transit highway information and related technology.
2. To incorporate these objectives, as appropriate, into the City land use review and planning process.

Ordinance No. 301

Section B8-102 TSM Advisory Committee. The San Ramon TSM Advisory Committee is established to provide a unique opportunity for the private/public sector to work together toward reducing traffic congestion and achieving cleaner air for its business community, residents and schools.

- (a) **Composition.** The TSM Advisory Committee shall be composed of the following:
1. One (1) representative of the Transportation Committee of the City Council (non-voting member);
 2. The San Ramon Transportation Analyst;
 3. Five members appointed by the City Council, each representing an employer or complex.
- (b) **Term and Termination of Office.** The term of office for each member shall be two (2) calendar years, or portion thereof, ending on December 31 of the second year. Members may be reappointed for consecutive terms. Termination of office shall be according to by-laws developed by the TSM Advisory Committee and approved by the City Council.
- (c) **Meetings.** As a part of its by-laws, the TSM Advisory Committee shall establish regularly scheduled dates and times for its meeting, and shall promulgate rules for the conduct of this meeting including attendance requirements.

Ordinance No. 301

(d) **Function.** The TSM Advisory Committee may develop and recommend programs to coordinate and implement the City-wide Voluntary Employer Based Trip Reduction effort.

(1) The TDM Advisory Committee shall develop programs and make recommendations to:

- a. Coordinate TSM efforts of all employers and complexes in the City of San Ramon;
- b. Coordinate TSM efforts with local and regional agencies as designated by the City;
- c. Seek the cooperation and assistance of neighboring communities in achieving TSM goals.

(2) The TDM Advisory Committee may make recommendations on other activities which may include, but not limited to, the following:

- a. Encourage and promote all transit services between the complexes, downtown and the transit stops;
- b. Compile, distribute and annually update Ridesharing materials;
- c. Plan any TSM Program element; and,
- d. Improvements in City services and facilities to assist employers in meeting the goals of this voluntary TSM Ordinance.

Ordinance No. 301

Section 4. If any subsection, sentence, clause or phrase of this Ordinance is for any reason held by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this section, subsection, sentence, clause or phrase hereof irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases are held invalid.

Section 5. This Ordinance shall take effect thirty (30) days from the date of its passage. Before the expiration of fifteen (15) days after its passage, this Ordinance shall be posted in three public places within the City of San Ramon along with the names of the members of the City Council voting for and against same.

Ordinance No. 301

The foregoing Ordinance was introduced at the meeting of the City Council on June 9, 1998 and after public hearing was adopted at the meeting of the City Council of the City of San Ramon on June 23, 1998 by the following vote:

AYES: Councilmembers Athan, Hudson, Kinney, Raab and Mayor Welm

NOES: None

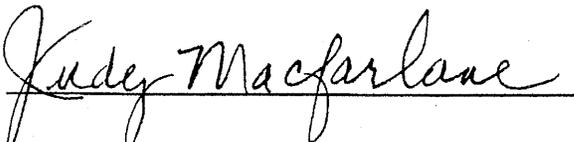
ABSENT: None

ABSTAIN: None



Hermann Welm, Mayor

ATTEST:



Judy Macfarlane, City Clerk

g\transp/res/tsmord.rev

PROJECT TRIP GENERATION

Santa Clara VTA's TIA Guidelines for Trip Reduction

Table 4: Maximum Vehicle Trip Reduction Values Rates

~~{Should these rates be linked with the CDT annual definitions of developments near transit i.e. cores, corridors, and station areas. All of these locations could result in a reduction in vehicle trips, but the magnitude of these trips would be different. Do new generators near a transit line have to be mixed use}~~

Trip Reduction Strategy	Maximum Trip Reduction
--------------------------------	-------------------------------

Mixed-Use Development Project

{Consider impact of parking ratios—fewer parking spots equates to greater trip reduction} <i>with housing and retail components</i>	15.0% <i>15.0% off the smaller trip generator³</i>
<i>with hotel and retail components</i>	<i>10.0% off the smaller trip generator⁴</i>
<i>with housing and employment</i>	<i>3% off the smaller trip generator⁵</i>
<i>with employment and employee-serving retail</i>	<i>3% off employment component⁶</i>

Effective TDM Program with TDM Monitoring Program⁷

~~{Should rates be increased to encourage project funded shuttles}~~

<i>Financial Incentives</i>	<i>up to 5.0%⁸</i>
<i>Shuttle Program⁹</i>	
<i>- Project-funded dedicated shuttle</i>	<i>3.0%</i>
<i>- Partially-funded multi-site shuttle</i>	<i>2.0%</i>

Location Within 2,000-Foot Walk of Transit Facility¹⁰

~~{Should we change for transit access to the regional system?}~~

<i>Housing near LRT or Caltrain Station</i>	<i>9.0%*</i>
<i>Housing near a Major Bus Stop¹¹</i>	<i>2.0%*</i>

³ The proposed trip reductions calculated for all land uses within the development area shall be based on the land use that produces the least amount of new trips. In other words, the same trip reduction rate for the land use that produces the least number of new trips should be used to determine the trip reduction for all developments.

⁴ Same as footnote 3.

⁵ Same as footnote 3.

⁶ All trips made to retail services (employee-serving retail) within the proposed development/complex may be considered internal trips. However, to qualify for this reduction, the employee-serving retail must be integrated into the employment complex and must not have a dedicated parking area.

⁷ In order for a project applicant to claim a TDM reduction, TDM program participation must be required of all tenants of the development through covenants, conditions or restrictions. See Section 8.2.3.

⁸ Financial incentives must be equivalent to the maximum transit subsidy included in the National Energy Policy Act of 1992 and must be available to all employees in order for the project to receive full trip reduction. Eco Pass participation for all employees will also be given the full trip reduction. See Section 8.2.3.

⁹ If the shuttle trip reduction is being combined with the "Employment near LRT or Caltrain Station" reduction, the maximum shuttle trip reduction that can be taken is 1.5%.

¹⁰ The appropriate project entrance (e.g., housing front door or office pedestrian entrance) must be within a 2,000-foot walk of the transit facility. The entire development project does not need to be fully within a 2,000 foot walk for the project to be able to take the full trip reduction credit. In the case where the full development is not within a 2,000-foot walk, placement of the more concentrated housing units closest to the transit facility is recommended.

PROJECT TRIP GENERATION

511 Contra Costa TDM Program Brochures

transit
incentive
program



www.511contracosta.org

511 Contra Costa | FOR COMMUTERS WHO TRAVEL TO, FROM, OR THROUGH: San Pablo, Antioch, Brentwood, Clayton, Concord, Danville, El Cerrito, Hercules, Lafayette, Martinez, Moraga, Orinda, Pittsburg, Pleasant Hill, Richmond, San Ramon, Walnut Creek, and unincorporated areas of Contra Costa County.

511 Contra Costa
1407 Oakland Blvd., Ste. 100
Walnut Creek, CA 94596-4300



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

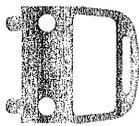


BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 205 WALNUT CREEK, CA
POSTAGE WILL BE PAID BY ADDRESSEE

511 Contra Costa
1407 Oakland Blvd., Ste. 100
Walnut Creek, CA 94596-9929



Transit Incentive Program Application



If you currently drive alone to work, try transit instead! Submit the attached application to see if you qualify to receive a complimentary pass to try transit for a week.

- For Contra Costa transit commuters a guaranteed/emergency ride home is your insurance policy against being stranded. A taxi or a rental car will be provided to you in the case of a family emergency, home-based crisis, or unscheduled overtime. A program application will be sent to eligible participants receiving transit tickets.
- Offer available to commuters who travel to, from, or through Contra Costa County. *Applications can be submitted or downloaded from the 511 Contra Costa website at www.511contra costa.org.* You can also mail or fax completed form to:
 - 511 Contra Costa
 - 1407 Oakland Blvd., Ste 100
 - Walnut Creek, CA 94596-4300
 - Fax: 925-407-0356

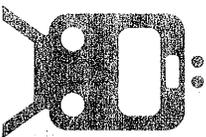
For additional information, contact the 511 Contra Costa office at 925-407-0354 or visit www.511contra costa.org.



Funds for this project are provided by the Bay Area Air Quality Management District's Transportation Fund for Clean Air in cooperation with the Contra Costa Transportation Authority.

RULES OF ELIGIBILITY

- Must drive alone to work.
- Must have access to a car.
- Must have a valid driver's license.
- Must be at least 18 years of age.
- No more than two participants per household or address.
- One offer per person.
- Your transit selections must coincide with commute origin and destination.
- If you currently take the bus, BART, train, ferry, carpool, vanpool, bike or walk to work, you are not eligible for this program.
- If you have received any other incentives from 511 Contra Costa (carpool gas scrip or a vanpool subsidy) you are not eligible for this program. Some exceptions are permitted.
- Once you have participated please expect a follow-up survey to determine the effectiveness of this program.



CLEAN AIR. Ignore it and it will go away.

TEAR OFF & MAIL

IF YOU CURRENTLY DRIVE ALONE TO WORK...

Complete the following application and mail to receive a complimentary pass for a week. Eligible applicants will receive information on the Guaranteed/Emergency Ride Home Program.

Is this a new commute? YES NO

Do you currently drive alone? YES NO

Do you own a car or have access to a car? YES NO
 NOTE: Applicants will be selected at random to provide their license plate number to verify this information.

Year and make of car:

Please select free passes for the following transit companies only. Your selections must coincide with your home origin and work destination.

LOCAL TRANSIT AND COMMUTER TRANS

- AC Transit Contra Costa
- ACE Train Contra Costa
- BART Tri Delta Transit
- Bencita Transit

INTERCITY - EXPRESS BUS SERVICE

- AC Transbay
- Antioch to Lawrence Livermore Lab
- Antioch to Walnut Creek
- Hillcrest Park-n-Ride, Mitchell Park-n-Ride, Walnut Creek BART
- Brentwood, Antioch to Bay Point BART
- Concord BART to Airport Plaza
- Sausalito Business Park, Sausalito
- Fairfield to Dublin BART
- Fairfield or Vacaville to Pleasant Hill BART (via Suisun City)
- Richmond to San Rafael
- San Ramon Transit Center to Dublin BART
- Vacaville to Belmore BART
- Vallejo to El Cerrito Del Norte BART
- Walnut Creek to ACE Train
- Mitchell Park-n-Ride, Danville Park-n-Ride, Bishop Ranch, ACE Train
- Walnut Creek to San Ramon
- Mitchell Park-n-Ride, Walnut Creek BART, Bishop Ranch

If your commute trip involves an express bus, BART or a train, how will you get to the express bus stop, BART or train station?

drive myself get dropped off bus walk bike

How did you hear about this program?

Name _____

Home Address (P.O. Box not acceptable) _____

Home City _____ Home Zip _____

Employer Name _____

Work Phone - You must provide your work phone number _____

E-mail _____

Work Site Address _____ Work Zip _____

Work City _____

I hereby verify that the information submitted is true and correct.

Signature _____

Complimentary
Employer Services

Provided by:
 511 Contra Costa
 in cooperation with local
 cities and Contra Costa County

Employer Services

- Assist with on-site Events: Transportation Fairs and Wellness Fairs
- Free bicycle racks and lockers
- Parking management consultations
- Corporate pre-tax deductions on employee transportation benefits
- Customized carpool ride-matching assistance
- Corporate relocation commute assessment
- Sample programs for telecommuting and flexible work schedules
- Rideshare Rewards, Spare the Air, Bike-to-Work Week
- Complimentary display racks and transportation information brochures for employees



Phone (925) 973 2650
www.511contracosta.org/employer.html

Call 511 Contra Costa to receive complimentary transportation services and commuter benefits!

**Employee
 Commuter Benefits**

- Countywide Carpool, Vanpool, and Transit Incentives
- Guaranteed Ride Home Vouchers
- Pre-tax transportation benefit on employee payroll
- Commute trip planning assistance

Join or form a carpool and receive a free gas card

Carpooling

Assist employees to join a carpool or vanpool

Carpool Ride-matching

Take the bus, train, or BART and receive a free week's worth of passes

Transit

Join a vanpool and receive reimbursement on 1/2 of your costs during the first three months

Vanpooling

Take a commute alternative and receive free taxi or rental car vouchers for emergencies

Guaranteed Ride Home

Complimentary
Commuter Incentives

511 Contra Costa Incentive Programs are FREE for all eligible commuters who work in Contra Costa County

For more details, call: (925) 973 2650
 or email: support@511contracosta.org
 City of San Ramon, Transportation Services Division
 222 Camino Ramon, San Ramon, California 94533





Complimentary
Services for:

Employers & Commuters

Employer

Commuter



City of San Ramon
Transportation Services Division
2222 Camino Ramon
San Ramon, CA 94583

Start carpooling to work and receive a free \$60 gift card and be entered in a drawing to win free gas for a year!

Benefits of carpooling:

- > Share the daily driving responsibilities with other drivers. A day that you are not driving allows you to read the newspaper, catch up on work or sleep.
- > Save money on your commute. The American Automobile Association reports that your driving costs may be as high as 79.0 cents/mile per year (includes gas, maintenance, tires, insurance, depreciation and all finance costs).
- > Improve air quality. Carpooling with one other person saves over a pound of measurable pollution a day.
- > Participate when you want. No need to carpool everyday. Make carpooling work around your busy schedule.

Added Bonus!

Guaranteed Ride Home: Provides a free taxi or rental car ride home in the event of an emergency such as a sick child, unscheduled overtime, or a vehicle break down. If your worksite is located in Contra Costa County, you could be eligible for this program. Pre-enrollment is required. Visit www.511contracosta.org or call 510-315-3035 for more information.

How do I find carpool riders?

If you need a carpool partner, visit www.511.org, and click on the "Rideshare" link. This link will direct you to the online "511 Rideshare" database. If you need help with the online ridesharing database, dial "511" on your phone and at the voice prompt say "carpooling", and then "rideshare" for a consultant.

For additional information...

call 925-407-0355 or
visit www.511contracosta.org



Save time and money on your commute...carpool.

BUSINESS REPLY MAIL

FIRST-CLASS MAIL PERMIT NO. 205 WALNUT CREEK, CA

POSTAGE WILL BE PAID BY ADDRESSEE

511 Contra Costa
1407 Oakland Blvd., Ste. 100
Walnut Creek, CA 94596-9929



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



countywide
carpool
program

\$60 gift card
and
a chance to win...

511
CONTRA
COSTA

www.511contracosta.org

511 Contra Costa | FOR COMMUTERS WHO TRAVEL TO, FROM, OR THROUGH: Alameda, Alameda, Berkeley, Clayton, Concord, Danville, El Cerrito, Hercules, Lafayette, Martinez, Moraga, Oakley, Orinda, Pittsburg, Pleasant Hill, Richmond, San Pablo, San Ramon, Walnut Creek, and unincorporated areas of Contra Costa County.

511 Contra Costa
1407 Oakland Blvd., Ste. 100
Walnut Creek, CA 94596-4300

Carpool Incentive Program Application - Please Print

All information is required for processing. Register each carpool member on one form. If there are three or more members, use an additional form and attach the forms together. Falsifying any information on this document will disqualify you from ALL 511 Contra Costa Programs. Participation in the Carpool Incentive Program requires your participation in a follow-up survey.

Our carpool started Month: _____ Year: _____

Application

(Initial) I pledge to carpool 2 days/week for 8 weeks

Carpool Member's Name #1 _____

Home Address (PO Box not accepted) _____

Home City _____ Home Zip _____

Home Phone _____ Work Phone (required) _____

Company Name _____

Work Address _____

Work City _____ Work Zip _____

Supervisor's Name (print) _____

Supervisor's Phone (required) _____

What is the one-way mileage from your home to your worksite? _____

What is the approximate number of employees at your worksite? _____

How did you hear about this incentive program? _____

Do you have a valid driver's license? YES NO

Do you own or have access to a car? YES NO

Note: Applicants will be selected at random to provide their license plate number to verify this information.

Year, Make/Model of car _____

Please select your preferred gift card: \$50 Safeway \$50 Shell Gas \$50 Borders Books & Music

Release and Waiver of Liability

I, the undersigned, recognize that participation in the Carpool Incentive Program is strictly voluntary and that such participation is not within the course and scope of my employment. I, the undersigned request to register my participation in the Carpool Incentive Program. I hereby assume full responsibility for all risk of injury and loss, including death, which may result from my participation in the program. I agree to hold harmless, release, waive, forever discharge, and covenant not to bring suit or claim against 511 Contra Costa, TRANSPAC, the City of Pleasant Hill, the Company, or their respective officers, agents, and/or employees from any and all claims and demands which the undersigned may have against 511 Contra Costa, TRANSPAC, the City, the Company, or their officers, agents, or employees, by reason of an accident, illness, injury, or death, or damage to or loss of or destruction of any property arising or resulting directly from my participation in the Carpool Incentive Program and occurring during such participation, or any time subsequent thereto, whether or not such loss, injury, or death is caused or alleged to be caused in whole or in part by the negligent acts or omissions of 511 Contra Costa, TRANSPAC, the City, the Company, or their officers, agents or employees. The terms of this release are binding on my heirs, executors, administrators, and for all of my family members as well as myself.

I have read the foregoing paragraph and fully understand the terms contained therein and sign this waiver freely and without inducement.

I hereby verify the information submitted is true and correct.

Carpool Member Signature #1 _____ Date _____

Carpool Member Signature #2 _____ Date _____

The Release and Waiver of Liability must be on file prior to participation in the Carpool Incentive Program. Return the completed form(s) to:

Carpool Incentive Program
511 Contra Costa
1407 Oakland Blvd., Ste. 100
Walnut Creek, CA 94596-4300
Fax: 925-407-0356

Here is how it works:

→ Start a NEW carpool with at least one other person, or add a new member to an existing carpool.

→ Pledge to carpool to work a minimum of two days per week for an eight week period.

→ All eligible participants are automatically entered in a drawing to win "FREE GAS FOR A YEAR". Contest winner agrees to allow 511 Contra Costa to use his/her name and photograph for public relations purposes. Rules and conditions apply. See www.511contracosta.org and click on "Carpool" for contest rules.

Rules:

- Must be at least 18 years of age.
- Must have a valid driver's license.
- Carpools must commute to, from, or through Contra Costa County.
- If you have received any 511 Contra Costa incentives (vanpool subsidy, transit tickets, carpool gas cards), you are not eligible for this program.
- One-time, per person offer while supplies last.
- No more than 1 participant per household or address.
- Each carpooler must reside at a different household or address.
- Once you have participated in this program, please expect a follow-up survey to determine the effectiveness of this program.
- Employers may be contacted to verify employment. Falsifying any information will disqualify you from ALL 511 Contra Costa Programs.

Visit www.511contracosta.org for the most recent Carpool Incentive Program application and rules. 511 Contra Costa reserves the right to make any changes to the rules of eligibility at any time without prior notification.



Funds for this project are provided by the Bay Area Air Quality Management District's Transportation Fund for Clean Air in cooperation with the Contra Costa Transportation Authority.

CLEAN AIR. Ignore it and it will go away.

TEAR OFF SEAL WITH TAPE AND MAIL. NO STAPLES PLEASE.

**Join a Vanpool...
we'll pay you to try it!**

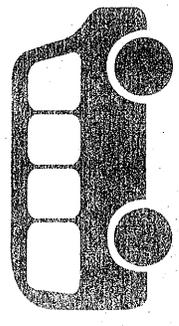
Try vanpooling and as an incentive to get you started, when you join a vanpool we'll provide half of the costs for the first three months.*

Earn an extra \$1,000!
In addition, drivers who start new vanpools and keep them on the road for at least one year, with a minimum of six new passengers, will be eligible to receive a \$1,000 cash bonus.



Imagine This:
Your own personal driver picks you up every morning. You settle into a roomy, comfortable seat. You have extra time to read, relax, snooze or catch up on paperwork. While all around you, thousands fight the traffic that has frustrated you for years. Quite a way to start the day!
There are over 100 vanpools traveling to and from Contra Costa County every day. **One of these could be for you!**

* Vanpool must have a Contra Costa County origin or destination. For more information, call 925-973-2650 or visit www.511contracosta.org



BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 117 SAN RAMON, CA
POSTAGE WILL BE PAID BY ADDRESSEE

CITY OF SAN RAMON TRANSPORTATION DIVISION
2222 CAMINO RAMON
SAN RAMON, CA 94583-9946

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



countywide vanpool incentive program

511 CONTRA COSTA
www.511contracosta.org

511 Contra Costa | FOR COMMUTERS WHO TRAVEL TO, FROM, OR THROUGH: Antioch, Brentwood, Clayton, Concord, Danville, El Cerrito, Hercules, Lafayette, Martinez, Moraga, Oakley, Orinda, Phoebe, Pittsburg, Pleasant Hill, Richmond, San Pablo, San Ramon, Walnut Creek, and unincorporated areas of Contra Costa County.

511 Contra Costa
c/o City of San Ramon
2222 Camino Ramon
San Ramon, CA 94583

Countywide Vanpool Incentive Program — Passenger Application

Please complete this form and submit it to the 511 Contra Costa within the first three months of joining your vanpool.

Date: _____

Name of registered vanpool driver or coordinator: _____

Signature of vanpool driver or coordinator: _____

Phone number of vanpool driver or coordinator: _____

Vanpool registration number (provided by the City of San Ramon): _____

SSN: _____

RES: _____

Name in which check should be made: _____

Address where you would like the vanpool incentive check sent: _____

I hereby declare the above information to be true to the best of my knowledge and understand that falsifying information can result in disqualification from the "Countywide Vanpool Incentive Program". I also understand that any funds I receive are fully taxable under Federal Law.

Passenger Signature: _____

Date: _____

1. Application received after you have been a member of your vanpool for three months may not be considered for the program.

2. Your vanpool must be registered in the Countywide Vanpool Incentive Program in order for you to qualify for a passenger subsidy. The vanpool registration number will be issued by the City of San Ramon at the time of registration. Please contact the City of San Ramon at (925) 973-2650 to request the Vanpool Registration Form.

3. If you will be driving a new vanpool and would like to be eligible for a bonus for keeping a new vanpool in operation for a full year, with a minimum of six new passengers, please contact the City of San Ramon at (925) 973-2650.

COUNTYWIDE VANPOOL RELEASE AND WAIVER OF LIABILITY

I, the undersigned, request to register my participation in the Countywide Vanpool Incentive Program. I hereby assume full responsibility for all risk of injury or loss, including death, which may result from my participation in this program. I agree to hold harmless, release, waive, forever discharge, and covenant not to bring suit or claim against the City of San Ramon/SWAT or the Company, or their respective officers, agents, and/or employees from any and all claims and demands which the undersigned may have against the City of San Ramon/SWAT or the Company, or their officers, agents, and/or employees, by reason of an accident, illness, injury, or death, or damage to or loss of destruction of any property arising or resulting directly from my participation in the Countywide Vanpool Incentive Program and occurring during such participation, or any time subsequent thereto, whether or not such loss, injury, or death is caused or caused in whole or in part by the negligent acts or omissions of the City of San Ramon/SWAT, the Company, or their officers, agents, or employees. The terms of this release is binding on my heirs, executors, administrators, and for all of my family members as well as myself.

I have read the foregoing two paragraphs and fully understand the terms contained therein and sign this waiver freely and without inducement.

Company Name: _____

Name (PRINT): _____

Signature: _____

Home Address: _____

Home City: _____ Zip: _____

Home Phone: _____

Date: _____

This Release and Waiver of Liability must be on file prior to participation in the Vanpool Incentive Program. Every individual participating in the Incentive Program is required to submit this release form. Return the completed forms to:

Countywide Vanpool Incentive Program
511 Contra Costa
c/o City of San Ramon
2222 Camino Ramon
San Ramon CA 94583
Fax: 925-866-6873

4/06

How do I participate?

- Join a Vanpool: 511 Regional Rideshare is an excellent starting point if you're looking for a vanpool. 511 Regional Rideshare is a non-profit, rideshare organization with a database filled with carpools and vanpools. They can match you up with an existing vanpool, or help you start your own. All in one phone call, and free of charge! Give them a call dialing 511 from your phone.
- Register for the Vanpool Incentive Program: Once you're in a vanpool, complete the Vanpool Incentive Program Passenger Application within three months of joining the vanpool. After you're registered, you'll receive three reimbursement coupons. After you've completed three consecutive months, you and your vanpool driver sign the coupons and send them to the City of San Ramon for reimbursement.
- If you're driving a "new" vanpool... and would like to qualify for the \$1,000 cash bonus, contact the San Ramon Transportation Services Division at (925) 937-2650 to receive your Driver Bonus Application. This must be submitted within three months of starting your vanpool.

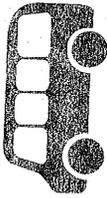
The Vanpool Incentive program is administered by the City of San Ramon. The program is part of (a) Countywide Commuter Incentive Programs sponsored by 511 Contra Costa in cooperation with the Contra Costa Transportation Authority and the Bay Area Air Quality Management District. This 511 Contra Costa program is sponsored by the Southwest Area Transportation (SWAT) Planning Committee which represents the communities of Danville, Lafayette, Moraga, Orinda, San Ramon, and Contra Costa County.



TEAR OFF & MAIL

Countywide Vanpool

Join a vanpool...we'll pay you to try it! To get you started, you will receive half off your vanpool fare, for the first three months.*



- Call 511 - the Regional Rideshare Program. 511 provides free services that can match you with existing vanpools. 511 will send you a "matchlist" of vanpools with schedules similar to your own.
- Once you've joined a vanpool, submit your vanpool application and the waiver of liability within three months of joining your vanpool. You will then receive three vanpool coupons. At the end of three months, submit all three vanpool coupons to the City of San Ramon. You will be reimbursed half off the cost for the first three months.

Vanpool Driver Bonus Program

Start a "new" vanpool with a minimum of 6 "new" vanpool riders and be eligible for a \$1,000 cash bonus.

- 511 Regional Rideshare Program will work with you every step of the way to get your vanpool on the road. Call 511 and speak to a Vanpool Consultant.
- Once your vanpool is on the road, register for the Vanpool Bonus: Contact the City of San Ramon at 925-973-2650 to request the Vanpool Bonus Application and Vanpool Registration. Complete both the Vanpool Bonus Application and Vanpool Registration and submit to the City of San Ramon within three months of starting your vanpool.

At the end of the 12 consecutive months, you will be eligible for the \$1,000 bonus!

*Existing vanpool riders may not be eligible for any of the vanpool incentives.

Countywide Guaranteed Ride Home

Does the idea of using public transit, carpool, vanpool, walking or riding a bike to work sound appealing, but you've held back on making the commitment because you didn't know what you would do in the case of personal illness, family emergency, unscheduled overtime, or vehicle breakdown? The Guaranteed Ride Home Program is your safety net to get you home on the day when your regular commute option does not work out!

The 511 Contra Costa Guaranteed Ride Home program offers service to all commuters who work in Contra Costa County with no cost to employers or participants who pre-register and receive a voucher by mail. Voucher can be used to pay for a rental car or taxi ride home on a day that a qualified commute method is used to get to work and then is not available to get you home at the end of your work day.

You may use the Guaranteed Ride Home program if:

- You or an immediate family member suffers an illness
- You are asked by your supervisor to work unscheduled overtime
- Your ridesharing vehicle breaks down or the driver has to leave early
- You have a break-in, flood, or fire at your residence

The Guaranteed Ride Home Program may not be used for:

- Personal errands
- Pre-planned medical or dental appointments
- Business-related travel
- Working overtime without a supervisor's request
- Non-emergency side trips on the way home
- Ambulance service
- Trips to the work place

To request more information about the program and the official registration form complete the attached card and send it to the 511 Contra Costa Guaranteed Ride Home program office or call 510-215-3035.

For up-to-date Bay Area transportation information and incentives, visit our website at www.511.contracosta.org



Vanpool

BUSINESS REPLY MAIL

FIRST-CLASS MAIL PERMIT NO. 117 SAN RAMON, CA

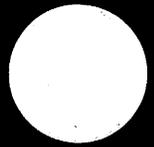
POSTAGE WILL BE PAID BY ADDRESSEE

CITY OF SAN RAMON TRANSPORTATION DIVISION
2222 CAMINO RAMON
SAN RAMON, CA 94583-9946

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

Transportation Programs
Commuter Incentives

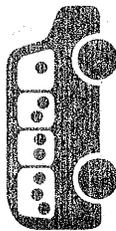
ready



www.511contracosta.org

Countywide Student Transit Ticket Program

The Countywide Student Transit Ticket Program offers limited free public bus passes/tickets to students at public and private schools in Contra Costa County. This program encourages the use of public transit. The free bus passes/tickets are limited in supply, rules and regulations apply.



Contact your local 511 Contra Costa Representative for the specific information about the program.

- If your school is located in the communities of Alamo, Lafayette, Moraga, Orinda, Danville or San Ramon contact the 511 Contra Costa Representative at 925-973-2650.
- If your school is located in the communities of Antioch, Brentwood, Clayton, Concord, Martinez, Oakley, Pittsburg, Pleasant Hill or Walnut Creek contact the 511 Contra Costa Representative at 925-407-9352.
- If your school is located in the communities of El Cerrito, Hercules, Pinole, Richmond, San Pablo or the unincorporated areas of West Contra Costa contact the 511 Representative at 510-215-5035.

Countywide Carpool

The Carpool Incentive Programs are designed to encourage drive-alone commuters to try carpooling.

If you currently drive alone and commute to, from or through Contra Costa County.

Carpool Incentive Program

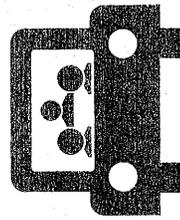
Join or form a carpool and receive a \$60 gas card. Includes carpooling to BART and train stations.

College Commute Program

Join or form a carpool to campus and receive a \$40 gas card.

Carpooling helps reduce driving costs, traffic congestion, and improves air quality.

Phone 925-407-9352 for more details or request an application at www.511contracosta.org

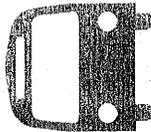


Countywide Transit Incentive

To receive a weeks worth of transit tickets go on-line to register at www.511contracosta.org

Eligibility Requirements:

- You must be 18 years of age or older to participate.



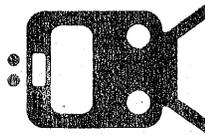
- Currently drive alone to work or college and be willing to try transit instead.

- Must travel to, through or from Contra Costa County.

The transit tickets available through this program include: AC Transit, Altamont Commuter Express (ACE), BART, Benicia Transit, Capitol Corridor, County Connection, Fairfield Transit, Solano Transit, Tri Delta Transit, Vallejo Transit, LAVTA (Wheels), and WestCAT.

Application may be submitted on-line at www.511contracosta.org

Phone 925-407-9352 for more information



Registration forms and more info:

I am interested in receiving additional information and registration forms for the following programs:

- Vanpool Incentive Program
- Rider Incentive Driver Incentive
- School Transit Ticket Program
- College Commute Program
- Carpool Incentive Program
- Guaranteed Ride Home
- Transit Incentive Program
- Bike Maps - East Bay
- Making Public Transit Work for You
- Video DVD

PLEASE PRINT

Name _____

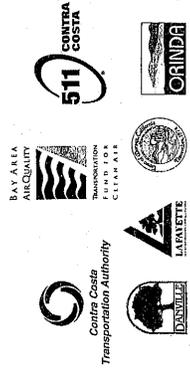
Address _____

City _____ Zip _____

Home Phone _____

Business Phone _____

Would you like to be put on our e-mail list for new information? If so, please give us your e-mail address: _____

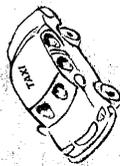
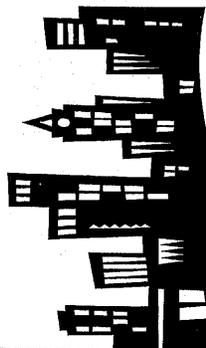


SRV-2006

Countywide Transit Incentive Program

To receive an official registration form for any of these programs, just return the attached card, or register on-line at www.511contracosta.org.

guaranteed



511 Contra Costa | FOR COMMUTERS WHO WORK IN: Antioch, Brentwood, Clayton, Concord, Danville, El Cerrito, Hercules, Lafayette, Martinez, Moraga, Orkeley, Orinda, Pinole, Pittsburg, Pleasant Hill, Richmond, San Pablo, San Ramon, Walnut Creek, and unincorporated areas of Contra Costa County.

Your Guarantee

The idea of using public transit, carpooling, or vanpooling may sound great, but what about the fear of being stranded in case of a family emergency, unscheduled overtime, or vehicle breakdown?

Your "Insurance Policy" against being stranded if you miss your regular ride home because of an unplanned emergency — illness, family crisis, unscheduled overtime — a taxi or rental car voucher will get you home.

Just pick up the phone ...

When you are approved to participate in the Guaranteed Ride Home Program, you will be issued either a taxi voucher or a rental car voucher to use in an emergency.

Taxi — The Taxi will pick you up at your workplace. If one of the specified emergencies prevents you from using your commute mode to get home you have a guaranteed trip home, just a phone call away!

Rent-A-Car — If you have to work late or if the carpool or vanpool left without you the Rent-A-Car representative can make arrangements for you to obtain a car and take the worry out of the trip home.

Program Participation:

If you leave your employer, cease to use a commute alternative, or work outside Contra Costa County, you are required to return your voucher to WCCTAC / 511 Contra Costa.

Falsifying any information on this document will disqualify you from the Guaranteed Ride Home Incentive Program. Participation in the Guaranteed Ride Home Incentive Program requires your participation in an annual follow-up survey.

The Guaranteed Ride Home Program

Participants and their employers must pre-register in the program. There is no cost to employers or employees to participate.

Employees are eligible to use the Guaranteed Ride Home Program as long as they have obtained a voucher (in advance) and used a commute alternative on the day the Guaranteed Ride Home service is needed.

You may use the Guaranteed Ride Home Program if:

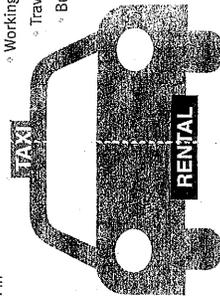
- You or an immediate family member suffers an illness, injury, or severe crisis
- You are asked by your supervisor to work unscheduled overtime
- Your ridesharing vehicle breaks down or the driver has to leave early
- You have a break-in, flood, or fire at your residence.

Vouchers are Non-Transferable:

You may NOT give your assigned voucher to another person. Rental cars are not to be used for pleasure. If an employee is found falsifying information related to the reason for using the Guaranteed Ride Home Program, the commute mode taken on the day of the program's use, or otherwise abusing the program, the employee will be charged for the ride and will be prohibited from using the program for one year. In addition, the employer will be notified of this incident.

THE GUARANTEED RIDE HOME PROGRAM IS RESERVED FOR UNEXPECTED EMERGENCIES ONLY. IT MAY NOT BE USED FOR:

- Non-emergency side trips on the way home
- Pre-planned medical or dental appointments
- Working overtime without supervisor's request
- Travel to work or personal errands
- Business-related travel
- Ambulance service
- Public Transit strikes



BUSINESS REPLY MAIL

FIRST-CLASS MAIL PERMIT NO. 5149 RICHMOND, CA

POSTAGE WILL BE PAID BY ADDRESSEE

WCCTAC/511 Contra Costa
One Alvarado Square
San Pablo, CA 94806-9950

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



Countywide Guaranteed Ride Home Program Application

APPLICATION INFORMATION ALL INFORMATION IS KEPT CONFIDENTIAL.

FOR OFFICE USE ONLY:

Complete all fields. Print all information.

Choose One:*

Taxi Voucher Rental Car Voucher

Your Name

Company Name

Department

Cubicle or Mail Stop #

Company Address

Suite #

City

Zip

Home City

Work Phone #

Ext.

Work Fax #

Email Address

Supervisors Name

Phone #

COMMUTE METHOD USED TO REACH YOUR WORKPLACE

Do you participate in a CARPOOL? YES NO

of days per week

Carpool Members: Member 1 (Yourself)

Member 2

Member 3

Member 4

Do you participate in a VANPOOL? YES NO

#Members In Vanpool

#Days per week

Morning pick-up location

Address

City

Cross-streets

Do you use PUBLIC TRANSIT? YES NO

#Days per week

Bus company and bus route(s) # used

Do you use one of the following? YES NO

WALK # Days per week

BIKE # Days per week

TRAIN # Days per week

BART # Days per week

Other

* You may change between the type of GRH service provided. Contact the GRH office for specific details at (510) 245-3035.

511.CC COUNTYWIDE GRH RELEASE AND WAIVER OF LIABILITY

I, the undersigned, recognize that participation in the Guaranteed Ride Home Program (GRH) is strictly voluntary and that such participation does not imply that I am acting in the course and scope of official company business.

I, the undersigned, request to register my participation in the GRH Program. I hereby assume full responsibility for all risk of injury or loss, including death, which may result from my participation in this program. I agree to hold harmless, release, waive, forever discharge, and covenant not to bring suit or claim against WCC/TAC (El Cerrito, Hercules, Pinole, Richmond, San Pablo, BART, AC Transit, WestCAT and Contra Costa County) or any of the cities in Contra Costa County, or my employer, its officers, agents, and/or employees from any and all claims and demands which the undersigned may have against the said company, officers, agents, or employees, by reason of an accident, illness, injury, or death, or damage to or loss or destruction of any property arising or resulting directly or indirectly from my participation in the GRH Program and occurring during such participation, or any time subsequent thereto, whether or not such loss, injury, or death is caused or alleged to be caused in whole or in part by the negligent acts or omissions of the company, their officers, agents or employees. The terms of this release shall serve as a release and assumption of risks for all my heirs, executors, administrators, and for all of my family members.

I, the undersigned, acknowledge that I have read the foregoing two paragraphs and agree to the conditions outlined above.

Employee Name (print)

Signature

Address

Room#

City

Zip

Phone

Date

THIS RELEASE AND WAIVER OF LIABILITY MUST BE ON FILE PRIOR TO PARTICIPATION IN THE GUARANTEED RIDE HOME PROGRAM.

Return the completed form to:

WCC/TAC / 511 Contra Costa

53821 San Pablo Avenue

San Pablo, CA 94806

tel: (510) 245-3035 fax: (510) 235-7959



Funds for this project are provided by the Bay Area Air Quality Management District's Transportation Fund for Clean Air in cooperation with the Contra Costa Transportation Authority.

10/05

How to use the program . . .

If you work in Contra Costa County and use a commute alternative mode (public transit, carpool, vanpool, bicycle, walking) from home to the work place, you may participate in the 511 Contra Costa Countywide Guaranteed Ride Home Program:

1. Verify that your employer is registered in the 511 Contra Costa program, you may call (510) 245-3035 to obtain current information; if your employer is not registered you will be sent an Employer Registration Form. There is no charge to employers or employees for this service, however, employers of ALL participants must register.
2. Complete the application form. Choose a taxi or rental car voucher. Complete the release and waiver of liability form, and mail or fax to the 511 Contra Costa Guaranteed Ride Home Program.
3. Upon receipt and approval of your application, you will be sent the program guidelines, one taxi voucher or one Rent-A-Car voucher (per request), and the evaluation questionnaire. If you return the questionnaire within seven days after using the voucher you will be eligible to receive an additional voucher to be used for the next emergency. The program may be used a maximum of twice in one month and up to six times per calendar year.
4. In case of one of the specified emergencies:

TAXI - Call the Taxi company number on your voucher and notify the dispatcher that you are a participant in the 511 Contra Costa Countywide Guaranteed Ride Home Program, be sure to tell the dispatcher where you will be waiting for the Taxi and where you will be going. The Taxi will pick you up within 30 minutes of the call and is authorized to take you home or to a location where you started your commute to work. When the Taxi arrives, give the voucher to the driver to note the taxi odometer reading (the fare is based on the miles traveled, not the meter rate). The 511 Contra Costa Guaranteed Ride Home program voucher is the payment method for the Taxi fare, a ten percent (10%) gratuity and bridge toll when applicable. Request a copy of the voucher for your records at the end of the trip.

RENT-A-CAR - The Rent-A-Car number is located on the voucher, call and indicate that you are a participant in the 511 Contra Costa Countywide Guaranteed Ride Home Program. The Rent-A-Car representative can make arrangements for you to obtain a car. To use the Rent-A-Car voucher you must present a valid California driver's license, a valid credit card and sign a rental agreement. When using the Rent-A-Car option you will be required to replace the fuel to the same level it was at the time of delivery. The 511 Contra Costa Guaranteed Ride Home voucher for the Rent-A-Car option provides payment for a rental car from the time of pick-up until 9:30 am the following morning. Additional time and use will be billed to the participant's credit card. Request a copy of the voucher for your records.

TEAR OFF, SEAL WITH TAPE AND MAIL . . . NO STAPLES PLEASE

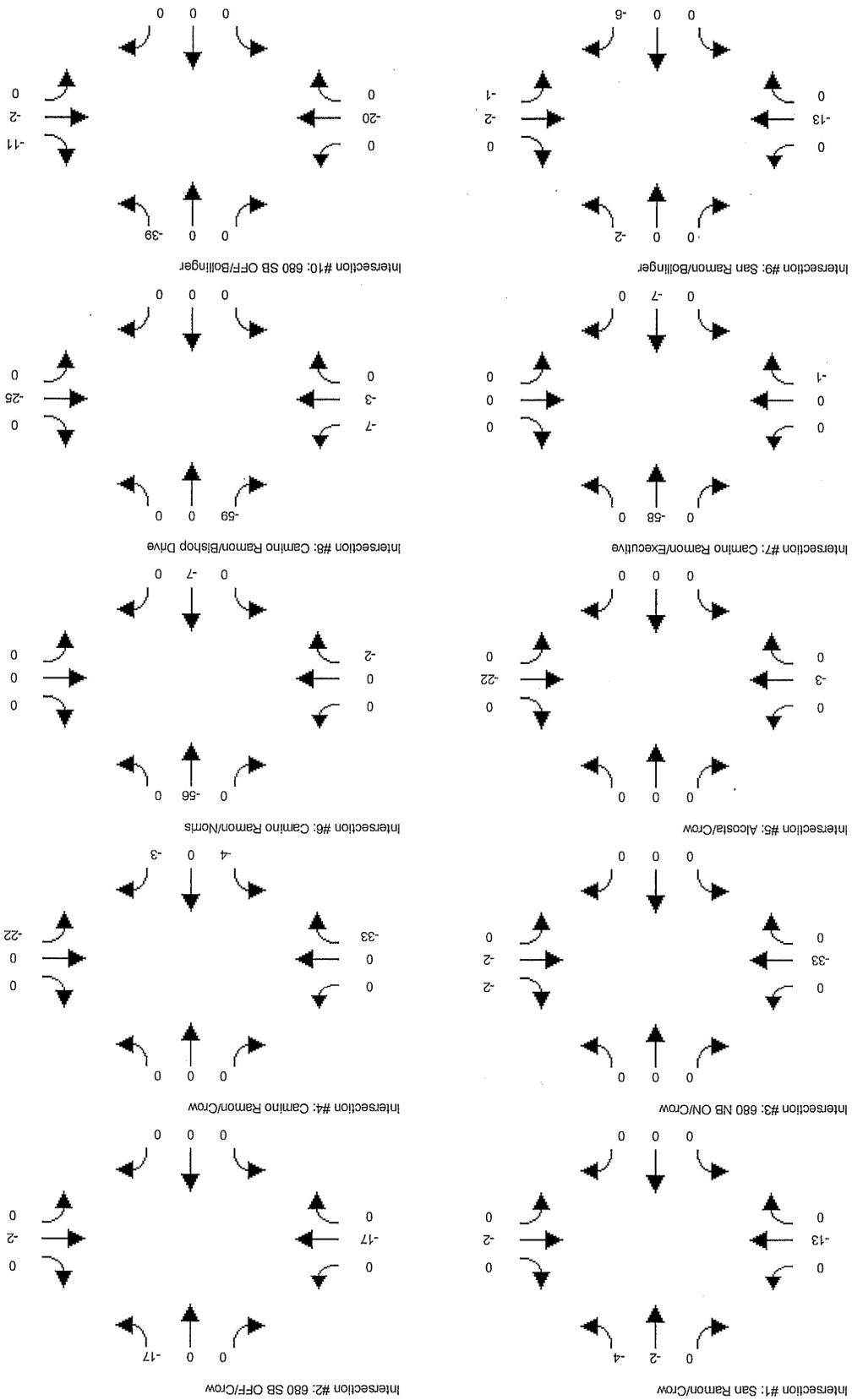
APPENDIX C

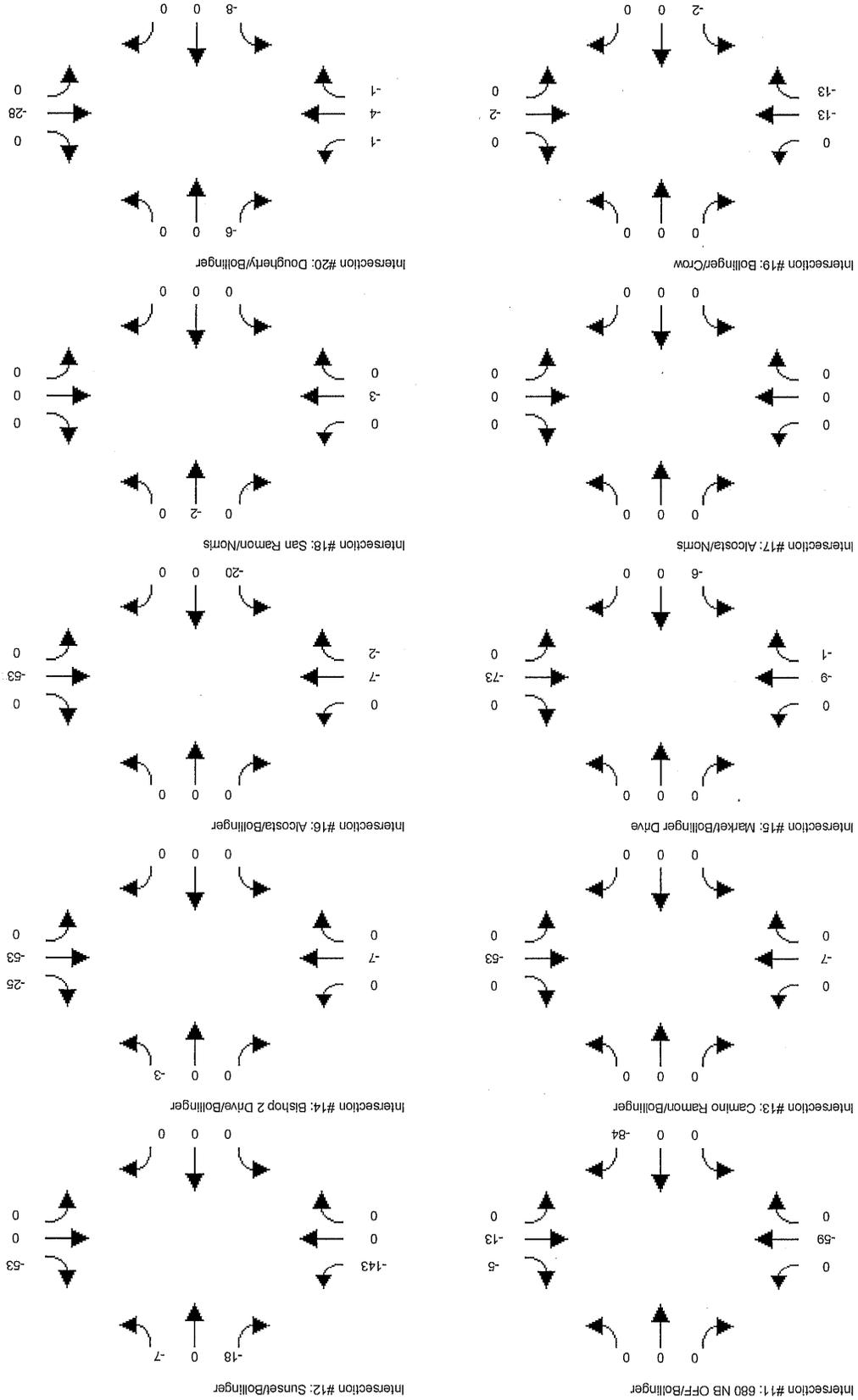
VOLUME ADJUSTMENTS

Negative Assignment for Existing Office Space

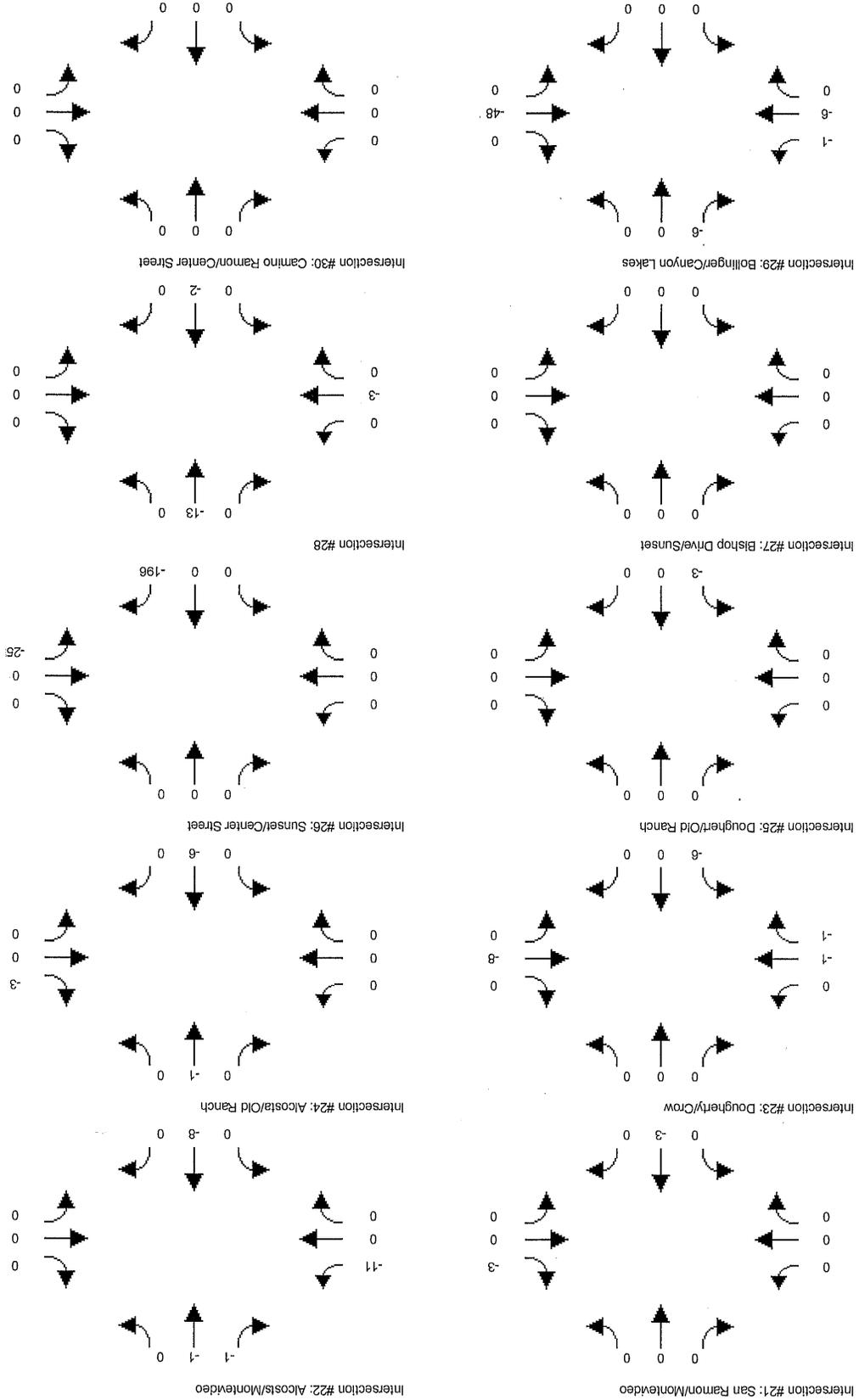
**2020 Project Assignment without Office
Entitlement**

Intersection Graphic Report
Initial Volume (Future Alternative)
AM EXISTING OFFICE DEMO TRIP REDUCTION

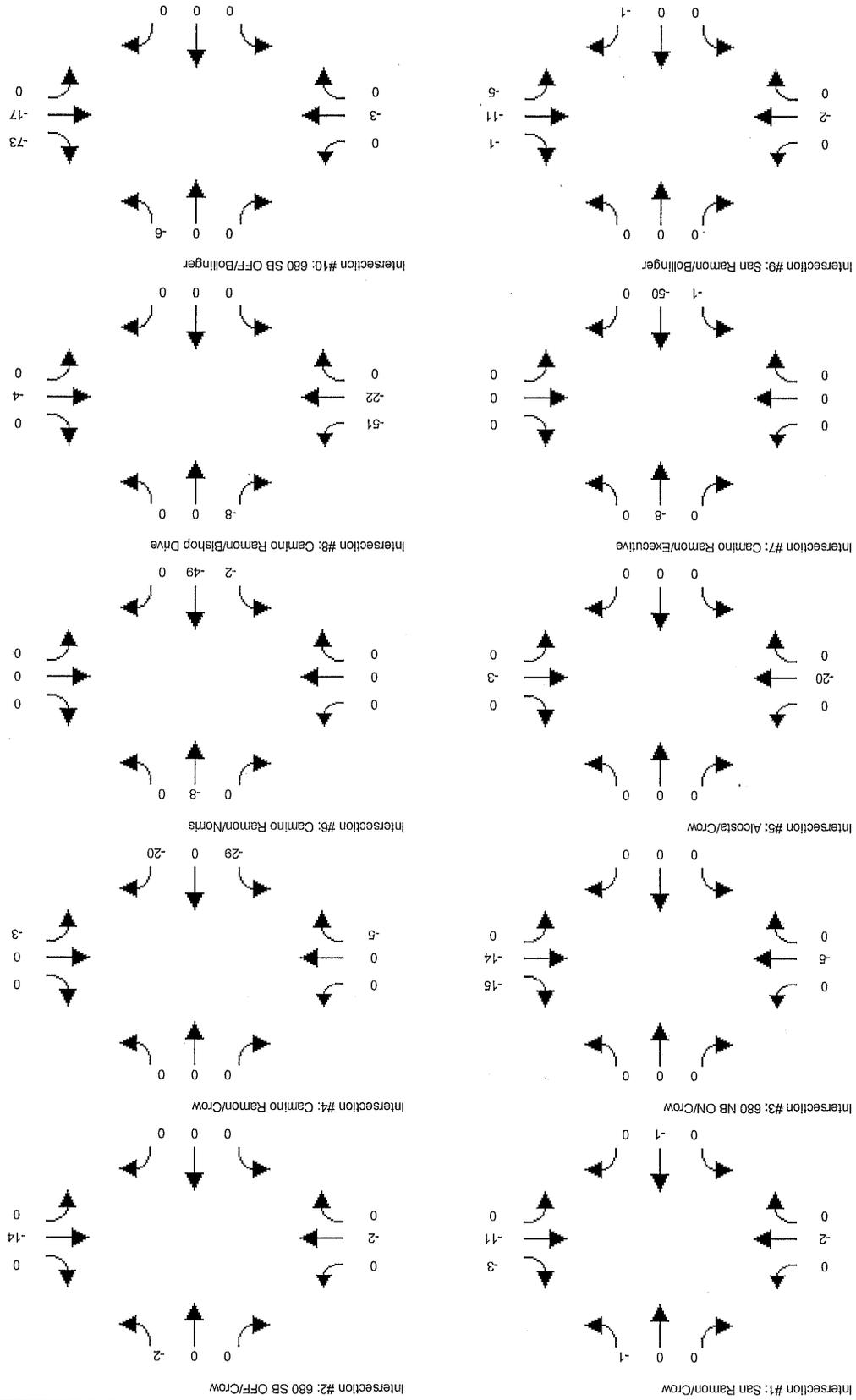




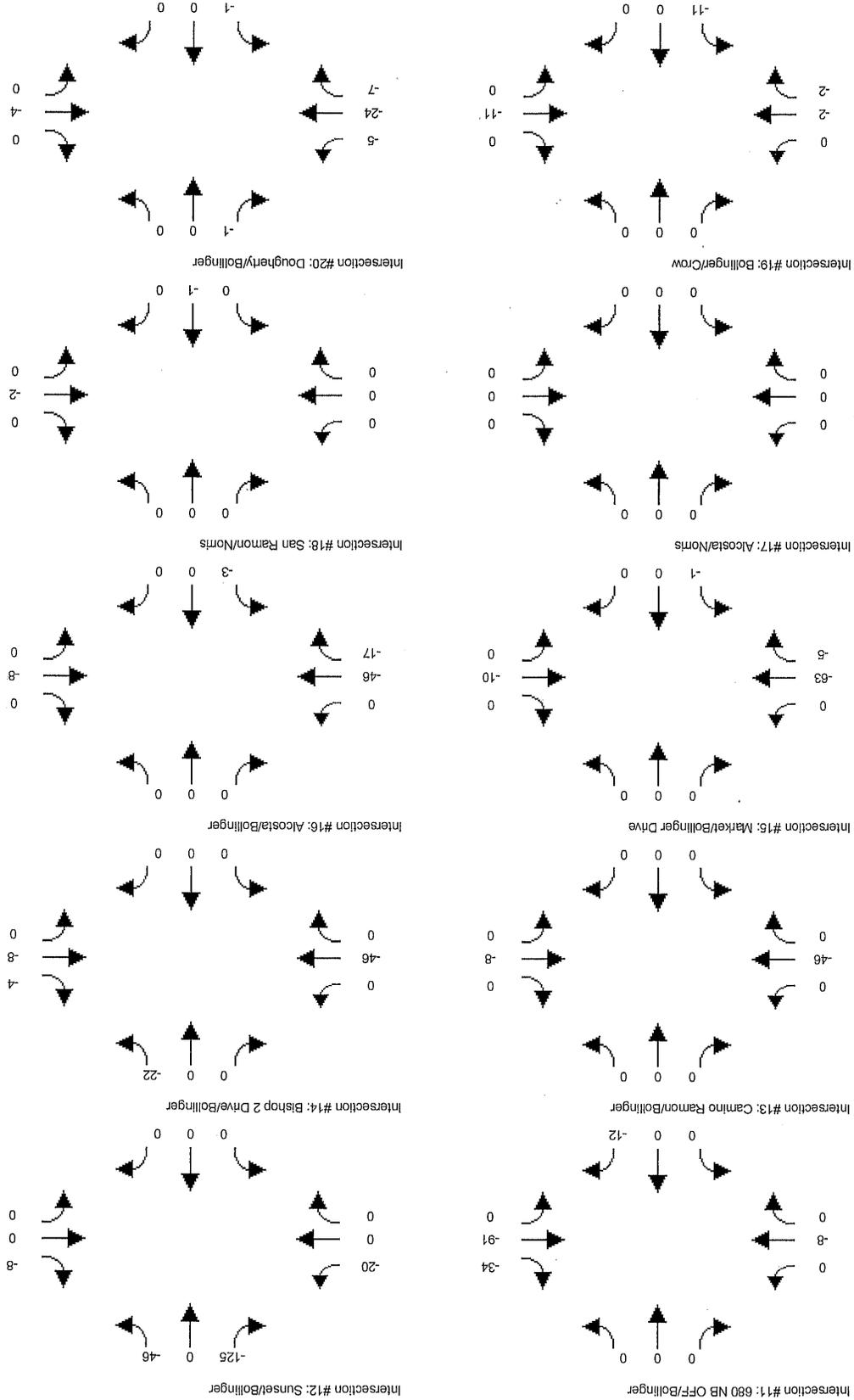
Intersection Graphic Report
 Initial Volume (Future Alternative)
 AM EXISTING OFFICE DEMO TRIP REDUCTION



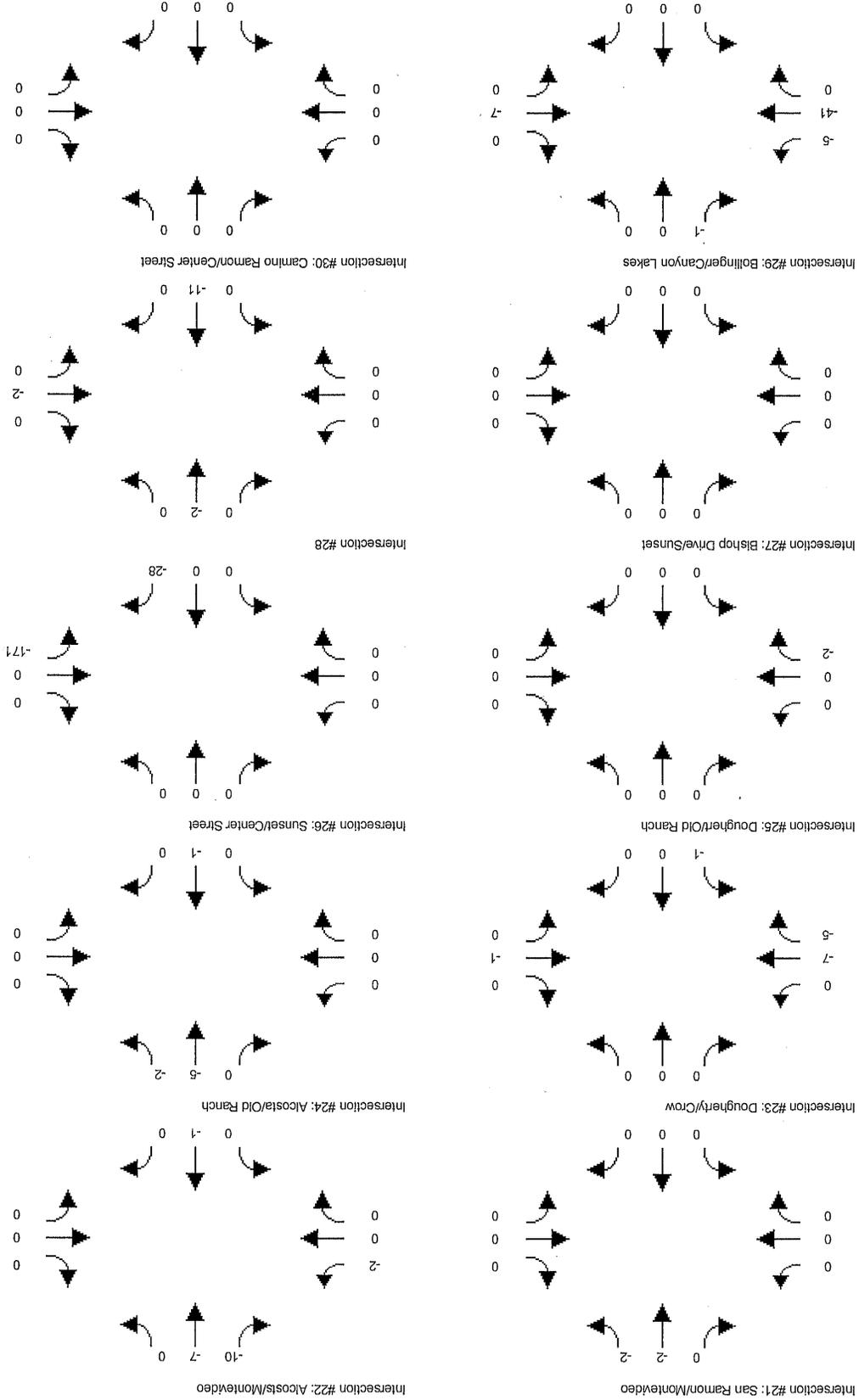
Intersection Graphic Report
 Initial Volume (Future Alternative)
 AM EXISTING OFFICE DEMO TRIP REDUCTION



Intersection Graphic Report
Initial Volume (Future Alternative)
PM EXISTING OFFICE DEMO TRIP REDUCTION



Intersection Graphic Report
 Initial Volume (Future Alternative)
 PM EXISTING OFFICE DEMO TRIP REDUCTION



Intersection Graphic Report
 Initial Volume (Future Alternative)
 PM EXISTING OFFICE DEMO TRIP REDUCTION

VOLUME ADJUSTMENTS

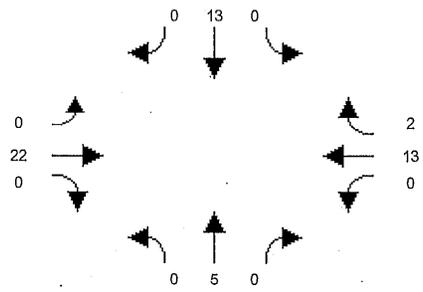
**2020 Project Assignment without Office
Entitlement**

Appendix C

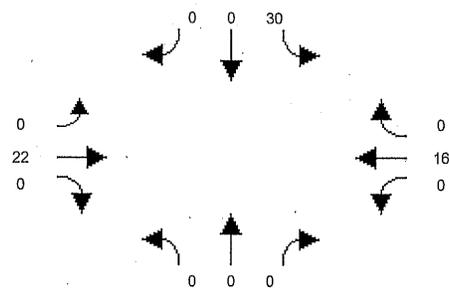
The Traffix volume sheets in Appendix C labeled “2020 Project Traffic Volumes without Office Entitlement” represent the volumes in the bottom row of Table 3-7 entitled “Net New Project Trips Above Current Entitlement.” The 2020 background traffic volumes were adjusted to redistribute traffic from Camino Ramon to Sunset Drive and Bishop Drive East as illustrated in Appendix D: Intersection Modifications (re-routing), and the 2020 Project Traffic Volumes without Office Entitlement shown in this appendix were adjusted to account for pass-by traffic as shown in Appendix B: Pass-by trip Assignments to calculate the 2020 Plus Project volumes presented and analyzed in this report.

Intersection Graphic Report
Initial Volume (Future Alternative)
AM 2020 PROJECT VOLUMES (-) ENTITLEMENT

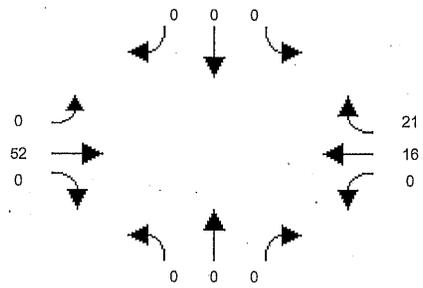
Intersection #1: San Ramon/Crow



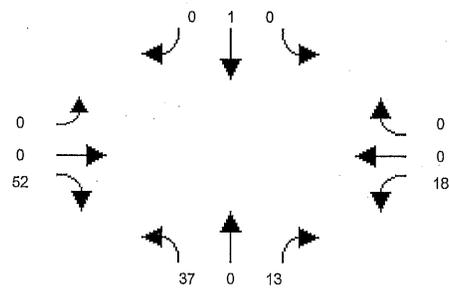
Intersection #2: 680 SB OFF/Crow



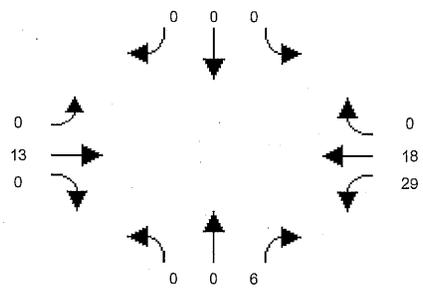
Intersection #3: 680 NB ON/Crow



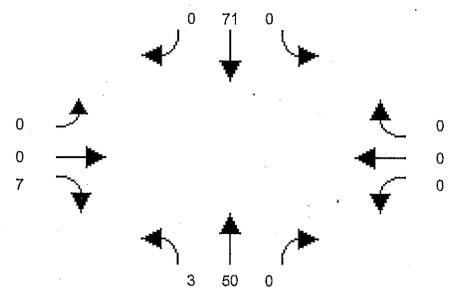
Intersection #4: Camino Ramon/Crow



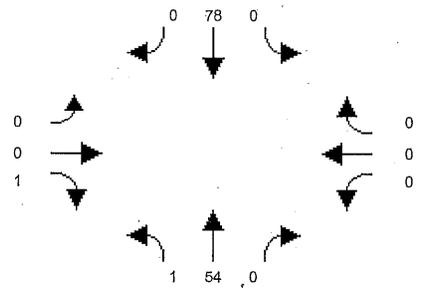
Intersection #5: Alcosta/Crow



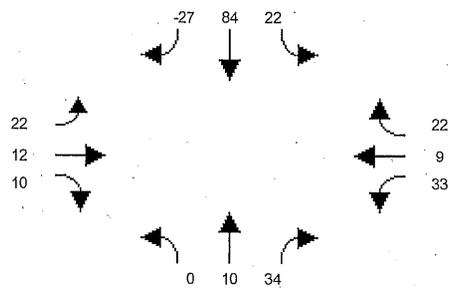
Intersection #6: Camino Ramon/Norris



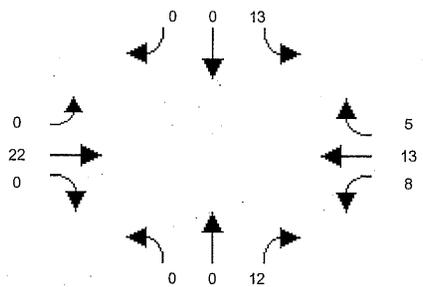
Intersection #7: Camino Ramon/Executive



Intersection #8: Camino Ramon/Bishop Drive



Intersection #9: San Ramon/Bollinger



Intersection #10: 680 SB OFF/Bollinger

