

SAN RAMON TEEN COUNCIL

ANNUAL REPORT 2025 - 2026

Presented by Varsha Jonnalagadda

OUR COMMITTEE

- Established by the City Council on August 23, 1994
- Created after a recommendation from the Parks & Community Services Commission
- Currently includes 17 members and 2 alternates who are passionate about San Ramon, government, and our community
- Members are in grades 9 –12
- Schools represented: California High School, Dougherty Valley High School, The Quarry Lane School, and Monte Vista
- This year, Teen Council appointed four Ad Hoc Committees, including:
 - Teen Wellness
 - Outstanding Teen Citizenship Award
 - Senior Technology Day
 - Ambassador Program

MEET THE MEMBERS

**Denotes Committee
Alternate*



Chair
Varsha Jonnalagadda



Keerthi Eraniyan



Sandra Joseph



Vice Chair
Tanya Grewal



Neil Thella



Naina Rana



Divij Bhatia



Arshia Ghatak



Veer Singh



Ananya Bollapinni



Nishka Gouri



Ishaan Garg



Eva Brooks



Suhani Goyal



Kaashvi Patil



Vihaan Choudhary



Rishab Guntuku



Siddharth Verose*

Mya Chan*

AD HOC COMMITTEE ACCOMPLISHMENTS

In order to meet the various goals for the 2025 - 2026 school year, temporary, project-based committees were formed to spearhead various assignments.

*TEEN WELLNESS
AD-HOC*

OTCA AD-HOC

*AMBASSADOR PROGRAM
AD-HOC*

*SENIOR TECH DAYS
AD-HOC*

I. TEEN WELLNESS



Ad-Hoc Chair: Suhani Goyal

Goal: Make San Ramon wellness resources more accessible, relatable, and responsive to teens

Identified barriers preventing students from using mental health resources

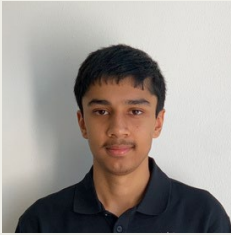
Focused on improving awareness and engagement with campus wellness centers

Developed an approved 2026–2027 work plan to make wellness support more personal and relatable

Proposed key initiatives:

- Peer-led transition program for incoming high school students
- Student speakers in mental health presentations
- Story-to-art program for creative student expression
- Created student-focused survey ideas to better understand teen wellness needs

II. OTCA (OUTSTANDING TEEN CITIZENSHIP AWARD)



Ad-Hoc Chair: Ishaan Garg

SAN RAMON TEEN COUNCIL PRESENTS

OUTSTANDING TEEN CITIZENSHIP AWARD

GET RECOGNIZED FOR YOUR IMPACT IN THE COMMUNITY!

APPLICATION NOW OPEN

\$250 SCHOLARSHIP

"TEEN OF THE YEAR" AT CHAMBER DINNER

APPLY BY 08.22.25 4:30PM

OPEN TO ALL 2025-2026 HIGH SCHOOL STUDENTS

FOR SERVICE OR PROJECTS OCCURRING BETWEEN AUGUST 1, 2024 & JULY 31, 2025

SAN RAMON CHAMBER OF COMMERCE

ONE REALTY ONE GROUP

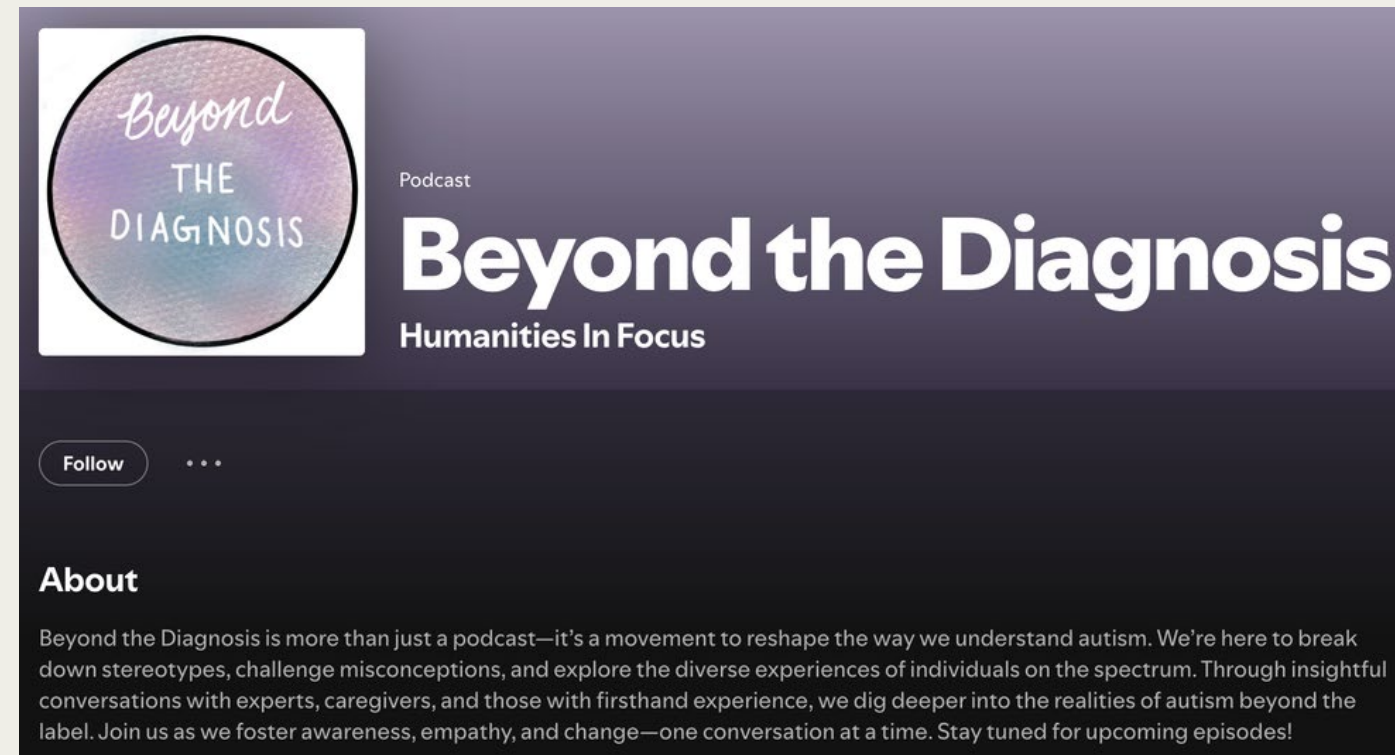
VISIT [SRTEEN.ORG](https://srteen.org) FOR MORE INFORMATION

Scan to visit [SRTeen.org](https://srteen.org)

- Established in 2011 and first awarded in the 2012-2013 term
- Recognizes teens who significantly improve the quality of life in San Ramon
- This year, the committee amended the OTCA process based on last year's recommendations
 - Releasing the application earlier to increase circulation time
 - Giving applicants more time to complete the application
 - Establishing the Ad Hoc Committee earlier in the school year
 - Using a smaller, streamlined committee structure
 - These changes made the process more successful, resulting in 5 strong applications

II. OTCA (OUTSTANDING TEEN CITIZENSHIP AWARD)

The selected nominee was **Danya Prakash**, Senior at California High School



Danya's contributions:

- Raising \$400,000 funds for her nonprofit, Humanities in Focus, which has 3 chapters internationally with over 40 student officers
- Starting a podcast to raise awareness
- Serving as a youth ambassador for the National Coalition Against Prescription Drug Abuse
- Working with mayors and school boards on drug prevention initiatives

III. SENIOR TECHNOLOGY DAYS

Program Overview

GOAL: Help San Ramon seniors feel more comfortable using electronic devices

Organized 4 Senior Technology Days at the Alcosta Senior & Community Center

Volunteers answered device questions and shared simple technology tips

Added new workshops based on senior needs, including:

- Cybersecurity
- Basic “How To...” technology support

Increased participation through stronger outreach, including flyers and lunchtime announcements

Events were well-received and should be continued by future committees



San Ramon

Teen Council Presents

SENIOR TECH DAYS

Sessions in which teens assist seniors with their personal devices, and answer technical questions. Sign up at the front desk at ASCC, or call 925-973-3250 for a 15 minute appointment.

10:00AM - 12:00PM
NOV 10, 2025 | JAN 5, 2026
FEB 17, 2026 | MAR 13, 2026

Alcosta Senior and Community Center
9300 Alcosta Boulevard

III. SENIOR TECHNOLOGY DAYS

Future Event Idea: Senior Game Day/Night

- Introduce a relaxed, social setting where seniors can engage with technology without feeling pressured to ask for help directly
- Combine familiar activities like pool and card games with simple digital games to make technology feel less intimidating
- Encourage seniors to learn through play, build confidence, and become more comfortable using devices in an approachable environment
- **Goal: Increase participation, reduce hesitation, and make technology support feel more enjoyable and accessible**

IV. AMBASSADOR PROGRAM



Ad-Hoc Chair: Arshia Ghatak

Goal: expand Teen Council outreach to school districts, especially middle schools not represented on the council

- Interviewed applicants from each SRVUSD school
- Selected ambassadors who could gather peer input and serve as leaders in their communities
- Received 50 applications, interviewed the top 37 applicants, selected 19 ambassadors
- Ambassadors represented schools, including:
 - Dougherty Valley High School
 - California High School
 - Windemere Ranch Middle School
 - Gale Ranch Middle School
 - Quarry Lane School
 - The Athenian School
 - Dorris Eaton School
 - Pine Valley Middle School



**SAN RAMON
TEEN COUNCIL
PRESENTS**

TEEN COUNCIL
AMBASSADOR PROGRAM

Open to All Grades 6-12

Work with
Teen Council
and use your
voice to make
a difference

**Information &
application**

For more information
and to download the
application, visit
SRTeen.org.

**Application
Deadline**

Completed
applications are due
Friday, October 14
by 4:30pm

SRTEEN.ORG

IV. AMBASSADOR PROGRAM



From January to March 2026, ambassadors created presentations on key issues for teens in the San Ramon community



Topics included:

- Youth financial literacy
- Public speaking insecurity
- Environmental issues
- Youth mental health
- Career guidance and life beyond school



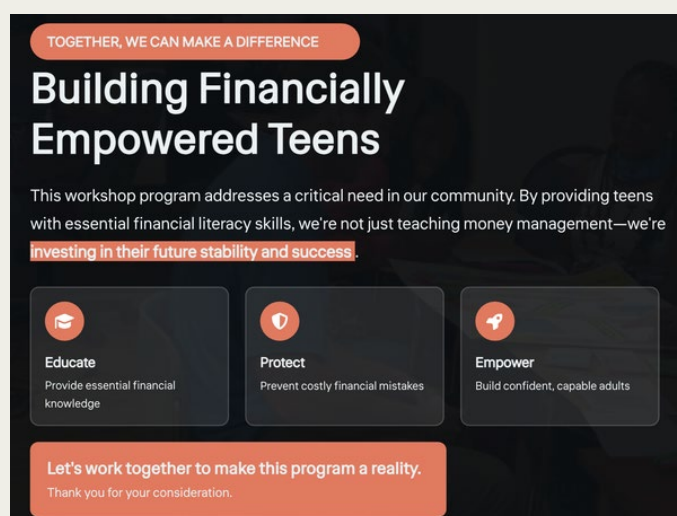
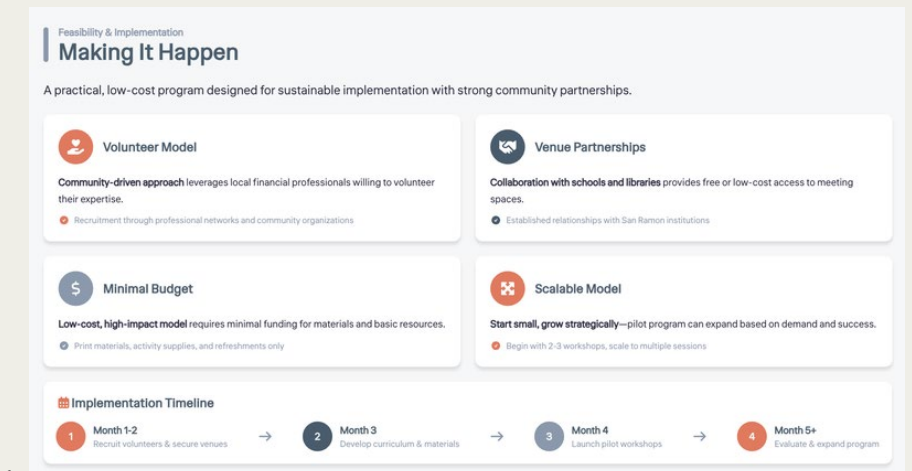
Teen Council mentored ambassadors as they gathered prepared presentations

- Ambassadors voted on the strongest solutions to present to Teen Council

Selected ideas moving forward:

- Basic financial literacy classes for teens
- Career hub for career guidance

Other ambassadors will continue developing their proposed solutions with Teen Council mentorship



TEEN COUNCIL INVOLVEMENT



TEEN COUNCIL MEMBERS ARE REQUIRED TO COMMIT TO
VOLUNTEER WORK EACH
MONTH THAT SUPPORTS THE ACTIVITIES AND GOALS OF THE
COUNCIL. TEEN
COUNCIL MEMBERS WERE ABLE TO REMAIN ACTIVE BY
PARTICIPATING IN A VARIETY OF EVENTS
INCLUDING SENIOR TECHNOLOGY DAYS, TEEN JOB FAIR, AND TRI
-
VALLEY YAC ROUNDTABLE.

RECOMMENDED TEEN COUNCIL GOALS for 2026

- 2027

1. Review the San Ramon Teen Council Bylaws to ensure alignment with existing City goals, and the board's ability to make meaningful impact in addressing teen needs within the City of San Ramon.
2. Strengthen and expand partnerships with local organizations, businesses, advisory committees, and staff to support teen wellness, mental health, recreation, and resource sharing, while leveraging community spaces, and intergenerational opportunities such as Senior Tech Days.
3. Recognize and celebrate teen achievements by continuing and enhancing programs like the Outstanding Teen Citizenship Award and partnering with other programs or platforms that highlight youth contributions and community impact.

RECOMMENDED TEEN COUNCIL GOALS for 2026

- 2027

4. Increase engagement with the middle school population through the ambassador program and work with staff to connect with the correct agencies to advance initiatives for high school students to connect with peers and middle school students in a mentorship capacity, teaching specific technical skills.

5. Enhance Teen Council's outreach, visibility, and communication efforts by developing a coordinated strategy that includes social media expansion, community partnerships, and increased promotion of programs, events, applications, and opportunities.

6. Continue to establish necessary Ad Hoc committees to support the Teen Council's effort to appropriately represent teens in San Ramon and continue to build upon successes in addressing mental health, intergenerational opportunities, mentorship, and skill-building opportunities, and helping connect San Ramon teens to resources.

CONGRATULATIONS TO OUR SENIORS!!

MYA CHAN

UC RIVERSIDE

PUBLIC POLICY + CRIMINAL LAW



CONGRATULATIONS TO OUR SENIORS!!

EVA BROOKS

UNDECIDED

PUBLIC POLICY



CONGRATULATIONS TO OUR SENIORS!!

VARSHA JONNALAGADDA

UC BERKELEY

DATA SCIENCE



Thank you!



Parks & Community Services Commission
May 2026

- Trails Master Plan was Presented on March 18, 2026
- Feedback was provided to staff and Design Workshop
- Plan revised to reflect Commission's recommendations

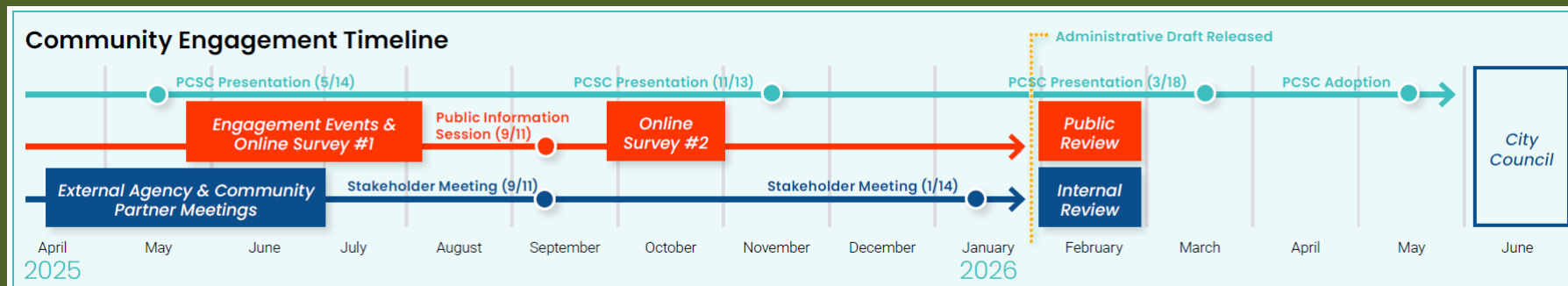
San Ramon Trails Master Plan is being presented for approval and a recommendation to forward it to the City Council for approval and adoption.

Document Structure Updates

- Renamed Executive Summary to Plan Summary and relocated before Table of Contents
- Reorganized flow of document
 - Community Needs Assessment
 - Trail System Assessment
 - Recommendations
 - Maintenance and Open Space Impact Reduction

Content Updates

- Condensed the contents of the Plan Summary
- Moved reference materials to appendices
- Added Appendix D ("Friends of" groups)
- Updated conservation easement mapping for accuracy
- Revised community engagement timeline



Technical Updates

- Minor text revisions throughout document
- Added photo captions for clarity of purpose
- Updated Capital Improvement Projects section
 - Costs per project in 2026 dollars
 - Renamed Maintenance Implications
 - Updated project timelines to years

Next Steps

Approve the San Ramon Trails Master Plan and recommend it to be forwarded to the City Council for approval and adoption.

Questions & Feedback

Kathleen Schiller

From:

Sent:

Sunday, May 10, 2026 11:18 PM

To:

PCS Commission Public Comment

Cc:

City Clerk (Public); City Council; planning commission; Transportation Services (public); [REDACTED]

Subject:

Public Comment: Agenda Item 5.3 - San Ramon Trails Master Plan Update - Parks and Community Services Commission - Regular Meeting - 5/13/26

Attachments:

09.18.2025 - PublicComment_TransportationAdvisoryCommitteeMtg_AgendaItem5.1_DraftBicycleMasterPlanUpdate.pdf; 05.25.2025 - Public Comment_ CityCouncilMtg_Item 5.3_ Minute Order No. 2025-002 - 2024 General Plan Annual Report _AND_ Item 9.1_ Innovate 680 – BCR SMH.pdf; 05.12.2025 - Public Comment_ Iron Horse Corridor Management Program Advisory Committee Meeting - General Public Comment Items 4-9.pdf; 07.31.2025 - SanRamonRFP-Design and Engineering Services, for the Crow Canyon Road Iron Horse Trail Bicycle-Pedestrian Overcrossing Project CIP 905531, Federal Project No. CPFL 5437 (034).pdf

*****| EXTERNAL EMAIL: Think before you click and do not open attachments unless you know they are safe. |*****

Parks and Community Services Commission Members:

I respectfully request that the Parks and Community Services Commission not recommend approval of the Trails Master Plan Update as presented. The Trails Master Plan Update should be returned for additional revision, public review, interagency coordination, environmental review disclosure, funding disclosure, and administrative record completion before it is forwarded to the City Council.

This comment incorporates by reference my prior September 18, 2025 comments on the Draft Bicycle Master Plan Update, my March 25, 2025 comments on the 2024 General Plan Annual Report and Bollinger Canyon Road Shared Mobility Hub presentation, my May 12, 2025 comments to the Iron Horse Corridor Management Program Advisory Committee, and my July 31, 2025 comments and correspondence regarding the Crow Canyon Road Iron Horse Trail (IHT) Bicycle-Pedestrian Overcrossing. Each of these comments is attached for convenience.

The Trails Master Plan Update is not merely a parks, recreation, or open-space planning document. Because it addresses the IHT, trail crossings, trailheads, external connections, bicycle facilities, micromobility, electric bicycles, scooters, user conflicts, school access, City Center, Bishop Ranch, Central Park, transit connections, Shared Mobility Hubs, regional active transportation corridors, and capital improvement projects, it is also an active transportation, Vision Zero, Safe Routes to School, California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), capital improvement, public safety, greenhouse gas (GHG) reduction, and land use implementation document.

The Commission should not treat these issues as outside the scope of Agenda Item 5.3. If the Trails Master Plan includes the IHT, bicycle facilities, trail overcrossings, e-bike/scooter safety, trail network connections, Shared Mobility Hub connections, and active transportation projects, then the same issues raised in the Bicycle Master Plan Update comments must be addressed here as well.

This comment raises twelve core issues:

1. The administrative record must be complete, searchable, permanent, accessible to people with disabilities, and easy to access.
2. The Trails Master Plan must be treated as an active transportation and greenhouse gas (GHG) mitigation implementation document, not merely a recreation plan.
3. The Plan must disclose how it implements the San Ramon General Plan 2040 Environmental Impact Report (EIR), the Updated Climate Action Plan (CAP), and CEQA GHG Emissions Thresholds and Guidance Report.
4. The IHT Double-Tracking Pilot must be disclosed and analyzed as more than a simple trail comfort or safety amenity.
5. The City must disclose whether double-tracking, overcrossings, Shared Mobility Hubs, PRESTO, microtransit, or shuttle/minibus concepts are being planned together.
6. The City must disclose the status, scope, funding, CEQA review, NEPA review, and connecting active transportation infrastructure for the Crow Canyon Road IHT Overcrossing.
7. The City must address actual transit, microtransit, and autonomous shuttle demand, including the concluded PRESTO pilots and low County Connection ridership, before using these concepts to justify trail, transit center, or mobility hub infrastructure.
8. The Plan must include a real electric bicycle, electric scooter, and electric motorcycle-style device safety and enforcement framework.
9. The Plan must include an Americans with Disabilities Act (ADA) access, program-access, reasonable-modification/accommodation, accessible-communications, barrier-inventory, and transition-plan implementation framework for trails, trailheads, overcrossings, Shared Mobility Hubs, public engagement, online materials, maps, and active transportation connections.
10. The Plan must identify specific funding sources, restrictions, responsible agencies, development agreement funds, and long-term operations and maintenance costs.
11. The Plan must be reviewed by the appropriate active transportation body, including the Transportation Advisory Committee, before City Council action.
12. The Commission should not forward the Plan until staff provides written responses, a funding and implementation matrix, an IHT corridor strategy, a Crow Canyon Road overcrossing environmental review memorandum, a Shared Mobility Hub/PRESTO/Transit Center disclosure memorandum, and an ADA access/accommodation memorandum.

1. Transparency, Access, and the Administrative Record

Any materials related to Agenda Item 5.3, and any prior or future materials related to the Trails Master Plan Update, the March 18, 2026 Parks and Community Services Commission review, the Bicycle Master Plan Update, the City's Safe Streets and Roads for All grant, Vision Zero planning, IHT overcrossings, IHT double-tracking, Shared Mobility Hubs, San Ramon Transit Center planning, Bishop Ranch mobility planning, PRESTO, possible shuttle, minibus, shared autonomous vehicle, microtransit, or mobility hub uses, IHT improvement funds, Transportation Development Act Article 3 funding, trail capital project prioritization, development agreement contributions, e-bike, scooter, and e-moto safety and enforcement, CEQA review, NEPA review, and other prior trail, bicycle, pedestrian, micromobility, or active transportation discussions that staff, consultants, the Commission, or the City Council relied upon in developing this item, whether provided now or in the future, must be permanently posted on the City's website in HTML and searchable PDF formats, directly adjacent to the agenda item.

This includes staff reports, plan drafts, redlines, consultant analyses, presentations, workshop materials, survey instruments, raw and summarized survey results, stakeholder interview materials,

meeting notes, maps, Geographic Information System materials, cost estimates, funding tables, Capital Improvement Program sheets, grant applications, grant award materials, development agreements, draft resolutions, environmental documents, Project Study Reports, Preliminary Environmental Study materials, categorical exclusion documentation, Section 106 materials, public comments, and any correspondence, emails, memoranda, spreadsheets, or slide decks relied upon in developing the Plan.

Public comments must not be fragmented across multiple separate webpages or locations, nor buried behind excessive navigation. Link integrity must be actively maintained so the administrative record remains accessible in perpetuity. Any materials distributed at or shortly before the meeting must be posted online immediately and made available to the public at the same time they are provided to the Commission or City Council. All documents, emails, spreadsheets, memoranda, slide decks, and materials considered by staff, consultants, the Commission, or the Council must be included in the administrative record.

The City's Official Meetings & Notices page states that full meeting agendas, minutes, and videos are posted at the San Ramon Agenda & Minutes Portal, and separately provides a link for City Council public comments and supplemental materials. Commission public comments and supplemental materials should receive the same permanent, easy-to-find treatment. (Source: City of San Ramon Official Meetings & Notices: https://www.sanramon.ca.gov/how_do_i/get_involved/official)

This transparency concern is especially important for the IHT because key decisions occur across multiple agencies. Contra Costa County states that the Iron Horse Corridor includes the paved Iron Horse Regional Trail managed by East Bay Regional Park District (EBRPD), and that the Iron Horse Corridor Management Program Advisory Committee was created to assist the County in developing the corridor management program. (Source: Contra Costa County Iron Horse Corridor page: <https://www.contracosta.ca.gov/413/Iron-Horse-Corridor>)

The County's board-and-commission page states that the Iron Horse Corridor Management Program Advisory Committee was established to provide citizen input on the management program and that it meets quarterly or as needed. (Source: Contra Costa County Iron Horse Corridor Management Program Advisory Committee page: <https://contra-costa.granicus.com/boards/w/26cad49fec719903/boards/11631>)

From my perspective, the County-level process for IHT double-tracking has been unusually opaque. I have observed what appeared to be unreliable or functionally broken notice and access for Iron Horse Corridor Management Program Advisory Committee materials for an extended period. At minimum, the City of San Ramon should not rely on scattered, inaccessible, or hard-to-find County-level materials as a substitute for its own complete administrative record.

The City's record should include all County, Contra Costa Transportation Authority (CCTA), EBRPD, Supervisor, consultant, advisory committee, development-related, grant-related, and environmental review materials concerning the IHT, double-tracking, emerging mobility, shared autonomous vehicles, shuttles, Shared Mobility Hubs, e-bikes, e-scooters, e-motos, enforcement, funding, CEQA review, NEPA review, and project prioritization.

2. The Trails Master Plan Is an Active Transportation and GHG Mitigation Implementation Document

The City cannot silo the Trails Master Plan from the Bicycle Master Plan, Vision Zero, Safe Streets and Roads for All, Safe Routes to School, the Updated CAP, the San Ramon General Plan 2040, the

Capital Improvement Program, Priority Development Areas, Shared Mobility Hubs, San Ramon Transit Center planning, regional transportation planning, or development-related funding obligations. These are overlapping pieces of the same transportation, land use, safety, climate, and public investment system.

The City's Updated CAP was adopted to implement the San Ramon General Plan 2040 GHG reduction strategy. The City's Updated CAP page states that the Updated CAP is the primary implementation strategy of the San Ramon General Plan 2040 to establish a long-term GHG reduction strategy consistent with State targets for 2030 and 2045, and that the Updated CAP and CEQA GHG Emissions Thresholds and Guidance Report replaced the City's 2011 Climate Action Plan. (Source: City of San Ramon Climate Action Plan Update page: https://www.sanramon.ca.gov/news/what_s_new/climate_action_plan_update)

The adopted Updated CAP states that in December 2023 the City adopted the San Ramon 2040 General Plan and certified the associated Final EIR. It also states that the Final EIR includes Mitigation Measure GHG-1, which requires the City to adopt and implement a San Ramon-qualified Climate Action Plan and the San Ramon CEQA GHG Emissions Thresholds. (Source: San Ramon Climate Action Plan, dated June 10, 2025: <https://plansanramon.com/images/Adopted%20CAP%206-10-2025.pdf>)

The Updated CAP's transportation measures make active transportation central to the City's GHG reduction strategy. Measure T-1 requires the City to implement and regularly update the Bicycle Master Plan and Walking District Master Plan as needed to reduce vehicle miles traveled and achieve an active transportation mode share of 3 percent by 2030 and 8 percent by 2045. Measure T-2 promotes active transportation mode shift by enhancing 37 miles of vehicle roadways into active transportation corridors by 2045. The Updated CAP also states that active transportation improvements support reductions in vehicle miles traveled and GHGs, as well as improvements in public health, community character, and sustainable land-use and transportation connections. (Source: San Ramon Climate Action Plan, dated June 10, 2025: <https://plansanramon.com/images/Adopted%20CAP%206-10-2025.pdf>)

The City's CEQA GHG Emissions Thresholds and Guidance Report states that projects undergoing CEQA review must demonstrate consistency with the San Ramon Updated CAP and a qualified GHG emissions reduction plan, consistent with CEQA Guidelines Section 15183.5 and General Plan 2040 EIR Mitigation Measure GHG-1. (Source: San Ramon CEQA GHG Emissions Thresholds and Guidance Report, dated June 10, 2025: <https://plansanramon.com/images/Adopted%20CEQA%20GHG%20Thresholds%20Report%206-10-2025.pdf>)

For these reasons, active transportation is not optional. It is part of the City's environmental mitigation, GHG reduction, vehicle miles traveled reduction, public health, and General Plan implementation framework. A Trails Master Plan that does not operationalize these requirements risks undermining the City's own CEQA and GHG planning assumptions.

3. The IHT Is a Regional Active Transportation Spine, Not Merely a Recreation Amenity

The IHT is not only a recreational amenity. It is a regional active transportation spine. EBRPD describes the Iron Horse Regional Trail as a multi-use trail extending between Concord and Pleasanton and connecting residential and commercial areas, business parks, schools, public

transportation, parks, open space, regional trails, and community facilities. (Source: EBRPD Iron Horse Regional Trail page: <https://www.ebparks.org/trails/interpark/iron-horse>)

Contra Costa Transportation Authority (CCTA) describes the Bollinger Canyon Road IHT overcrossing as connecting City Center, the IHT, Bishop Ranch Business Park, Central Park, the San Ramon Library, San Ramon City Hall, Iron Horse Middle School, and the San Ramon Transit Center. CCTA also describes the Bollinger overcrossing as the first of two bridge projects intended to improve bicycle and pedestrian access and safety along the IHT. (Source: CCTA Bollinger Canyon Road/IHT Overcrossing page: <https://ccta.ca.gov/projects/bollinger-canyon-road-iron-horse-trail-bicycle-and-pedestrian-overcrossing/>)

The City announced that the Bollinger Canyon Road IHT Bicycle and Pedestrian Overcrossing opened to the public on July 19, 2025. The City also states that more than 82 percent of the project's funding came from external sources, including the Bay Area Air District, Metropolitan Transportation Commission, Transportation for Livable Communities, One Bay Area Grant, Tri-Valley Transportation Council, and Measure J funds. (Source: City of San Ramon IHT Overcrossing at Bollinger Canyon Road page: <https://www.sanramon.ca.gov/our-city/departments-and-divisions/public-works/construction/construction-projects/iron-horse-trail-overcrossing-bollinger-canyon>)

The Bay Area Air District (formerly Bay Area Air Quality Management District, often abbreviated in legacy materials as BAAQMD) states that it has streamlined its name to "Bay Area Air District" and that the agency should be referred to as the "Bay Area Air District" or the "Air District" rather than using an acronym. City documents should update terminology accordingly, except when quoting legacy materials. (Source: Bay Area Air District logo and name guidance: <https://www.baaqmd.gov/en/about-the-air-district/air-district-logos>)

The Plan should explain how the Bollinger overcrossing has changed, or is expected to change, trail usage, conflict points, bicycle and pedestrian volumes, school access, access to City Center and Bishop Ranch, demand for related trail and street improvements, and the need for additional enforcement. This is especially important because public outreach for related bicycle planning occurred before the Bollinger overcrossing had been open long enough to understand its effect on local and regional travel patterns.

4. IHT Double-Tracking Must Be Disclosed and Analyzed, Not Merely Referenced

The Trails Master Plan must address the IHT Double-Tracking Pilot between Bollinger Canyon Road and Crow Canyon Road. The CCTA Countywide Bicycle and Pedestrian Plan project list identifies an IHT Double-Tracking Pilot Study to create a second paved trail along the existing Iron Horse corridor along a 1.3-mile stretch between Crow Canyon and Bollinger Canyon Roads in San Ramon. CCTA describes the concept as allowing faster-moving bicycles and e-bikes to use one lane or track while walkers, strollers, joggers, and other trail users move at a comfortable pace on the other lane or track. (Source: CCTA Countywide Bicycle and Pedestrian Plan project list: <https://ccta.net/wp-content/uploads/2025/03/ProjectList-CBPP-2025.pdf>)

Representative Mark DeSaulnier's Fiscal Year 2027 Local Project Funding Submissions page lists a \$1,500,000 request for Contra Costa County's IHT Double-Tracking Pilot to construct separated wheeled bicycle, e-bike, scooter, and pedestrian pathways in the Iron Horse Corridor from Bollinger Canyon Road to Crow Canyon Road in San Ramon. (Source: Rep. Mark DeSaulnier Fiscal Year 2027 Local Project Funding Submissions: <https://desaulnier.house.gov/fy2027-local-project-funding-submissions>)

The IHT Double-Tracking Pilot should not be presented as a simple safety amenity unless the City and County fully disclose its intended and potential future uses. The public-facing description emphasizes the separation of faster bicycles and e-bikes from walkers, strollers, joggers, and other trail users. However, the broader Iron Horse Corridor planning record has also contemplated emerging mobility, shared autonomous vehicles, mobility hubs, and high-speed corridor uses.

The Contra Costa County IHT Active Transportation Corridor Study states that the corridor vision would not preclude shared autonomous vehicles; discusses emerging mobility, including e-bikes and e-scooters; includes a Shared Autonomous Vehicle Evaluation appendix; and states that, as the technology stood at the time, shared autonomous vehicles would require a dedicated lane. (Source: Contra Costa County IHT Active Transportation Corridor Study: <https://www.contracosta.ca.gov/DocumentCenter/View/67559>)

The same study describes mobility hubs along the IHT as locations where walking, bicycling, transit, shared mobility services, bike share, scooter share, car share, transportation network companies, and potential future shared autonomous vehicles could converge to support first- and last-mile connections. (Source: Contra Costa County IHT Active Transportation Corridor Study: <https://www.contracosta.ca.gov/DocumentCenter/View/67559>)

County Board materials for the 2020 IHT Active Transportation Corridor Study also identify shared autonomous vehicles, demand analysis, needs analysis, and emerging mobility as part of the broader study process. (Source: Contra Costa County July 14, 2020 Board of Supervisors materials: <https://www.contracosta.ca.gov/DocumentCenter/View/90567/-July-14-2020-Board-of-Supervisors-Agenda>)

Assembly Bill 1025 materials similarly describe revisions to the Iron Horse Corridor Management Program Advisory Committee framework to account for emerging mobility modes and technologies within the corridor. (Source: Assembly Bill 1025 Assembly Transportation Committee analysis: <https://atrn.assembly.ca.gov/sites/atrn.assembly.ca.gov/files/hearings/AB%201025%20%28Grayson%29%20Analysis%204.22.19.pdf>)

Supervisor Candace Andersen's public campaign materials describe her as a "leading advocate" for creating a separate "bicycle expressway" on the IHT, a paved path for cyclists only. (Source: Supervisor Andersen campaign platform: <https://supervisorandersen.com/platform>)

That history is directly relevant. The public should not be asked to evaluate double-tracking as a neutral trail safety improvement if it is also serving as a step toward a bicycle expressway, shuttle corridor, autonomous vehicle corridor, Shared Mobility Hub connection, private development mobility amenity, or some combination of those uses.

A shuttle, minibus, PRESTO-type service, microtransit service, or shared autonomous vehicle operating on or adjacent to the IHT would not need formal exclusive-use rights to have de facto exclusive use. A lane designed or operated for a shuttle vehicle is not meaningfully available to pedestrians, seniors, children, joggers, casual cyclists, or families in the same way as a normal trail lane is. Vehicle width, stopping distance, turning movements, sensor limitations, emergency procedures, passenger boarding, liability concerns, and ordinary user avoidance would all tend to displace normal trail users, even if legal documents nominally describe the facility as "shared."

The Trails Master Plan must therefore state clearly whether the IHT Double-Tracking Pilot between Bollinger Canyon Road and Crow Canyon Road is being designed, funded, or preserved in any way

that would accommodate a minibus, shuttle, shared autonomous vehicle, PRESTO expansion, microtransit service, delivery vehicle, Shared Mobility Hub connection, maintenance vehicle beyond ordinary maintenance access, or other motorized operation.

If the answer is no, the Plan should say so expressly and identify the physical, legal, operational, funding, and enforcement mechanisms that will prevent such use.

If the answer is yes, maybe, or "not precluded," the Plan must analyze that use now rather than allowing the project to be publicly characterized solely as a trail safety or user-separation enhancement.

5. Shared Mobility Hubs, PRESTO, County Connection, Bishop Ranch, and Sunset Development Must Be Addressed Together

The Trails Master Plan must disclose whether IHT improvements, including double-tracking and the Crow Canyon Road overcrossing, are being planned to connect directly or indirectly to Shared Mobility Hubs, the San Ramon Transit Center, Bishop Ranch, City Center, or a future Bishop Ranch 3 mobility facility.

CCTA states that its Shared Mobility Hubs project is part of Innovate 680 and that potential sites at Bay Area Rapid Transit stations, park-and-ride lots, and transit centers have been identified. CCTA further states that the three highlighted sites in Martinez, Walnut Creek, and San Ramon have received funding and are moving forward with environmental clearance and engineering. (Source: CCTA Shared Mobility Hubs page: <https://ccta.ca.gov/projects/innovate-680/shared-mobility-hubs/>)

County Connection materials are directly relevant. County Connection's I-680 Express Bus and Hydrogen Fueling Station update states that approximately \$10 million in Transit and Intercity Rail Capital Program funds were awarded for a Shared Mobility Hub at the Bollinger Canyon Park-and-Ride lot in San Ramon. It then states that, following Chevron's departure from Bishop Ranch and subsequent redevelopment plans, CCTA and County Connection staff worked with Sunset Development to identify a new location for the Shared Mobility Hub within Bishop Ranch, near Bishop Ranch 3, closer to City Center and the Iron Horse Regional Trail, and that the new location would replace the existing Transit Center to the north. (Source: County Connection I-680 Express Bus and Hydrogen Fueling Station Update: <https://countyconnection.com/wp-content/uploads/2023/12/7.c.1.-I-680-Express-Bus-Update.pdf>)

This is not a minor detail. It means Shared Mobility Hub planning, the San Ramon Transit Center, Bishop Ranch redevelopment, City Center, and the IHT are already being linked in public agency materials. The Trails Master Plan must clearly disclose that relationship.

The same County Connection materials show why demand and ridership analysis matter. County Connection reported that the existing I-680 express route's average daily ridership in Fiscal Year 2023 was 404, compared with 1,288 pre-pandemic, or only 31 percent of pre-pandemic levels. The same document states that neither County Connection nor Livermore Amador Valley Transit Authority had resources to operate additional service at that time, and that operating funds for the new service had not yet been identified. (Source: County Connection I-680 Express Bus and Hydrogen Fueling Station Update: <https://countyconnection.com/wp-content/uploads/2023/12/7.c.1.-I-680-Express-Bus-Update.pdf>)

Metropolitan Transportation Commission Regional Measure 3 materials also list a "Bollinger Canyon Road Shared Mobility Hub" as a subproject, with a listed Regional Measure 3 funding amount, allocation, estimated total cost, and environmental phase. (Source: Metropolitan Transportation Commission Regional Measure 3 Capital Expenditure Plan Tracker, April 8, 2026: https://mtc.ca.gov/sites/default/files/meetings/attachments/6600/9c_26_0487_2_Attachment_A_RM3_Capital_Expenditure_Plan_Tracker.pdf?cb=3ed615c1)

The need for disclosure is heightened in the context of the PRESTO autonomous shuttle. PRESTO's Bishop Ranch page states that San Ramon's Autonomous Vehicle Pilot operated from February 2023 through July 31, 2025, provided more than 2,000 rides, and that CCTA and Sunset Development are now exploring an expanded service area to connect Bishop Ranch with nearby San Ramon destinations and the City's transit network. (Source: PRESTO Bishop Ranch page: <https://ridepresto.com/bishop-ranch/>)

The PRESTO Martinez page states that the Martinez autonomous vehicle pilot operated from September 2024 through December 2025, provided 1,038 rides, drove approximately 98,000 miles, connected residents to local destinations including healthcare providers and downtown services, and that service has been temporarily suspended. (Source: PRESTO Martinez page: <https://ridepresto.com/martinez/>)

The PRESTO Rossmoor page states that the Rossmoor autonomous vehicle pilot operated from Summer 2024 through November 2025, provided more than 1,600 rides, drove 5,029 miles, and concluded early due to vehicle battery maintenance issues. (Source: PRESTO Rossmoor page: <https://ridepresto.com/rossmoor/>)

PRESTO's main program page states that the three PRESTO pilots provided more than 4,600 rides and logged more than 100,000 autonomous miles across diverse community settings. (Source: PRESTO Autonomous Vehicle Program page: <https://ridepresto.com/>)

Based on my frequent personal observations of PRESTO service in Martinez between the County Medical Center and downtown, the service appeared almost always empty. That observation is anecdotal, but it is consistent with the need for hard data before any autonomous shuttle, microtransit, Shared Mobility Hub, or minibuss concept is used to justify public investment or trail corridor changes. The City should require disclosure of rides per operating day, boardings per revenue hour, passenger-load factor, cost per passenger trip, empty-vehicle miles, operating subsidy, safety incidents, near misses, customer complaints, rider origin-destination patterns, and whether riders actually connected to County Connection, Bay Area Rapid Transit, the San Ramon Transit Center, or other regional transit services.

The Trails Master Plan should not allow PRESTO, microtransit, autonomous shuttle service, or Shared Mobility Hubs to become vague slogans. If these concepts are relevant to IHT double-tracking, overcrossings, transit center planning, Bishop Ranch redevelopment, or City Center connectivity, then they must be disclosed, analyzed, and supported by current ridership, cost, safety, and environmental data.

6. Sunset Development, Development Agreement Funds, and Private Development Benefit Must Be Disclosed

The Plan should disclose whether the IHT Double-Tracking Pilot, Bollinger Canyon Road overcrossing, Crow Canyon Road overcrossing, Shared Mobility Hub planning, San Ramon Transit

Center relocation or replacement, PRESTO expansion, or other active transportation improvements are serving primarily public trail safety purposes, private development access purposes, or both.

Ordinance 530 added Section 6.10, "IHT Improvements," requiring Sunset Development to pay the City a fee of \$3,000 for all residential units at BR 7 and BR 11, adjusted by the Consumer Price Index, with the payment deposited into a fund to be used for improvements on or adjacent to the IHT. (Source: San Ramon Ordinance 530/Bishop Ranch Affordable Housing Site Development Agreement: <https://online.encodeplus.com/regs/sanramon-ca/doclibrary.aspx?id=470197a1-69fc-4381-9d71-ad34972031ca>)

The public should be told the expected amount of that fund, when deposits will occur, what projects are eligible, whether the funds are restricted to specific locations or uses, whether the funds may be used for double-tracking, trail widening, grade separation, shuttle-supportive infrastructure, mobility hubs, e-bike facilities, Shared Mobility Hub connections, or other IHT projects, and how the fund relates to the Trails Master Plan, Bicycle Master Plan, IHT overcrossings, Shared Mobility Hubs, and other active transportation improvements.

The Plan should also disclose whether publicly funded or grant-funded IHT improvements would materially increase private land value, improve private development circulation, or substitute for improvements that should be funded by development itself. The Commission should ask plainly whether a possible minibus, shuttle, autonomous vehicle, or quasi-transit facility on or adjacent to the IHT is appropriate in the context of Central Park, Iron Horse Middle School, daycares, school travel routes, seniors, and recreational users — or whether it risks becoming a public subsidy or giveaway to Sunset Development, Bishop Ranch, or related private development interests.

7. The Crow Canyon Road IHT Overcrossing Requires a CEQA, NEPA, Funding, and Connectivity Disclosure Memorandum

The Plan must include a more complete discussion of the proposed Crow Canyon Road IHT Bicycle-Pedestrian Overcrossing, including environmental review, federal funding, project scope, and active transportation connections.

The City's project page states that the Crow Canyon Road IHT Bicycle and Pedestrian Overcrossing Project will construct a bicycle and pedestrian overcrossing on the IHT over Crow Canyon Road and remove the existing traffic signal and at-grade crosswalk. The City identifies public benefits, including improving safety by eliminating conflicts between pedestrians/bicycles and vehicles; improving vehicular traffic flow; eliminating unsafe crossing maneuvers; encouraging pedestrian and bicycle use along the IHT; and increasing trail use for nearby schools. The City's project page also identifies design from 2025 to 2027 and construction from 2028 to 2030, funding dependent. (Source: City of San Ramon IHT Overcrossing at Crow Canyon Road project page: <https://www.sanramon.ca.gov/our-city/departments-and-divisions/public-works/construction/construction-projects/iron-horse-trail-overcrossing-at-crow-canyon-road>)

The City's Request for Proposals page identifies the Crow Canyon Road IHT Bicycle-Pedestrian Overcrossing Project as Capital Improvement Program 905531 and Federal Project No. CPFL 5437 (034). The same page identifies several relevant documents, including the 2015 Conceptual Bridge Design Report, the November 2023 Concept Update Report, the San Ramon IHT Project Final Initial Study/Mitigated Negative Declaration, the 2019 Addendum to the Initial Study/Mitigated Negative Declaration, and the Final Preliminary Environmental Study Form. (Source: City of San Ramon Crow Canyon Road/IHT Overcrossing Request for Proposals page: <https://www.sanramon.ca.gov/our-city/bids-rfp/crow-canyon-road-ih- overcrossing>)

The Bollinger Canyon Road overcrossing and the proposed Crow Canyon Road overcrossing must be kept distinct. The Bollinger Canyon Road overcrossing has been constructed and opened. Its prior California Environmental Quality Act and National Environmental Policy Act documentation should not be treated as establishing that the separate Crow Canyon Road overcrossing has completed all current CEQA and NEPA review. The Crow Canyon Road overcrossing is a separate federally funded project identified as Capital Improvement Program 905531 and Federal Project No. CPFL 5437 (034). Although prior CEQA documents for the San Ramon IHT Overcrossings Project addressed both Bollinger Canyon Road and Crow Canyon Road, the City should disclose whether it is relying on the 2017 Final Initial Study/Mitigated Negative Declaration and 2019 Addendum for the Crow Canyon Road project, whether any CEQA addendum, supplemental review, or subsequent review is required, and the current status of NEPA compliance, including the proposed categorical exclusion and Section 106 review.

Based on correspondence with Caltrans District 4 Local Assistance, specifically regarding the Crow Canyon Road IHT Bicycle-Pedestrian Overcrossing, Caltrans has NEPA approval authority for Federal Project No. CPFL 5437 (034), and the City is responsible for preparing and submitting the required studies and documentation. The Crow Canyon Road project was proposed for processing as a categorical exclusion under 23 Code of Federal Regulations Section 771.117(c)(3), and NEPA approval was not yet complete because documentation related to Section 106 of the National Historic Preservation Act was still in progress. (Sources: 1) July 31, 2025 correspondence with Caltrans District 4 Local Assistance regarding the Crow Canyon Road IHT Bicycle-Pedestrian Overcrossing Project, Capital Improvement Program 905531, Federal Project No. CPFL 5437 (034); 2) Caltrans Standard Environmental Reference, Chapter 30, Categorical Exclusions: <https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-30-categorical-exclusions>; 3) Caltrans 23 United States Code Section 326 Categorical Exclusion Assignment page: <https://dot.ca.gov/programs/environmental-analysis/nepa-assignment/23-usc-326-categorical-exclusion-assignment>; and 4) Electronic Code of Federal Regulations, 23 Code of Federal Regulations Section 771.117: <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-H/part-771/section-771.117>)

The Trails Master Plan should not leave these Crow Canyon Road environmental review issues to scattered project webpages, emails, or future staff discretion. The Plan should disclose whether the existing 2017 Final Initial Study/Mitigated Negative Declaration and 2019 Addendum are being relied upon for the Crow Canyon Road overcrossing, whether additional CEQA review will occur, whether the federal categorical exclusion is complete or still pending, whether Section 106 consultation is complete, and whether any new or supplemental environmental analysis is required due to changed circumstances, related projects, or connected improvements.

The Plan should also explain how the Crow Canyon Road overcrossing will or will not connect to existing or planned active transportation infrastructure along Crow Canyon Road. That discussion should include both sides of Crow Canyon Road; any connections to on-street bicycle lanes, protected bikeways, sidewalks, trailheads, trail approaches, the IHT, the proposed double-tracking segment, Bishop Ranch, City Center, San Ramon Valley Boulevard, schools, commercial areas, residential areas, and the Town of Danville; and whether the overcrossing scope includes connecting infrastructure, resurfacing, striping, signal work, intersection modifications, roadway modifications, stormwater improvements, lighting, signage, wayfinding, or mobility hub-supportive infrastructure.

The Plan should also address potential segmentation. The City and other agencies appear to be advancing or discussing multiple connected projects in the same corridor: the Bollinger Canyon Road overcrossing, the Crow Canyon Road overcrossing, IHT double-tracking, Shared Mobility Hubs, San Ramon Transit Center relocation or replacement concepts, Bishop Ranch redevelopment, PRESTO, potential shuttle or autonomous vehicle service, and on-street active transportation improvements along Crow Canyon Road and Bollinger Canyon Road. Treating each as isolated may obscure cumulative, growth-inducing, operational, safety, maintenance, and environmental effects.

Regardless of how NEPA cumulative impact regulations are currently interpreted, CEQA and sound public planning require the City to disclose connected projects, cumulative conditions, reasonably foreseeable improvements, and changed circumstances. The Trails Master Plan should identify how these related projects will be coordinated for CEQA review, NEPA review, design, funding, operations, maintenance, and public review.

8. Central Park, Iron Horse Middle School, and School Safety Require Special Analysis

The IHT segment between Bollinger Canyon Road and Crow Canyon Road is not an abstract corridor. It is immediately adjacent to Central Park, City Center, the Library, the San Ramon Transit Center, Bishop Ranch, and Iron Horse Middle School.

The San Ramon Valley Unified School District support letter for the IHT Double-Tracking Pilot states that the project area is dense and growing, includes numerous daycares and schools nearby, and is used by students from multiple schools, including students using the trail for direct access to Iron Horse Middle School, which the letter describes as having approximately 1,000 students. (Source: San Ramon Valley Unified School District Letter of Support - IHT Double-Tracking Pilot: <https://srvusd.community.diligentoneplatform.com/document/538ad51f-9199-456e-8d6a-797521c15a05/>)

That school-and-park context cuts both ways. It may support better separation between walkers and faster wheeled users, but it also makes any future shuttle, minibuses, autonomous vehicle, microtransit, or motorized corridor use much more sensitive. The Trails Master Plan should ask directly whether any such use is appropriate on or adjacent to a trail segment serving Central Park, Iron Horse Middle School, students, families, seniors, and recreational users.

9. Induced E-Bike, E-Scooter, and E-Moto Use Must Be Addressed as a Corridor-Wide Safety Issue

Double-tracking may encourage greater use of faster, longer-range electric devices. That induced use will not stop at Bollinger Canyon Road, Crow Canyon Road, or the San Ramon city limits. It may extend north through Danville, Alamo, Walnut Creek, and other communities, and south toward Dublin and the broader Tri-Valley.

The Contra Costa County IHT Active Transportation Corridor Study describes the IHT as a 32-mile biking and walking corridor, with 22 miles in Contra Costa County, passing through Concord, Pleasant Hill, Walnut Creek, Alamo, Danville, and San Ramon. (Source: Contra Costa County IHT Active Transportation Corridor Study: <https://www.contracosta.ca.gov/DocumentCenter/View/67559>)

This is why enforcement policy and vigilance are not secondary details. If double-tracking is marketed as a fast lane, bicycle expressway, or high-speed wheeled corridor, it may attract faster devices, modified e-bikes, e-moto-style devices, and riders who treat the IHT as a high-speed

transportation corridor. That creates risks not only within San Ramon, but also for older pedestrians, slower cyclists, families, and recreational users in downtown Danville, Walnut Creek, and other communities along the corridor.

EBRPD's biking guidance states that Class 1 e-bikes are allowed where regular bikes are allowed, Class 2 e-bikes are allowed on paved regional trails, and Class 3 e-bikes and e-scooters are not permitted in East Bay Regional Parks and Regional Trails. EBRPD also states that trail users must follow a 15-mile-per-hour maximum speed and slow to 5 miles per hour when passing. (Source: EBRPD Biking Guidance: <https://www.ebparks.org/recreation/biking>)

EBRPD's multi-use trail rules state that no motorized vehicles are permitted on multi-use trails, except wheelchairs, and that bicyclists must yield to hikers, slow down, ring bells, and establish verbal contact before passing. (Source: EBRPD Responsible Multi-Use Trail Rules: <https://www.ebparks.org/trails/multi-use-rules>)

The Trails Master Plan should not merely acknowledge e-bikes and scooters. It should provide a real enforcement and operations plan addressing speed management, e-bike class restrictions, modified e-bikes, e-moto-style devices, scooters, signage, trail patrol, school outreach, youth education, penalties, agency roles, data collection, near-miss reporting, complaint tracking, and downstream coordination with Danville, Walnut Creek, EBRPD, Contra Costa County, and school districts.

A plan that merely acknowledges e-bikes, scooters, and user conflicts without assigning responsibility, funding, timing, enforcement protocols, or measurable safety outcomes is inadequate.

10. Funding Sources Must Be Identified and Accounted For

The funding discussion should not remain generic. The Commission should require a project-by-project funding and delivery matrix identifying the lead agency, partner agencies, grant source, local match, fund restrictions, deadlines, development agreement obligations, Capital Improvement Program number, environmental clearance status, design status, maintenance responsibility, and expected public approvals.

The City's Vision Zero/Safe Streets and Roads for All grant must be identified and integrated. The United States Department of Transportation's Fiscal Year 2023 Safe Streets and Roads for All Planning and Demonstration Awards list identifies the City of San Ramon's "Vision Zero Plan that Enhances Existing Local Roadway Safety Plan" as a \$120,000 urban "Develop New Action Plan" award. (Source: United States Department of Transportation Fiscal Year 2023 Safe Streets and Roads for All Planning and Demonstration Awards by State: https://www.transportation.gov/sites/dot.gov/files/2023-12/FY23_SS4A_PDGAwards-by-State.pdf)

The Plan should explain how that Vision Zero/Safe Streets and Roads for All effort will be coordinated with the Trails Master Plan, Bicycle Master Plan, Safe Routes to School, collision data, high-conflict corridors, e-bike, scooter, and e-moto safety, IHT crossings, Shared Mobility Hubs, and the City's Capital Improvement Program.

The Plan should also discuss the Transportation Development Act Article 3 bicycle and pedestrian funds. The Metropolitan Transportation Commission states that the Transportation Development Act, Article 3, provides annual funding for bicycle and pedestrian projects; that counties may use 2 percent of Transportation Development Act funds for Article 3 projects; and that the City or County Bicycle Advisory Committee must review all projects. (Source: Metropolitan Transportation Commission

Because the Trails Master Plan includes active transportation facilities, bicycle facilities, micromobility issues, IHT improvements, trail crossings, and capital project recommendations, the Transportation Advisory Committee should be formally involved before this Plan moves to City Council.

The Plan should also identify Contra Costa Transportation Authority, Metropolitan Transportation Commission, Measure J, One Bay Area Grant, Transportation for Livable Communities, Bay Area Air District, Tri-Valley Transportation Council, Active Transportation Program, federal/community project funding, Transit and Intercity Rail Capital Program funding, Regional Measure 3 funding, development agreement funds, and operations and maintenance funding. Capital construction funding is not enough. Trail widening, double-tracking, overcrossings, signage, patrol, education, enforcement, pavement maintenance, vegetation management, bridge maintenance, lighting, striping, stormwater infrastructure, data systems, and Shared Mobility Hub interfaces all have ongoing fiscal consequences.

Without this information, the Plan risks becoming a wish list rather than an implementation program.

11. ADA Access, Program Access, and Reasonable Accommodation

The Trails Master Plan includes general accessibility concepts, including Outdoor Recreation Access Routes (ORAR), trail design specifications, and references to inclusive trail experiences. However, the Plan does not include a dedicated ADA section, an ADA Title II program-access analysis, a reasonable-modification policy, a barrier inventory, a transition-plan crosswalk, or a project-by-project accessibility implementation matrix.

This is a significant omission. The City's trail system is not merely a recreational amenity. It is a public program, service, facility, and active transportation network. The Plan should therefore explain how the City will provide access to trail programs, services, activities, facilities, communications, public engagement, maintenance, and emergency response for people with disabilities.

The Plan should identify how accessibility will be addressed for existing and proposed trails, trailheads, parking areas, restrooms, drinking fountains, benches, shade structures, maps, wayfinding signs, trail crossings, curb ramps, sidewalks, street connections, overcrossings, bridges, Shared Mobility Hubs, San Ramon Transit Center connections, school routes, and IHT improvements.

The Plan should also distinguish between federal outdoor recreation trail guidance used as best practice and the City's independent obligations under ADA Title II. The City should not treat United States Forest Service trail standards or Outdoor Recreation Access Route terminology as a substitute for an ADA Title II program-access analysis, reasonable-modification policy, or transition-plan implementation.

Before the Trails Master Plan is forwarded to the City Council, the City should prepare an ADA accessibility and accommodation memorandum identifying:

1. Applicable ADA Title II obligations for trails, open space, active transportation, public engagement, communications, and maintenance.
2. Existing barriers to access on City trails, IHT connections, trailheads, parking areas, restrooms, crossings, and overcrossings.

3. How the Bollinger Canyon Road and Crow Canyon Road IHT overcrossings will provide accessible routes and connections.
4. How proposed trail projects will connect to accessible sidewalks, curb ramps, crossings, schools, civic facilities, transit, parks, Shared Mobility Hubs, and the San Ramon Transit Center.
5. Which trail segments are intended to be accessible, conditionally accessible, or not accessible due to terrain or environmental constraints?
6. How the City will provide equivalent program access where full physical access is not feasible.
7. How residents may request reasonable modifications, accessible communications, or disability-related accommodations related to trail programs and facilities.
8. How accessibility improvements will be prioritized, funded, maintained, inspected, and incorporated into the Capital Improvement Program.
9. How the Trails Master Plan relates to the City's ADA self-evaluation and transition plan, if such documents exist.
10. How accessibility obligations will be coordinated with EBRPD, Contra Costa County, CCTA, Caltrans, school districts, transit providers, and other agencies involved in the IHT and related active transportation facilities.

A Trails Master Plan that discusses accessibility only as a trail-design preference, rather than as a public-access and civil-rights obligation, is incomplete.

At a minimum, the Plan should not move forward until it includes a public comment and response matrix, a funding and implementation matrix, a crosswalk with the Bicycle Master Plan and Vision Zero/Safe Streets and Roads for All work, a dedicated IHT corridor strategy, a clear disclosure regarding any shuttle/shared autonomous vehicle/minibus/PRESTO/Shared Mobility Hub-related intent or preservation, an e-bike/e-scooter/e-moto safety and enforcement framework, an ADA accessibility, program-access, reasonable-modification/accommodation, accessible-communications, and transition-plan implementation section, a Transportation Development Act Article 3 review discussion, and a transparent accounting of relevant grants and development agreement funds.

12. Specific Written Responses and Revisions Needed Before City Council Consideration

Before the Trails Master Plan is forwarded to City Council, the City should answer the following questions in writing and revise the Plan accordingly:

1. Will the IHT Double-Tracking Pilot be designed to accommodate, preserve, or "not preclude" future minibus, shuttle, shared autonomous vehicle, PRESTO, microtransit, Shared Mobility Hub connection, mobility hub, or other motorized operation?
2. If not, what physical barriers, legal restrictions, design standards, funding conditions, and enforcement protocols will prevent that use?
3. If yes, maybe, or "not precluded," why is the project being characterized primarily as a trail safety improvement rather than as a potential transit, autonomous mobility, Shared Mobility Hub, or public/private development-access project?
4. Would any shuttle, shared autonomous vehicle, or minibus lane have de facto exclusive use because of vehicle size, operating requirements, safety protocols, liability concerns, or public avoidance behavior?
5. Has the City, County, CCTA, EBRPD, Supervisor Andersen's office, Sunset Development, Bishop Ranch, Beep, PRESTO, County Connection, or any consultant discussed shuttle, shared autonomous vehicle, minibus, PRESTO, mobility hub, Shared Mobility Hub, or private development access use in connection with the Double-Tracking Pilot?

6. What is the relationship between the Double-Tracking Pilot, the County's Iron Horse Corridor shared autonomous vehicle analysis, Assembly Bill 1025's emerging mobility provisions, PRESTO, Bishop Ranch mobility services, Shared Mobility Hubs, and Sunset/Bishop Ranch development agreements?
7. How would the project affect Iron Horse Middle School, Central Park, City Center, the Library, the Transit Center, nearby daycares, Safe Routes to School, older users, slower trail users, and recreational trail users?
8. What enforcement plan will prevent the "fast" track from becoming a high-speed e-bike, e-scooter, or e-moto corridor?
9. How will San Ramon coordinate with Danville, Walnut Creek, Contra Costa County, CCTA, EBRPD, and school districts to address downstream induced use and safety effects?
10. How will the proposed Crow Canyon Road IHT overcrossing be reviewed under CEQA and NEPA?
11. Who is the CEQA lead agency, who is the NEPA approval authority, and what federal funding agencies or federal nexus provisions apply?
12. Is the Crow Canyon Road overcrossing being processed as a categorical exclusion under 23 Code of Federal Regulations Section 771.117(c)(3), and if so, is that process complete?
13. Is Section 106 of the National Historic Preservation Act complete?
14. Is the City relying on the 2017 Final Initial Study/Mitigated Negative Declaration and 2019 Addendum for the Crow Canyon Road overcrossing, and how will the City ensure that CEQA and NEPA documentation for the already constructed Bollinger Canyon Road IHT overcrossing is not incorrectly treated as approval or clearance for the separate Crow Canyon Road IHT overcrossing?
15. How will the Crow Canyon Road overcrossing connect to existing or planned active transportation infrastructure along Crow Canyon Road?
16. Will the Crow Canyon Road overcrossing include or require connecting infrastructure, resurfacing, striping, signage, lighting, stormwater improvements, signal modifications, trail modifications, roadway modifications, or mobility hub-supportive infrastructure?
17. How will the City avoid segmenting review of the Bollinger Canyon Road overcrossing, Crow Canyon Road overcrossing, IHT double-tracking, Shared Mobility Hubs, PRESTO, transit center planning, Bishop Ranch redevelopment, and related active transportation improvements?
18. How will the Trails Master Plan implement General Plan 2040 EIR Mitigation Measure GHG-1, the Updated CAP, and the CEQA GHG Emissions Thresholds and Guidance Report?
19. How will the Plan implement Updated CAP Measure T-1, Measure T-2, and Measure T-3, including the active transportation mode-share targets, vehicle miles traveled reduction assumptions, and roadway-to-active-transportation-corridor commitments?
20. How will the Plan distinguish between non-motorized active transportation, micromobility, microtransit, shared autonomous vehicle service, and transit service, rather than blending them into a vague "mobility" category?
21. What are the actual ridership, cost-per-ride, passenger-load, empty-vehicle-mile, operating subsidy, and connection-to-transit outcomes from PRESTO San Ramon, PRESTO Martinez, and PRESTO Rossmoor?
22. What are the actual current County Connection ridership levels for routes serving San Ramon and the San Ramon Transit Center, and how do those levels justify or fail to justify new Shared Mobility Hub, microtransit, or shuttle investments?
23. How will the City account for the IHT improvements fund created through Ordinance 530 and any other Sunset Development, Bishop Ranch, Canopy, CityWalk, Orchards, or related development agreement funds?

24. How will all County-level Iron Horse Corridor Management Program Advisory Committee materials, meeting notices, attachments, minutes, correspondence, consultant materials, and environmental review materials be made part of the City's administrative record?
25. How will the Trails Master Plan ensure access for people with disabilities under the ADA, including ADA Title II program access, effective communication, accessible public engagement, and reasonable modifications to policies, practices, or procedures? (Source: United States Department of Justice, ADA Title II overview: <https://www.ada.gov/topics/title-ii/>)
26. What existing barriers to accessibility exist on City trails, IHT connections, trailheads, parking areas, restrooms, drinking fountains, benches, shade structures, maps, signs, emergency access points, sidewalks, curb ramps, street crossings, bridges, overcrossings, Shared Mobility Hubs, and transit connections, and how will those barriers be inventoried, prioritized, funded, corrected, maintained, and incorporated into the City's Capital Improvement Program?
27. How do the Trails Master Plan's Outdoor Recreation Access Route (ORAR) and trail class design standards relate to, but not substitute for, the City's ADA Title II obligations, ADA self-evaluation, ADA transition plan, reasonable-modification process, accessible communications obligations, and complaint/grievance procedures? (Source: United States Access Board, Outdoor Developed Areas guidance: <https://www.access-board.gov/aba/guides/chapter-10-outdoor/>)
28. How will the Bollinger Canyon Road and Crow Canyon Road IHT overcrossings, IHT double-tracking, and related active transportation connections provide accessible routes, including accessible grades, cross-slopes, landings, railings, surface conditions, detectable warnings where applicable, signage, lighting, emergency access, maintenance practices, and accessible connections to sidewalks, schools, civic facilities, parks, transit, Shared Mobility Hubs, and the San Ramon Transit Center?
29. How will the City ensure that Trails Master Plan public engagement and administrative record materials — including agendas, staff reports, plan documents, searchable PDFs, maps, Geographic Information System materials, surveys, presentations, online comments, and webpages — are accessible to people with disabilities and available in accessible alternative formats? (Source: United States Department of Justice, Accessibility of Web Content and Mobile Apps Provided by State and Local Governments: <https://www.ada.gov/resources/small-entity-compliance-guide/>)
30. If any trail segment, open-space trail, trailhead, viewpoint, park connection, or related facility cannot be made physically accessible due to terrain, environmental constraints, legal constraints, or technical infeasibility, what equivalent program access, accessible alternative experience, signposting, wayfinding, public notice, or reasonable-modification process will the City provide?

Final Request

I respectfully request that the Commission not approve or recommend adoption of the Trails Master Plan Update as presented.

Instead, the Commission should direct staff and the consultant to revise the Plan to address the active transportation, General Plan 2040 EIR, Updated CAP, CEQA GHG Emissions Thresholds and Guidance Report, IHT, double-tracking, shuttle/shared autonomous vehicle/minibus/PRESTO, Shared Mobility Hub, Sunset/Bishop Ranch, Crow Canyon Road overcrossing, CEQA, NEPA, funding, Vision Zero/Safe Streets and Roads for All, Transportation Development Act Article 3, e-bike/e-scooter/e-moto safety, enforcement, ADA accessibility and program access, public engagement, administrative record, and interagency coordination issues identified above, and return with a revised public draft before forwarding the Plan to City Council.

If the Commission nevertheless recommends approval, that recommendation should be expressly conditioned on preparation of the following before City Council consideration:

1. A written response-to-comments matrix.
2. A funding and implementation matrix.
3. A dedicated IHT corridor strategy.
4. A written IHT Double-Tracking disclosure memorandum.
5. A clear statement as to whether double-tracking is intended only for non-motorized trail user separation or is also being designed, funded, or preserved for shuttle, minibus, shared autonomous vehicle, PRESTO, microtransit, Shared Mobility Hub, mobility hub, or similar uses.
6. A Crow Canyon Road overcrossing CEQA and NEPA status memorandum that clearly distinguishes the Crow Canyon Road project from the already constructed Bollinger Canyon Road overcrossing and identifies any CEQA addendum, subsequent or supplemental CEQA review, NEPA categorical exclusion status, and Section 106 status.
7. A Crow Canyon Road active transportation connection memorandum.
8. A General Plan 2040 EIR, Updated CAP, and CEQA GHG Emissions Thresholds and Guidance Report implementation section.
9. A Vision Zero/Safe Streets and Roads for All coordination section.
10. A Transportation Development Act Article 3 and Transportation Advisory Committee review discussion.
11. An e-bike, e-scooter, and e-moto enforcement and operations plan.
12. A Shared Mobility Hub, PRESTO, San Ramon Transit Center, Bishop Ranch, County Connection, and Sunset Development coordination section.
13. A PRESTO and County Connection ridership, cost, demand, and load-factor disclosure section.
14. An ADA accessibility, program-access, reasonable-modification, accessible-communications, and transition-plan implementation memorandum.
15. A complete administrative record posting plan.

Finally, I request that this comment be entered into the public record and made permanently accessible, in HTML and searchable PDF formats, directly adjacent to the Agenda Item 5.3 materials.

Respectfully submitted,

Brian C. Swanson, AICP
San Ramon Voter, Taxpayer, and Resident

On Thu, May 7, 2026 at 2:34 PM City of San Ramon <casramon@service.govdelivery.com> wrote:



The Meeting Packet for the upcoming Parks and Community Services Commission Regular Meeting, scheduled for Wednesday, May 13, 2026, at 7:00 PM, is now available on the City's website.

The agenda packet may be found here: [Parks & Community Services Commission Meeting](#)

This meeting will be held in the Council Chamber in City Hall - 7000 Bollinger Canyon Rd, San Ramon.

Text subscribers can remove their phone number from receiving text messages by **texting STOP to 45156** (simply replying STOP to the text message does not work); email subscribers, please click [unsubscribe_all](#) to be removed from all topics. If you have questions or problems with the subscription service, please contact subscriberhelp.govdelivery.com.

This service includes a FREE Public Alert System for San Ramon. Subscribers will receive real-time Crime Bulletins and Emergency Alerts both via email and wirelessly. In order to receive these time-sensitive emergency notifications, you **MUST** subscribe to the service by [clicking here](#). This is a post-only mailing provided to you by the [City of San Ramon](#). Please do not attempt to reply to this message. We would love to hear from you, so please [click here](#) to contact us if you need assistance or would like to provide us feedback.

City of San Ramon | 7000 Bollinger Canyon Road, San Ramon, CA 94583 | (925) 973-2500 | www.sanramon.ca.gov





Public Comment: General Public Comment (non-agenda) and Current Projects and Reports from Committee Members and Staff (Items 4-9 - Iron Horse Corridor Management Program Advisory Committee Meeting - Monday, May 12, 2025, 4:30 pm)

[REDACTED]

Dear Iron Horse Corridor Management Program Advisory Committee Members:

I am submitting these public comments to request clarification on several issues affecting the meeting process, the transparency of IHC projects and connected projects, and the accuracy and completeness of project documentation to date.

Public Meeting Format and Access: While the agenda provides instructions for submitting public comments via email at least one full workday before the meeting, the format is inconsistent with standard county meeting protocols. The agenda refers to a Zoom connection with a contingency plan in case of malfunction. However, when I sought clarification, I received a separate Microsoft Teams link that Mr. Roner did not include in the revised agenda. Furthermore, there is no clear, standardized explanation of how written public comments will be archived or how they will be recorded in the official meeting minutes. These discrepancies raise questions about whether the meeting is being conducted in full compliance with statutory public meeting requirements.

Incomplete Project Documentation: Attachment C ("IHC Current Projects 2025-05-12") does not presently list the following projects:

- Bollinger Canyon Pedestrian Bridge Construction,
- San Ramon Double Tracking Project,
- Crow Canyon Road Overcrossing,
- Danville Crossing Improvements, and
- Connection between the Iron Horse Regional Trail and Canal Trail.

This attachment does not include the San Ramon Double Tracking and the Crow Canyon Road/IHT Overcrossing. Excluding critical initiatives from the official record of current projects compromises public transparency and hinders informed community participation.

Specific Concerns Regarding the San Ramon Double Tracking Project and Related Initiative: In previous correspondence, I have raised detailed questions about the San Ramon Double Tracking Project's scope. It remains unclear whether this project's design fully integrates related infrastructure improvements such as:

- Potential coordination with the Crow Canyon Road/IHT Overcrossing.
- Accommodation for emerging transit options (e-scooters, e-bikes, shared autonomous vehicles, etc.), and any operational or safety restrictions, and plans to enforce any such operational or safety restrictions along only segments or portions of the IHC.
- Clarification on how these interrelated projects are being coordinated regarding design, funding, and environmental review.

I previously asked whether the double-tracking project's scope will include connectivity with adjacent projects, and if so, how these connections are being managed. I also asked specific questions regarding the specific environmental review to be conducted, especially as they relate to cumulative impacts, and considering all the dramatic changes occurring in San Ramon, both on paper and visually.

Request for Enhanced Transparency and Detail: In light of these issues, I respectfully request that the Committee provide clear answers to the following:

Public Access: Confirmation that this meeting adheres to public meeting requirements by offering consistent remote access instructions and a transparent process for submitting, recording public comments, and electronic storage of public comments.

Project Documentation: An explanation for the omission of the Crow Canyon Road/IHT Overcrossing (and any other relevant projects) from the current projects' attachment and a commitment to ensuring that all projects affecting community infrastructure are documented in full.

Project Scope & Coordination: Detailed information on the San Ramon Double Tracking Project's scope—including its integration with adjacent projects like the Crow Canyon Road/IHT Overcrossing—and whether design accommodations for alternative transit modalities, not currently operating on all segments of the IHC, are being considered.

Funding and Environmental Reviews: Expanded details on the Crow Canyon Road IHT Overcrossing project funding (including references to CIP 905531, Federal Project No. CPFL 5437 (034), or other sources) and whether specific lead agencies will be conducting the required additional environmental or cumulative impact reviews given the rapidly evolving planning context in the City of San Ramon.

Addressing these points will promote the transparency and public engagement necessary in managing infrastructure projects that directly affect our community's safety and quality of life.

These comments must be visible, easily found, and accessible (limiting the number of "clicks" to access) to all interested parties and the public in perpetuity in HTML (link integrity and functionality must be judiciously maintained, kept current, and/or updated, as needed) and PDF format.

Thank you for your prompt attention to these concerns.

Sincerely,

Brian Swanson, AICP
San Ramon, California

On Wed, May 7, 2025 at 8:19 AM Carl Roner <carl.roner@pw.cccounty.us> wrote:

Brian:

The next Iron Horse Corridor Management Program Advisory Committee meeting will be held at 4:30 pm on Monday, May 12 in Room A at Public Works, 255 Glacier Drive, Martinez. The meeting will also be available via Teams at:

Join the meeting now

The County has a new website for public meetings and agendas. Please see:

[Standing and Advisory](#)

Links to the meeting attachments are in the agenda. Please let me know via email if you have any questions about the meeting. Thank you

Carl J. Roner

Senior Civil Engineer, Iron Horse Corridor Manager



Contra Costa County Public Works Department

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Carl J. Roner

Senior Civil Engineer



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Public Comment: Item 5.3: Minute Order No. 2025-002 - 2024 General Plan Annual Report *AND* Item 9.1: Innovate 680 – Bollinger Canyon Road Share Mobility Hub Presentation - City Council Meeting - March 25, 2025 - 7:00 p.m.

1 message

City Council:

I understand that **Item 5.3: Minute Order No. 2025-002 - 2024 General Plan Annual Report** is a Consent Calendar Item. However, at least in part, it remains grossly inaccurate. Also, Given **Item 9.1: Innovate 680 - Bollinger Canyon Road (BCR) Share Mobility Hub (SMH) Presentation** and its potential connection to Transportation Demand Management (TDM) issues covered in Item 5.3, these two items, as they relate to my concerns, are tied together. I will address and interwind both below.

These comments must be visible, easily found, and accessible (limiting the number of "clicks" to access) to all interested parties and the public in perpetuity in HTML (link integrity and functionality must be judiciously maintained, kept current, and/or updated, as needed) and PDF format if both are used.

I will also note that nothing exists in the Meeting Agenda package relative to Item 9.1 as of Friday, March 21, 2025, at 6:45 p.m. While the meeting agenda may have been posted seventy-two hours in advance, more details on the Contra Costa Transportation Authority's (CCTA) BCR SMH Presentation were unavailable on the City's website at the above date and time. Also, the page numbers for the Agenda Packet are mislabeled (Item 5.2 is labeled as 5.3, so the error trickles throughout the remainder of the package) as of the date and time noted above, making meaningful, properly referenced public comments extremely difficult. It may be considered an obfuscation of the public comment process.

I commented similarly on Item 5.3 to the Planning Commission before its March 4, 2025, meeting.

My central concern for Item 5.3 relates to the summary table in Appendix A, the Guiding Policy Numbers 3.4-G-1 and 3.5-G-1, and the discussion of "Transportation Demand Management (TDM) Strategies," specifically in the "Implementation Status Update" cells of the table. *The comments below are significant and, in addition to these specific City*

Council Meeting Agenda Items, relate to transportation and broadband infrastructure, facilities, and service, as well as land use and housing in the City of San Ramon and the larger regional San Francisco Bay Area context.

The below documents the repeated contradictory and counterproductive funding of programs and projects that lack, at least so far, an essential public outreach process, which means they should not have received public funding. Publicly funded projects must have public outreach BEFORE a funding application is submitted. They must not be thrust on local tax-paying residents in a COMMUNIST CENTRAL PLANNING AGENCY STYLE or cobble together using data whose applicability and freshness are severely lacking.

First, the "Implementation Status Update" cell in the table does not identify the TDM analyst's retirement last year. The analyst's sole full-time responsibility was coordinating TDM issues for the City, the Southwest Area Transportation Committee, and 511 Contra Costa. The City has **failed** to backfill this previous full-time position with a new staff member with transportation-related knowledge, skills, and abilities. However, given the length of the TDM analyst's tenure, it is doubtful that the City can find an acceptable replacement.

Second, the "Implementation Status Update" cell does not mention the City Council's dissolution of the TDM Advisory Committee on November 12, 2024. An "Implementation Status Update" must include both set-backs, non-action, and **"supposed progress,"** more so even when so much of the development, traffic, and circulation mitigation referred to in the General Plan 2024 and the accompanying Environmental Impact Report (EIR), references TDM strategies that no City Staff member is managing full-time, as in the past.

Third, the CityWalk Master Plan EIR never used "Shared Mobility Hub(s)." Specifically, "transit hub(s)" is always used, so my concerns regarding **Item 9.1: Innovate 680 - BCR SMH Presentation** are clear. I currently do not know where CCTA is proposing its BCR SMH. I believe it could be either one of three locations: 1. the Caltrans I-680/BCR Park and Ride Lot; 2. the existing San Ramon Transit Center; or 3. the new San Ramon Transit Center at Bishop Ranch 3—or, possibly, both 1 and 3 above. As noted, no detailed transparent information has been included in the Agenda Package as of March 21, 2024, at 6:45 p.m., or by CCTA previously.

Fourth, Exhibit 3.14-9 (or page 533 of 676) in the CityWalk Master Plan EIR illustrates a total of five proposed transit hubs, while various excerpts of the EIR (on page 3.14-21 or page 469 of 676) read:

"As mentioned previously, the proposed Master Plan would integrate three new transit hubs into the Bishop Ranch campus to serve both the residential neighborhoods and office park community."

"The proposed Master Plan would include one transit hub along Executive Parkway, adjacent to the new parking structure within BR2600 NW, and two hubs along Camino Ramon, one north of Bishop Drive across BR 2600 SE and one south of Bollinger Canyon Road adjacent to BR 1A."

"The primary focus of the transit hubs is to provide a more comfortable and reliable user experience for transit passengers. Each transit hub would provide off street capacity for two buses simultaneous boarding or alighting."

"The San Ramon Transit Center would continue to provide six to eight bays and be the central layover location for bus operator breaks and the most opportunities for coordinated transfers."

Further, the CityWalk Master Plan EIR does not discuss the sale, transfer, or exchange of the San Ramon Transit Center. Again, "three new" are the exact words used on pages 3.14-21, five "proposed transit hubs" are depicted in Exhibit 3.14-9, and the **original** existing San Ramon Transit Center is prominently labeled. Further, most of the text describing transit hubs in the CityWalk Master Plan EIR focuses on pick-up and drop-off by buses and automobiles.

As documented in the CityWalk Master Plan EIR, the City Council should be acutely aware that it did **not** have clearance under the California Environmental Quality Act (CEQA) to discuss the sale, transfer, or exchange of the San Ramon Transit Center in a closed session on February 11, 2025, beginning at 7:00 p.m. The text, its plain meaning, and exhibits of the CityWalk Master Plan EIR are prepared precisely for this reason. Further, the Brown and California Public Records Acts attempt to prevent public agencies, including City Councils, from conducting business in "back rooms" or otherwise undisclosed.

As a public facility, the City must lead a public outreach process and any subsequent required environmental review process detailing all the current and future California Transportation Commission (CTC), Caltrans, Metropolitan Transportation Commission (MTC), Contra Costa Transportation Authority (CCTA), and Sunset Development Company (Sunset) plans for the San Ramon Transit Center **BEFORE** any public funding is requested or used. **Public facility decisions should not be predetermined based on grant funding potential.** The public discourse regarding public transit in San Ramon is even more of a must if any actions or decisions run counter to the existing certified CEQA document covering the facility and its vicinity.

This **ADDITIONAL** public outreach and subsequent environmental review process must occur well before any scheming by Caltrans, MTC, CCTA, and/or the City (including a closed session) regarding the sale, transfer, or exchange of the San Ramon Transit Center. Given Sunset's proposal and the Planning Commission's recent approval to **REDUCE** the floor-to-area ratio in and around the Transit Center, this outreach is even more of a must in this specific case. *(Let's cut the deceptive, self-serving rhetoric and continued bumbled verbal assertions made during public meetings. Sunset's proposal will reduce the allowable development intensity at its basic level.)* The Planning Commission, through its recent approval, is allowing Sunset to manipulate the market and reduce the development intensity level when the market is showing signs of weakness, allowing Sunset to respond with a higher potential price. This will most likely draw objections from all state and San Francisco Bay Area housing and transportation agencies and advocates, including State Senator Scott Weiner, who has done yeoman's work to **"strongly"** link development and housing density to public transit stations, something the CCTA and MTC, through their land use planning authority, have been derelict in requiring in the City of San Ramon, and Staff continue to ignore. Knowing the City is doing its fair share and contributing to the regional efforts is reassuring. Sunset and Staff should not have been allowed to conduct this San Ramon Transit Center transaction without any public and user outreach.

Fifth, if the sale, transfer, or exchange of the San Ramon Transit Center is complete, the claims made in the "Implementation Status Update" cells that the "full integration of marketing plan utilizing Marquee at San Ramon Transit Center completed in 2023" and marquee itself were a **complete waste** of City funds.

Sixth, because the City Council and Staff have established a pattern of highly subjective interpretation, significantly different from the plain meaning of the legally certified text, nothing in the CityWalk Master Plan EIR details "express bus operations" or "commuter shuttle or motor coach traffic" anywhere in the City of San Ramon, including at the Caltrans I-680/BCR Park and Ride Lot. Also, the "Implementation Status Update" cells for both Guiding Policy Numbers 3.4-G-1 and 3.5-G-1 mention "Relocating Regional Park and Ride Express Bus operations from Bollinger Park and Ride to Multimodal Transit Center at Bishop Ranch 3." Park and Ride Express Bus Service currently involves private commuter shuttle service, mainly from Silicon Valley and the San Francisco Peninsula, and **must not** be construed as anything different, including I-680 public transit express bus service.

Let me be clear: any proposed "express bus operations" along I-680 are likely to siphon Amtrak, the Capitol Corridor, ACE Train, and BART riders from these already reasonably well-connected regional transportation systems and add to the existing congestion on I-680, potentially diluting the public's appetite to approve the upcoming regional transportation measure. Stealing away potential Amtrak and Capitol Corridor riders in Martinez, BART riders at Walnut Creek and Dublin/Pleasanton (along with future ValleyLinkRail riders), and ACERail riders in Pleasanton at this time is a selfish proposal by CCTA that has not been presented publicly with enough detailed information (no recent detailed ridership forecast, relying primarily on a study conducted in 2021 from an agency outside Contra Costa County), especially given BART's dominance as the primary public transportation service provider and the fact that it has not rebounded from the impacts of COVID-19 and the resulting more intense shift to hybrid work schedules by SF Bay Area based employees, and the resulting near constant battle to avoid repeated fiscal cliffs. While BART is a significant concern, other transportation system riders shouldn't be cherry-picked away by CCTA's proposed "express bus operations" either. The fares these transit system riders pay must provide service to the maximum extent possible.

Also, given the **extremely low** historical public transit ridership between San Ramon, its Transit Center, and the Walnut Creek and Dublin/Pleasanton BART stations, significantly more demand analysis of "express bus service operations" along I-680 by CCTA is necessary. A more legitimate first step would be for CCTA to explore how to make stronger connections between Martinez and the North Concord BART Station, potentially boosting BART ridership, before adding "empty unused service" to congested I-680.

I also have significant "actual use" concerns with other Innovate 680 projects, including the **Part-Time Transit Lanes** and **Coordinated Adaptive Ramp Metering**, which continue wasting funds. If there are no riders on the County Connection buses between San Ramon and either the Walnut Creek or Dublin/Pleasanton BART Stations or anywhere else, there is no justifiable need for the CCTA's **Part-Time Transit Lanes** and **Coordinated Adaptive Ramp Metering** on I-680 in San Ramon. ***They are make-believe projects.*** Spend the effort and funding where actual demand, use, and congestion exist. The same goes for another Innovate 680 project, **Pilot 3: Person Mobility Pilot**. To add any meaningful value, the collection of data on City streets and I-680 must occur during congested times, and in general, barring any non-typical incident or congestion, streets and the portion of I-680 within San Ramon, especially BCR (the widening has supported this non-congested state), are very often **not** crowded.

Seventh, nothing in the Staff Report refers to the need for coordination with Caltrans or the existing incompatible land use and approvals of the proposed Primrose School adjacent to the Caltrans I-680/BCR Park and Ride Lot, the City's diner (Clementines), or a large Chevron gas station. I do not consider the mixing toddlers, parents (who both need to walk in the parking lot between a vehicle to the school's entrance), diner and gas station patrons (or the type of other vagabonds these two facilities can attract), electric vehicle chargers nearest proposed Primrose School in its parking lot, and significant park-and-ride lot vehicle and motor coach traffic as compatible. Does the City Council? Was commuter motor coach traffic in the Park and Ride Lot, in the adjacent proposed Primrose School Parking Lot, along San Ramon Valley Boulevard (whether permitted or not) ever considered in approving Primrose Schools' planning, zoning, and construction

applications? How about all the Tesla Superchargers installed in the Primrose parking lot, and how they impact traffic flows for regular vehicles and huge motor coaches? Is this the purpose of "Relocating Regional Park and Ride Express Bus operations from Bollinger Park and Ride to Multimodal Transit Center at Bishop Ranch 3?"

The CityWalk Master Plan EIR also depicts a vital gap in adequate and comfortable active transportation infrastructure along BCR. While beyond the scope of the CityWalk Master Plan, this is even more apparent near the north and south landings of the almost complete BCR Iron Horse Trail (IHT) Overcrossing. [The City Council, the City's Public Works Department, the CCTA, and the MTC (both of whom each provided \$10+ million in funding) all ignored the over two-year public outreach process and the preferred design of the overcrossing. The Public Works Department and City Council (with no Planning Commission involvement) conducted a separate expedited design approval process. After deciding on its preferred design, only notice of an extremely short-duration accessible voluntary electronic survey for residents to "select a preferred overcrossing design" was distributed in the City's weekly News & Info newsletter, even though the City Council had already predetermined the overcrossing's preferred design. No in-person meetings or public discussion of the approved separate City Council design ever occurred.]

Additionally, the City has now had at least four significant construction mobilizations (1. The construction of City Hall. 2. The renovation and upgrade of the City Library. 3. The renovations of the Marketplace for Trader Joe's. 4. The widening of Bollinger Canyon Road.), to close this glaring gap, yet has applied any learning from Greg Knapp's run-over death. This lack of adequate and comfortable active transportation infrastructure connecting BCR, City Hall, the City Library, and the Marketplace to IHT is shameful, especially given the enormous amount of outside funding used to construct the BCR IHT Overcrossing. The City has done nothing but widen BCR under the IHT Overcrossing.

When discussing the importance of the BCR IHT City of San Ramon, **all public officials always** mention the vehicle time travel savings associated with removing the traffic signal near the BCR/IHT intersection. The entire purpose of the expensive, mainly outside-funded, perpetually city-defining BCR IHT, which is being constructed to encourage safe and comfortable active transportation along the IHT, **has been completely distorted by all City officials.** The BCR IHT provides an unencumbered link across BCR on the IHT. If IHT did not exist, there would be no need for the expensive Overcrossing. Connecting the community, civic facilities, and its architecturally significant overcrossing should be a "**no-brainer**" for any City public official, especially given the activities and meet-up location the Sports Basement provides to the community. The City of San Ramon officials don't have any pride in this BCR IHT Overcrossing (of course, the City only provided a relatively small portion of the total funding needed) and don't know what it means to support San Ramon-based businesses that serve the community. As such, they have diluted any potential development of civic pride the overcrossing may create for their residents and visitors through their actions, which are often contradictory and counterproductive. Oh wait, this is already apparent, given the continued long-term **lack of economic development** within the City, the need to impose more taxes within the City (which very few SF Bay Area cities do separately, beyond a countywide tax increase), and the unhoused male allowed to camp on City Hall's front porch.

While the primary purpose of the BCR IHT Overcrossing is to reduce active transport conflicts with vehicle traffic on BCR, connections in and around City Hall, the City Library, and the Marketplace to the new IHT Overcrossing are also necessary. The City is not providing anywhere near its fair share to encourage the use of expensive overcrossing or promote active transportation in and around its City Hall and Library. Is Sunset behind this outcome as well?

Nothing related to the recent development of the City or its transportation infrastructure (including CCTA and MTC's decision not to intervene, given their legally defined roles and responsibilities, MTC's Priority Designation Areas, BCR's inclusion in the MTC's Regional Active Transport Network, and Complete Streets policies or efforts) has been procedurally sound, and the legal defensibility is questionable. The City has never prepared a transportation master plan, and due to its inability to fund its transportation infrastructure, it is always looking at arbitrary, ad-hoc funding opportunities that often result in contradictory or counterproductive outcomes.

Please also do not forget the abysmal outcome of CCTA's micromobility (electric scootershare) pilot within the City. Bird, the micromobility operator, quickly and prematurely exited the San Ramon market to limit its financial loss. It did so before filing for bankruptcy, not after. Based on this experience and commute-driven decisions that have not evolved materially since then, whether a micromobility market exists within San Ramon remains highly questionable.

Employees who commute more than thirty-five minutes rarely use micromobility, the more typical commute duration to and from San Ramon. Further, Sunset provides its own separate, competing bikeshare, BRRite Bikes, whose service area extends from Camino Ramon to the Police Station. Indeed, given the proven lack of a micromobility market, the City should not have two competing micromobility service providers (which CCTA and the City wastefully encouraged and allowed in the past). While support infrastructure may vary (e.g., physical docks, electric charging, etc.), "assistive vehicles" provided by micromobility operators must be considered interchangeable.

Eighth, the "Implementation Status Update" cells refer to the Presto autonomous shuttle service as "high occupancy." Again, this is a grossly inaccurate characterization. Fifteen miles per hour service with an eight-

passenger capacity and limited service hours is not high capacity. Further, while the autonomous shuttle may draw some riders, it is rarely half-full. The reality is that San Ramon's autonomous shuttle riders are not connecting to the County Connection service, which connects San Ramon to the Walnut Creek and Dublin/Pleasanton BART stations. Again, these County Connection buses are almost always empty.

Please also realize the market conditions you create with any SMH within San Ramon. When presented with travel options at an SMH, bike and scooter options will compete directly against any local short fixed route or demand-based shuttle options. While more options are usually better in densely urban contexts, this is rarely true in auto-dependent suburbs. This competition is almost always dysfunctional and directly harmful to service and facility operators, property owners, and the underlying jurisdiction. One mode always steals from another.

Further, services that do not generate enough revenues to be at least self-sustaining rarely receive the necessary upkeep and maintenance attention that micromobility services require. Also, the active transport and micromobility infrastructure within "downtown" is unsafe, inadequate, and uncomfortable for users of these modes. Even more concerning is that all micromobility modes that could be offered in the City's "downtown" will directly compete with the purpose of the Walking District Master Plan. An SMH's "white elephant" potential and the contradictory and counterproductive outcomes between SMH's and the purpose of the Walking District Master Plan in San Ramon should not be ignored.

Ninth, the Staff Report also references the preparation of the Bike Master Plan Update. I cannot find any recent information or an update on this effort on the City's website. A simple Google or Bing search for "City of San Ramon Bike Master Plan Update" returns no applicable results. Further, the Bike Master Plan Update Subcommittee is a public body, and its meetings, agenda, and detailed meeting minutes must be documented and available on the City's website. I can not find any documents related to this subcommittee on the City's website. ***Again, it is reassuring that the City is transparently engaging with its residents and actively soliciting their concerns.***

Tenth, the "Implementation Status Update" cell for Guiding Policy Number 3.5-G-1 also refers to CCTA's so-called Countrywide Strategic Broadband Plan by noting membership in the Regional Broadband Advisory Group. San Ramon members disproportionately dominated this group, and it is no coincidence that the real purpose of the plan is to analyze the gaps in CCTA's Intelligent Transportation System infrastructure and set up funding for the City's ITS Master Plan, specifically not providing broadband service to unserved and underserved communities. This point is driven home by the statement in CCTA's plan's project purpose section, which blatantly states, "CCTA will explore leveraging existing and planned fiber infrastructure to facilitate broadband expansion." Specifically, broadband expansion is not its priority.

Serving as a broadband network developer or provider in any capacity, minus an influx of substantial funding or a uniquely constructed business model, is an opportunity whose ship sailed back in 1997. The immense costs of this "proposal" are repeatedly noted in CCTA's broadband plan. Further, CCTA has absolutely no experience in broadband network development or management. Coordination is not CCTA's strong suit. It relies almost solely on consultants and contractors for most things that require technical know-how. That said, CCTA's broadband plan is another example, similar to the City of San Ramon's, of its near-constant and perverse chasing of funding, which results in contradictory and counterproductive programs and projects rather than focusing on meaningful programs and projects that reinforce each other and serve county taxpayers and bring them value. In its broadband plan, CCTA has used a community needs-based opportunity to fund further gap analysis of its Smart Signals Program and the City of San Ramon's ITS Master Plan. Specifically, CCTA has used the California Public Utilities Commission's (CPUC) Local Agency Technical Assistance (LATA) Program grant, whose underlying program implementing legislation mentions nothing related to Intelligent Transportation Systems (ITS) but focuses on expanding broadband service. With its specific consideration paid to tribal entities, the purpose of the CPUC's LATA Program is clear. CCTA and the City are grossly distorting its purpose.

If you overlay the maps depicting each CCTA's Countywide Strategic Broadband Plan and Smart Signals Program and the City's ITS Master Plan "on top of one another," which CCTA, of course, has not produced publicly, you will observe the ***undeniable overlap and correlation***. How relatively short, limited, or specific purpose-only segments (only valuable for CCTA, where no connections to institutions are noted, only generally referred to - very low-value utility to all other parties other than CCTA) dominate CCTA's documented priorities (This is in part a result of the fact that while ITS infrastructure relies heavily on a fiber-optic cable backbone, although wireless technologies can also be used.), not longer community pairs, or entire communities. (CCTA does display other purpose networks that more logically serve a broader community, precisely Caltrans' needs, to confuse its underlying purpose.) While Caltrans facilities are a beneficial base resource, given their wide disturbed or paved rights-of-way, nothing prevents broadband network developers from finding other routes if they are willing to obtain approvals and permits. Even more to the point, in a recent presentation to the CCTA Technical Coordinating Committee, CCTA staff attempted to assert that the purpose of its broadband plan is to provide unserved or underserved communities with broadband service specifically focused on the areas surrounding Mount Diablo. While it's a no-brainer that wireline broadband service may be lacking in the Mount Diablo vicinity, mainly due to adverse terrain and the resulting installation difficulties, it is highly doubtful that property owners in this specific area and in the City, with their high relative disposable income, are going without broadband service. ***To assert such a claim is pure comedy.***

More concerning, however, is the fact that underlying the purpose of CCTA's and the City's ITS Master Plan will likely increase speed and traffic flow along BCR, which again contradicts and is counterproductive to all the MTC designations identified above, the purpose of the expensive, mainly outside-funded IHT BCR Overcrossing, and **harms the economic development potential of the City's "downtown."** City Council should be encouraging the use of BCR IHT Overcrossing by implementing traffic calming measures (specifically not widening and increasing speeds and traffic flow) and providing active transportation infrastructure connections along BCR and in and around its civic facilities, including City Hall, City Community Center, City Library, Central Park, and even City Center Bishop Ranch.

The City, CCTA, and MTC ignored well-established transportation planning and engineering principles, including induced vehicle demand, user safety and well-being, the comfort of those choosing active transportation modes, and current and future residents' concerns, safety, well-being, and quality of life. Applying these principles is more likely not to chase potential visitors who choose to use active transportation modes in the vicinity away, as has already occurred and which I can attest to first-hand, and could lead to more performance-based outcomes. *[If you need more evidence as to the necessity for safe, adequate, and comfortable active transportation infrastructure in and around City Hall, along BCR, that connects to the IHT, I would encourage you to walk out the front door of the City Hall rotunda, careful not to step on an unhoused male camping on City Hall's front porch, and spend an early to late Saturday and Sunday morning observing just how many families and other cyclists cross BCR at the City Hall driveway, even acknowledging some of this traffic might be a result of the on-going construction of the BCR IHT Overcrossing, and may disappear once construction is complete.]]*

The City and CCTA are proceeding mindlessly and lack even a surface-level understanding of San Ramon's current or future urban form, how recent development projects are functioning as "islands" with no necessary attention paid to the need to seamlessly connect projects (or developments) to the community's existing built infrastructure, environment, and social fabric [It takes a significant focused effort to enable "true" connections and integration, ones that Sunset and other developers have yet to endeavor to establish. Simply setting back the project (or development) from the surrounding roads or bringing the development nearer to the curb is nowhere near enough.]], the role San Ramon can play (because it does not do so currently) in the regional economy and transportation system, how the regional transportation system operates, and the real-world attractiveness and actual use of transportation infrastructure and services.

Given the changes in Washington, D.C., now is not the time to waste government funds on unjustified, "gimmick" programs, and projects or not provide a responsible share of self-help to support the enormous amounts of outside funding used to construct the BCR IHT Overcrossing, or continue to pursue of implementation of programs and projects that are contradictory and counterproductive.

Further, referring to programs and projects as "innovative," as CCTA so often does, when the programs or projects use technology thirty years in the making, which has already been implemented within the City of San Ramon, all over the SF Bay Area, as well as most other well-populated states, rely predominantly on a private contract operator using technology and systems developed by others, are only collecting data, which at its core is nonsensical because this collection occurs in non-congested conditions, or wastefully use government funding on transportation programs and projects that go unused, is utterly disingenuous.

Even though CCTA provides most, if not all, of the City's TDM funding, no meaningful TDM efforts are occurring within the City, and no active learning from Greg Knapp's run-over death exists. Believing otherwise will continue to be a significant land use planning and regulation stumbling block and legal risk for the City as so much development impact mitigation, transportation, traffic, circulation, and other issues detailed in the General Plan 2040 rely heavily on a robust and active TDM program.

Let's be honest: while the City has a history of at least monitoring TDM issues, even that has recently disappeared. The arrogance to think otherwise continues to underscore the above and reflects exceptionally poorly on the City Council, the Planning Commission, City Staff, CCTA, and MTC.

Sincerely,

Brian Swanson, AICP
69 Ayamonte Court
San Ramon, California 94583

On Fri, Mar 21, 2025 at 5:46 PM City of San Ramon <casramon@service.govdelivery.com> wrote:

The City Council meeting will begin at 7:00 p.m. on Tuesday, March 25, 2025.

The meeting agenda is now available at, <https://cityofsanramon.info/4iPFa2g>.

HOW TO VIEW OR PARTICIPATE IN THE MEETING:

The public is invited to participate in the meeting using any of the following methods:

IN-PERSON

Members of the public can provide in person comments at the meeting. To make a request for disability related accommodation to participate in the meeting, please contact the City Clerk's Office 48 hours in advance of the meeting.

WRITTEN COMMUNICATION BY EMAIL

Public comment may be submitted via e-mail to cityclerk@sanramon.ca.gov. Public comment received until two (2) hours prior to the scheduled start time of the meeting will be distributed to the City Council via e-mail, provided at the meeting in the red binder, and posted online at https://www.sanramon.ca.gov/public_comment.

Written comments received after the cut-off time will be provided to the City Council the day following the meeting.

Please include "Public Comment" in the subject line. In the body of the email please include your name and the item you wish to comment on. Written public comment will not be read aloud during the meeting.

TO VIEW OR LISTEN ONLY

As a courtesy and technology permitting, the public will have the opportunity to view the meeting via one way feed by the options below.

However, the City cannot guarantee that the public's remote access to any meeting will be uninterrupted, and technical difficulties may occur

from time to time. In those instances, so long as the public may still attend the meeting in person, the meeting will continue. Members of the

public desiring to provide comments as a part of the meeting are encouraged to either submit written comments prior to the meeting or to

attend the meeting in person.

Zoom: <https://cityofsanramon.zoom.us/j/94713079473>

Webinar ID: 947 1307 9473

Zoom Phone Numbers: +1 (669) 900-6833

The City's YouTube Channel: [sanramon.ca.gov/YouTube](https://www.youtube.com/sanramon)

Regular City Council meetings are broadcast on Contra Costa Television (CCTV) (Channel 27) on Wednesdays at 7:00 p.m. and Thursdays at

1:00 p.m. immediately following the meeting. Regular City Council meetings are also broadcast on AT&T U Verse (Channel 99).



Update your subscriptions, modify your password or email address, or stop subscriptions at any time on your [Subscriber Preferences Page](#). You will need to use your email address to log in.

If you have questions or problems with the subscription service, please contact webmanager@sanramon.ca.gov or visit subscriberhelp.govdelivery.com.

This service includes a Public Alert System for San Ramon. Subscribers will receive real-time Public Safety and Emergency Alerts both via email and wirelessly. In order to receive these time-sensitive emergency notifications, you **MUST** subscribe to the service. To subscribe, please [click here](#). For wireless alerts, text message and data rates may apply. This service is provided to you at no charge by [City of San Ramon](#).

City of San Ramon | 7000 Bollinger Canyon Road, San Ramon, CA 94583 | (925) 973-2500 | www.sanramon.ca.gov



Re: City of San Ramon Requests for Proposals - Design and Engineering Services, for the Crow Canyon Road Iron Horse Trail Bicycle-Pedestrian Overcrossing Project CIP 905531, Federal Project No. CPFL 5437 (034)

1 message

The only public outreach I am aware of is a webpage-based survey (SurveyMonkey, if I remember correctly) on design preferences, which helped inform the bridge design type specified in the Request for Design and Engineering Services, on the purpose and need for the project, or potential environmental impacts.

On Thu, Jul 31, 2025 at 11:11 AM Holstein, Thomas@DOT <tom.holstein@dot.ca.gov> wrote:

Thanks for the follow up.

As you will be aware I can only talk about NEPA and not CEQA.

The City informed us that they have undertaken public outreach during preliminary design and the project was redesigned to address public concerns. Further outreach is proposed during final design. The requirement to consider cumulative impacts in NEPA, formerly part of the 40 CFR 1500 federal regulations, was rescinded earlier this year. Nevertheless, across the Bay Area we see many projects work successfully in close proximity to each other. I see you have copied Contra Costa County and East Bay Regional Parks in too.

I hope that's helpful.

Kind regards

Tom Holstein

Environmental Branch Chief

Caltrans D4 Local Assistance

(510) 960 0794

[REDACTED]

Subject: Re: City of San Ramon Requests for Proposals - Design and Engineering Services, for the Crow Canyon Road Iron Horse Trail Bicycle-Pedestrian Overcrossing Project CIP 905531, Federal Project No. CPFL 5437 (034)

EXTERNAL EMAIL. Links/attachments may not be safe.

Thank you, Mr. Holstein.

You are the first to answer my questions directly.

Ms. Peterson has been consistently non-responsive (almost belligerently so) or solely restates the obvious and plainly understood without ever addressing my specific questions.

As you may expect, I am interested in learning more about the public outreach/disclosure involved. This means pre-document preparation and certainly well before NEPA (or CEQA) document certification.

I also have concerns related to Contra Costa County's "double-tracking" project along the Iron Horse Trail between Bollinger Canyon Road and Crow Canyon Road, which I have been informed will require significant installation of stormwater infrastructure. Still, the "double tracking," I believe, will connect to both the Bollinger and Crow Canyon Overcrossings. Similarly, the cumulative environmental impacts of any proposed active transportation infrastructure along Crow Canyon Road, which may connect to the overcrossing, east or west, must also be analyzed.

All this to say, I have "segmenting" concerns due to the piecemeal approach, with various projects being pitched as "separate" (but ultimately a single multi-use trail). Due to the multiple agencies/jurisdictions involved, adequate cumulative environmental impact analysis may become a victim of this hodgepodge of responsibility, for the planning, design, environmental review, construction, operation, and ownership of the various connected projects and the entirety of the Iron Horse Trail at least between Bollinger Canyon and Crow Canyon Roads.

Thank you,

Brian Swanson, AICP

(925) 785-4013 - mobile

On Jul 30, 2025, at 4:21 PM, Holstein, Thomas@DOT <tom.holstein@dot.ca.gov> wrote:

Dear Brian Swanson,

Thanks for the email below. I was actually on vacation when your previous email came in to our Office.

As you state, Caltrans is the NEPA lead for the CPFL 5437 (034) Crow Canyon overcrossing project and my team are processing the NEPA compliance and ultimately signing off on the NEPA. The project is proposed to be processed as a Categorical Exclusion under 23 CFR 771.117(c)(3). However, the NEPA approval for this project is not yet complete – the City are still in the process of submitting documentation to us, primarily relating to Section 106 of the National Historic Preservation Act.

Any question regarding project status, schedule or community feedback should be directed to the City of San Ramon as the project proponent. Our contact there is Theresa Peterson (cc'd) in the Engineering Services Division. To learn more about how Caltrans processes NEPA, please refer to our Standard Environmental Reference website: [Volume 1: Guidance for Compliance | Caltrans](#), in particular Chapters 30 Categorical Exclusions and Chapter 38 NEPA Assignment.

I hope this is helpful to you.

Kind regards

Tom Holstein
Environmental Branch Chief
Caltrans D4 Local Assistance
(510) 960 0794

From: Brian Swanson <briancswanson@gmail.com>
Sent: Tuesday, July 29, 2025 12:58 PM
To: Meharena, Ephrem@DOT <ephrem.meharena@dot.ca.gov>; ENV Webmaster@DOT <env.webmaster@dot.ca.gov>; Caltrans D4@DOT <caltrans.d4@dot.ca.gov>; Wong, Alan@DOT <alan.wong@dot.ca.gov>; OCCA@DOT <OCCA@dot.ca.gov>
Cc: Panmai, Jimmy@DOT <jimmy.panmai@dot.ca.gov>
Subject: Fwd: FW: City of San Ramon Requests for Proposals - Design and Engineering Services, for the Crow Canyon Road Iron Horse Trail Bicycle-Pedestrian Overcrossing Project CIP 905531, Federal Project No. CPFL 5437 (034)

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello:

I still have not received any information related to the NEPA compliance process for the Crow Canyon Road Iron Horse Trail Bicycle-Pedestrian Overcrossing Project CIP 905531, Federal Project No. CPFL 5437 (034).

An update on the status would be appreciated.

Thank you,

Brian Swanson, AICP

(925) 785-4013 - mobile

----- Forwarded message -----

From: Panmai, Jimmy@DOT <jimmy.panmai@dot.ca.gov>

Date: Wed, Jun 4, 2025 at 11:49 AM

[REDACTED]

Good morning Brian,

I was asked to follow up on this and hope to address some of your concerns. This project does include FHWA grant administered through our office, District 4 Local Assistance. Should there be non-standard risk associated with "claw-back", FHWA would inform Caltrans and the Local Agency – this has not occurred to-date.

While Caltrans has NEPA approval authority, the Local Agency is responsible for performing required studies/activities, and questions regarding NEPA or other project status should be directed to the agency's contact. Please also contact appropriate agency staff for concerns regarding local advertising procedure or communication protocol.

Thank you,

Jimmy Panmai

Branch Chief CC|SF|SM

DBE Coordinator

Office of Local Assistance

<image001.png>

Sent: Friday, May 23, 2025 12:19 PM

To: OCCA@DOT <OCCA@dot.ca.gov>

Subject: Re: City of San Ramon Requests for Proposals - Design and Engineering Services, for the Crow Canyon Road Iron Horse Trail Bicycle-Pedestrian Overcrossing Project CIP 905531, Federal Project No. CPFL 5437 (034)

EXTERNAL EMAIL. Links/attachments may not be safe.

I provided the Federal Project Number and informed Caltrans of the fact that IT has been identified as lead agency for the Crow Canyon IHT Overcrossing under NEPA, and that document preparation is supposedly underway (document type unknown), to be completed soon, with no public outreach to speak of to date.

The City of San Ramon is completely non-reponsive and in turn harming or decreasing the pool of potential bidders as several have reached out to me as a local resource and questioned the premanancy or the risk of potential clawback of the \$2 M grant awarded for the project. Bidders are going to submit bids if funds will eventually be clawed back, that's a financial and legal risk, and also impacts staffing levels and project pipelines.

At the very least if a federal project number exists and NEPA compliance is underway, someone in Caltrans is responsible, not only for design review and acceptance, but also environmental/NEPA compliance.

I have scattered my concerns far and wide to many general Caltrans department level email address and even left a voice mail with Engineering Services in Sacramento, because they have no email address and all I am getting is deflection of responsibility, with design oversight, contract compliance, or environmental/NEPA compliance.

This is concerning, especially given all the focus at the federal level on waste, fraud, and abuse.

Regards,

Brian Swanson

(925) 785-4013 - mobile

On May 23, 2025, at 11:00 AM, OCCA@dot.ca.gov wrote:

Hi Brian,

From my review, this contract is not being advertised or monitored by Caltrans Construction Contract Awards. Additionally, based on the information currently available, it does not appear that Caltrans is providing oversight on this project. If there is Caltrans oversight in any capacity, you will need to reach out through the City of San Ramon, as I'm not aware of whom they might be working with at Caltrans.

I apologize that I'm not able to assist further on this matter, but it would be best for you to communicate directly with the City of San Ramon for more definitive information.

Thank you and have a great day,

Adelia Fonseca

Department of Transportation

Construction Contract Awards

1727 30th Street, MS-43

Sacramento, CA 95816

Phone: 916-227-1995

Fax: 916-227-6282

[REDACTED]
To: OCCA@DOT

Cc: DPAC Protest-Disputes-Terminations@DOT ; Loera, Juan@DOT

Subject: Re: City of San Ramon Requests for Proposals - Design and Engineering Services, for the Crow Canyon Road Iron Horse Trail Bicycle-Pedestrian Overcrossing Project CIP 905531, Federal Project No. CPFL 5437 (034)

EXTERNAL EMAIL. Links/attachments may not be safe.

I have and they claim they did not receive my question when I sent on May 7, 2025, before the May 12, 2025 question deadline. It is also clear Caltrans will be the lead agency for NEPA compliance, which was noted by the City of San Ramon project manager to happen soon. No public noticing or outreach relative to the NEPA compliance has occurred to date for the Crow Canyon Road Iron Horse Trail Overcrossing.

On May 21, 2025, at 2:24 PM, OCCA@dot.ca.gov wrote:

Good afternoon Mr. Swanson,

From what I can tell, this is not a project being advertised by the California Department of Transportation (Caltrans). Below is the link to the advertisement on the City of San Ramon's website.

Unfortunately, you will need to contact them directly for assistance with your questions.

Crow Canyon Road/IHT Overcrossing - City of San Ramon

Thank you,

Adelia Fonseca

Department of Transportation

Construction Contract Awards

1727 30th Street, MS-43

Sacramento, CA 95816

Phone: 916-227-1995

Fax: 916-227-6282

Behalf Of DPAC Protest-Disputes-Terminations@DOT

Sent: Wednesday, May 21, 2025 1:42 PM

Cc: OCCA@DOT <OCCA@dot.ca.gov>

Subject: RE: City of San Ramon Requests for Proposals - Design and Engineering Services, for the Crow Canyon Road Iron Horse Trail Bicycle-Pedestrian Overcrossing Project CIP 905531, Federal Project No. CPFL 5437 (034)

Good afternoon, Mr. Swanson,

I believe your email should be directed to the Division of Engineering Services based on the RFP documents I found online. They will most likely have some questions related to the missing recipient information from the forwarded message pasted below.

Thank you,

"Kimberly" Honebein, Branch Chief
Bid, Protest, and Dispute Branch
California Department of Transportation (Caltrans)

Division of Procurement and Contracts (DPAC)

Cell: (916) 639-6322

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Caltrans Vision: A thriving and connected California

Caltrans Mission: Improving lives and communities through transportation

From: Brian Swanson <briancswanson@gmail.com>

Sent: Tuesday, May 20, 2025 7:35 PM

Subject: Fwd: City of San Ramon Requests for Proposals - Design and Engineering Services, for the Crow Canyon Road Iron Horse Trail Bicycle-Pedestrian Overcrossing Project CIP 905531, Federal Project No. CPFL 5437 (034)

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello:

I have asked specific questions below (May 7, 2025, 10:35 pm) of the City of San Ramon Project Manager, for **Design and Engineering Services, for the Crow Canyon Road Iron Horse Trail Bicycle-Pedestrian Overcrossing Project CIP 905531, Federal Project No. CPFL 5437 (034)**, as of May 20, 2025, 3:50 pm, Questions Response Update https://cdns5-hosted.civiclave.com/UserFiles/Servers/Server_10826046/File/Business/RFP/Questions-Response%20May%2020%202025.pdf?utm_medium=email&utm_source=govdelivery&utm_medium=email&utm_source=govdelivery, have gone unanswered. The bidders' question period formally closed on May 12, 2025, at 10 am.

Given Caltrans and federal involvement, can you please advise on how best to get my questions answered?

Should I expect to submit a formal protest?

Thank you,

Brian Swanson, AICP

(925) 785-4013 - mobile

----- Forwarded message -----

Date: Tue, May 20, 2025 at 6:18 PM
Subject: Re: City of San Ramon Requests for Bids, Proposals & Qualifications Update - Crow Canyon Road/IHT Overcrossing

Ms. Peterson:

I don't see my questions answered in the Questions Response Update sent May 20, 2025, at 3:15 pm.

Can I expect to have them answered, or should I expect to file a protest?

On Wed, May 7, 2025 at 10:35 PM Brian Swanson
<brianswanson@gmail.com> wrote:

Dear Ms. Petersen:

As written in the Request for Proposals, I understand this project's primary purpose is to enhance the safety for active transportation users along the Iron Horse Trail (IHT) and improve recreational opportunities. Please confirm or restate for clarity.

Will all the work done under this project be strictly related to the butterfly arch style bridge structure only? Will it include any connecting infrastructure, resurfacing, or striping either on the Iron Horse Trail (IHT) or on Crow Canyon Road itself? If on Crow Canyon Road, what specific institutions, businesses, or residences will be connected to the Crow Canyon Road/IHT Overcrossing? Will it consist of any elements related to the proposed IHT double tracking between Bollinger Canyon and Crow Canyon Roads, or any related efforts associated with the potential future use (including operation changes, exemptions, or restrictions) of the overcrossing by e-scooters, e-bikes, shared autonomous vehicles, or connections to Shared Mobility Hubs and/or the San Ramon Transit Center? If so, please provide extensive details.

Please also provide details as to the efforts that either are currently underway or will be underway during the performance period under this expected contract, especially as they relate to California Environmental Quality Act and/or National Environmental Policy Act, and the need for a new analysis of cumulative impacts, given all the changes occurring currently and planned in San Ramon that are nearby, adjacent, and/or will be connected to the Crow Canyon Road/IHT Overcrossing, including

allowable operational changes, exemptions, or restrictions on this segment of the IHT beginning at Bollinger Canyon Road and extending to the City limits to the north shared with the Town of Danville.

Please provide all the necessary details regarding the funding to be used under the Federal Community Project Funding/Congression Directed Spending, including the specific Federal nexus section code, federal funding agencies responsible, and other potential states, including Caltrans, regional, county, or local funding stewards and specific agency personal contact information (including email addresses and direct office phone numbers).

Please also include specific further detail on what funding source this project is directly tied to (including and beyond CIP 905531, Federal Project No. CPFL 5437 (034)), including specific federal appropriation (including what fiscal funding year), and the connection to any of the federal infrastructure bills or other possibly "uncommon non-transportation related" sources, which may include the U.S. Department of Housing and Urban Development's, Community Development Block Grant Program, and administered by the California Department of Housing and Community Development. Or, please confirm the Federal Highway Administration as the sole federal funding agency responsible.

Please also identify all the elected officials (at all levels - federal, state, regional, county, and local) who endorsed or sent letters of support for the Crow Canyon/IHT Overcrossing funding.

Thank you,

Brian Swanson

(925) 785-4013 - mobile

On Fri, May 2, 2025 at 9:09 AM City of San Ramon
<casramon@service.govdelivery.com> wrote:

You are subscribed to Requests for Bids, Proposals & Qualifications for City of San Ramon. This information has recently been updated, and is now available [here](#):

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Public Comment: Agenda Item 5.1: Draft Bicycle Master Plan Update - Transportation Advisory Committee Meeting - September 18, 2025

1 message

Brian Swanson <briancswanson@gmail.com>

Thu, Sep 18, 2025 at 4:28 PM

Transportation Advisory Committee Members:

I am submitting this comment with significant concerns regarding the Draft Bicycle Master Plan Update, as presented in Agenda Item 5.1. These concerns reflect broader issues of transparency, public engagement, and the technical adequacy of planning efforts across the City of San Ramon.

Transparency and Accessibility of Public Comments

First and foremost, I must emphasize that public comments—such as this one—must be made permanently visible, easily found, and accessible to all interested parties. This means:

- Comments must be available in both HTML and PDF formats.
- Access should require no more than one or two clicks from the main meeting page.
- Link integrity and functionality must be judiciously maintained, kept current, and updated as needed.
- Comments must be compiled together with other meeting materials—not compartmentalized separately—which causes fragmentation and diminishes the importance of public input.

This principle applies not only to the Transportation Advisory Committee, but also to the City Council, Planning Commission, Climate Action Plan Citizens Task Force, and all other public bodies tasked with guiding the operation and management of the City of San Ramon.

Limited Value of the Draft Plan

The value of this update is minimal. Compared to its predecessor, the 2018 Bicycle Master Plan, this draft is primarily composed of unimpactful and undetailed text. It offers few concrete policies or actionable guidance, relying instead on vague "suggestions" and "considerations." If consultant fees were paid for this work, I sincerely hope they were minimal.

Lack of Public Outreach and Transparency

The Staff Report itself confirms that public outreach was minimal to nonexistent. The Bicycle Master Plan Ad Hoc Subcommittee included no members of the general public. It operated as an "inside job," with meetings that were not publicly noticed or posted to the San Ramon Meetings Portal or the City's Official Meetings and Notices webpage, unlike other public bodies. This lack of transparency means that recommendations were made in a "back room," without meaningful public involvement or oversight.

The online survey was concluded nearly a year ago, and there is no analysis of how riding behavior was anticipated to change or has actually changed following the mid-July opening of the extremely expensive, primarily externally funded Bollinger Canyon Road Iron Horse Trail Overcrossing. There is no discussion as to how this overcrossing will become a significant focus of bicycle traffic within the City, and no meaningful discussion of how this expensive overcrossing will be integrated and better linked to the existing and new required active transportation infrastructure in and around City Hall, the Library, the Market Place, Central Park, City Center, and Sports Basement (a bicycle event and program service provider).

The few public outreach events were often coupled with unrelated special events, which were unlikely to attract the most frequent users (taxpayer residents who do not attend the tired, never-evolving community events) of active transportation infrastructure. The number of stakeholders interviewed is not disclosed. Furthermore, the "Next Steps" section of the Staff Report identifies no public review or comment period, which is unacceptable.

Technical and Strategic Deficiencies

The draft plan fails to engage key stakeholders and regional planning frameworks:

- The East Bay Regional Parks District, which manages the Iron Horse Trail, is barely mentioned.
- The Contra Costa County Public Works Department. See discussion on the Iron Horse Trail Double Tracking Project below.
- There is no detailed discussion of the Metropolitan Transportation Commission (MTC) or Contra Costa County Transportation Authority (CCTA) designated Priority Development Areas within San Ramon, which are critical to regional active transportation planning and call for streets to not only serve motorized vehicles, but streets in these Priority Development areas must be designed to be used by all types of users, enable people to live a car-free or car light lifestyle.
- References to the MTC Active Transportation Network are vague and do not identify specific San Ramon roads or bike lanes included in the network.
- There is no mention of any connection to the recently approved San Ramon Climate Action Plan Update (CAP) or the CEQA Greenhouse Gas (GHG) Emissions Thresholds and Guidance Report, both of which provide essential context for transportation planning and GHG reduction within the City of San Ramon.
- There is no detailed discussion of how projects listed in the plan update will be prioritized in the City's capital improvement plan or the City's actual approved budget.

Missing Infrastructure Coordination

Several significant infrastructure efforts are conspicuously lacking in detail or absent:

- There is no meaningful discussion of the proposed Crow Canyon Road Iron Horse Trail Overcrossing or how it may or may not connect to new or existing active transportation infrastructure in the City of San Ramon.
- There is no mention of the Iron Horse Trail Double Tracking Project currently under preliminary design by Contra Costa County Public Works. This project, which affects the segment between Bollinger Canyon Road and Crow Canyon Road, will directly impact all Iron Horse Trail users, and a detailed discussion of the status of this project, including how the planning, design, and environmental review process will be integrated into this plan update, is necessary.

E-Bike Safety and Enforcement

The draft plan fails to address the urgent need for e-bike safety and enforcement policies. With the opening of the Bollinger Canyon Road Overcrossing and the planned Iron Horse Trail Double Tracking Project, San Ramon faces the same challenges as other Bay Area jurisdictions (including Danville). Yet, this plan offers only vague "considerations" rather than concrete proposals. San Ramon is clearly a laggard among Bay Area jurisdictions in creating meaningful e-bike safety and enforcement policies and regulations.

A Plan Destined for the Shelf

Ultimately, this update lacks the practical, user-focused, and policy-driven content and enforcement regulations to guide meaningful evolution of the existing or planned active transportation infrastructure within the City of San Ramon. Like many expensive consultant-prepared plans commissioned by City staff, it risks becoming another document that sits on a shelf, disconnected or unprioritized in the City's capital improvement plans, and of no value to resident taxpayers and visitor bicyclists (or passers-through).

Final Request

Again, I respectfully request that this comment be entered into the public record and made permanently accessible alongside all meeting materials.

Upholding the integrity of the City of San Ramon planning process and ensuring complete transparency are crucial steps in fostering responsible, community-centered governance.

Respectfully,

Brian Swanson, AICP

On Fri, Sep 12, 2025 at 10:49 AM City of San Ramon <casramon@service.govdelivery.com> wrote:

The City of
San Ramon



The Transportation Advisory Committee regular meeting will begin at 6:00 p.m. on Thursday, September 18, 2025.

The meeting agenda is now available at [Transportation Advisory Committee Meeting Agenda](#).



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