

Speaker 1: Good evening and welcome to this live telephone town hall. We're happy to have you this evening. We are dialing out to tens of thousands of homes in your area, and on this telephone town hall live tonight, we will be answering your questions with the Contra Costa Transportation Authority. I want to tell you how you can participate in tonight's telephone town hall meeting. You can press zero at any time if you have a question, and we will be taking questions live during this call and hope that you'll press zero if you have a question.

Speaker 1: If you do have a question, but aren't comfortable going live, you can let your operator know and we'll read the question for you. Whatever is most comfortable for you. You can also press seven at any time to submit your email address to get the very latest from CCTA. We have operators standing by to add your email to our information list. It's a great way to keep in touch, so please press seven if you would like to be added to our list.

Speaker 1: We're still dialing out to many of your friends and neighbors and we'll begin in just about one minute. But those of you who have just joined us on the call, we want to welcome you to this live telephone town hall. We're dialing out to tens of thousands of homes in the area, and on this telephone town hall tonight, we will be answering your questions live with the Contra Costa Transportation Authority.

Speaker 1: You can press zero at any time if you have a question. We will be taking questions live during this call and hope to hear from you. So please press zero if you have a question to ask. If you do have a question to ask but you're not comfortable going live, you can let your operator know and we will read the question for you. Whatever's most comfortable for you.

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Speaker 1: We'll also be doing interactive polling questions and we have our first one for you now. And the question is, have you heard of the Contra Costa Transportation Authority before this evening? On your telephone keypad, press one if yes, two if no, and three if you're unsure. Let me repeat the question. Have you heard of the Contra Costa Transportation Authority before this evening? Please press one if yes. Please press two if no. And please press three if you are unsure.

Speaker 1: Go ahead and dial, we'd love to get your feedback. And at any point during the call, you can press zero to ask a question.

Speaker 1: At this time, I'm happy to turn the call over to Randy, the executive director of the Contra Costa Transportation Authority. Randy, take it away.

Randy Iwasaki: Thank you and hello and welcome to this evening's telephone town hall hosted by the Contra Costa Transportation Authority, also known as CCTA. In partnership with the East County Transportation and Planning Committee, known as TRANSPLAN, representing Pittsburg, Antioch, Oakley, Brentwood, and Contra Costa County.

Randy Iwasaki: Thank you for joining our discussion about a new Transportation Expenditure Plan. My name is Randy Iwasaki and I am the executive director of the Contra Costa Transportation Authority. Joining me this evening are Contra Costa Transportation Authority Commissioner and Oakley council member, Kevin Romick, and East County Transportation Planning Committee Chair and Antioch Mayor, Sean Wright. Tim Hale, our agency's deputy executive director for project is also on the call. And we're really looking forward to sharing our plans and taking your calls.

Randy Iwasaki: A few logistics and then we'll get started. If you'd like to ask a question during our question and answer session, which will take place a little later in the call, please press zero on your phone at any time. This call is being recorded. The recording will be posted in the next few days to the Contra Costa Transportation Authority's website at [www.ccta.net](http://www.ccta.net). We're going to limit our responses to questions to two minutes each so we can give as many callers as possible an opportunity to ask their questions on the air. Remember, please press zero at any time to ask a question.

Randy Iwasaki: During this call, we'll also be conducting a few informal polls. Now let's get started with our program. Before we introduce this evening's panelists, we'd like to first begin by asking our first polling question of the evening. Do you feel that reducing traffic congestion on highways and major roads would improve your quality of life as a Contra Costa resident? If your answer is yes, please press one on your phone. If your answer is no, please press two. If you can't decide, please press three.

Randy Iwasaki: I'm going to ask that question again. Do you feel that reducing traffic congestion on highways and major roads would improve your quality of life as a Contra Costa resident? If your answer is yes, please press one. If your answer is no, please press two. And if you really can't decide, please press three. Thank you.

Randy Iwasaki: I'd like to welcome Kevin Romick, who is one of the commissioners on the Contra Costa Transportation Authority board. Welcome, Kevin.

Kevin Romick: Thanks, Randy.

Randy Iwasaki: Maybe you can share briefly what the Contra Costa Transportation Authority is and what do we do?

Kevin Romick: I'd like to do that. The Contra Costa Transportation Authority plans funds and delivers critical transportation infrastructure projects and programs that

connect our communities, increase sustainability, and safely and efficiently get people where they need to go. We keep Contra Costa moving by planning, designing, funding, and managing key projects. Just a few that we have completed in Eastern Contra Costa include the widening of Highway 4, the BART extension to Antioch, including new stations in Pittsburgh and Antioch, improving the safety of the Sand Creek and Balfour interchanges, and completing the new connector ramps at State Route 160 and Highway 4. We also fund Tri Delta Bus and Para transit service, create better access to schools and fund new bike lanes.

Kevin Romick: We're helping to implement creative solutions like new crosswalks that protect pedestrians and working to create a hub for transportation technology in Concord with the GoMentum Station Testing Facility at the former Concord Naval Weapons Station. We also fund transit education programs that teach seniors and people with disabilities how to use transit and how to get where they need to go.

Kevin Romick: And we're entering a new era of transportation where technology is offering intriguing and transformational new solutions to old problems. There's so much we can do now, that we couldn't have done 10 or 20 years ago. It's important that we take advantage of future technology to move people efficiently and safely.

Kevin Romick: Let me give you a few examples. We can use technologies to synchronize traffic lights across and between cities. So, if drive on local streets from Pittsburg to Antioch or Oakley to Brentwood, that means you'll spend less time waiting at red lights, and less stop-and-go means healthier air for our communities.

Kevin Romick: We're also testing new technology that would help protect connections between different modes of travel. Imagine if your BART train is running late and you can send a signal to the bus you need to catch asking it to wait for you so you don't miss your connection and have to wait for the next bus.

Kevin Romick: Additionally, technology and innovation in transportation has come a long way in terms of helping to make car travel safer. Look at how many lives have been saved in traffic collisions by seat belts and airbags. Now, car manufacturers are helping drivers avoid collision entirely by installing sensor technology so your car knows when there's another vehicle, object or person nearby.

Kevin Romick: At the Contra Costa Transportation Authority, we're looking ahead and planning for the next 30 years of transportation in Contra Costa, and that's why we're hosting this town hall. To have an opportunity to hear from you, to share your opinions and what projects and programs matter most to you, and make sure that you are a part of the new Transportation Expenditure Plan we're developing to keep Contra Costa moving.

Randy Iwasaki: Thank you, Commissioner Romick. To the audience, please remember to press zero at any time to ask a question and press seven on your phone if you'd like get emails from the Contra Costa Transportation Authority. I see our phone lines are lighting up, so before we hear from our next speaker, let's take a quick question from the audience. And we're getting a lot of questions about a BART extension. The BART extension to Antioch has been great, but now, what's next? What are we going to do next? Tim?

Tim Hale: That's a great question. We know that BART is a lifeline for East County and eBART has been such a great success, and the extension of BART to Antioch has been such a great success. Ridership and the parking has already met its current demand and so BART, in partnership with CCTA, we're looking at ways to expand parking at the Antioch BART Station, but we're also looking at how to extend that transit out to the city of Brentwood.

Tim Hale: And CCTA was just awarded a grant to actually study a Integrated Transit Connectivity Plan that also looks at this transit extension. And this would look at Brentwood Multimodal Center and the city of Brentwood, and looking at transit connectivity to connect everything from Pittsburg to Antioch to Brentwood and also the city of Oakley with the new San Joaquin train station.

Tim Hale: And so, we know that transit is a lifeline and we want better connectivity in East County.

Randy Iwasaki: Okay, Tim. Since you answered the first question, I'm going to turn it over to you to describe what a Transportation Expenditure Plan is and how your input is important to developing the plan.

Tim Hale: Thanks again, Randy. A Transportation Expenditure Plan is an important planning tool, intended to be a road map for the types of transportation improvements that get funded in the future. Contra Costa currently has a Transportation Expenditure Plan, Measure J, which has helped fund highway, bus and BART projects in the county and expanded bicycle and pedestrian trails.

Tim Hale: With Contra Costa County growing and changing, it's time to be looking at how we can fund transformational transportation options to keep our county moving. A Transportation Expenditure Plan not only directs how local dollars get spent on local projects, but will also help us compete for additional money from state and federal funding sources.

Tim Hale: In the past, we've been very successful at using sales tax dollars to leverage these additional funds, but we can no longer depend on state and federal dollars, as those budgets are shrinking or becoming more restrictive in terms of how countywide agencies, like ours, can use available funds. We need to determine how we can best invest future dollars to make the improvements, the public, that's you on the phone, wants to see and why we're asking for your input.

Randy Iwasaki: Thanks, Tim, for explaining what a Transportation Expenditure Plan is. I want to remind everybody on the phone, please press zero to ask any questions.

Randy Iwasaki: So now I have another polling question. 81% of you have said that reducing traffic congestion would improve your quality of life. One option to reduce traffic is to make bus travel faster and more reliable by creating lanes on major roads and freeways that allow buses to by-pass slow or stopped traffic, which is something that already works in other parts of our country. Do you think this is something we should try in Contra Costa? Please press one for yes. Press two for no. And if you can't decide, please press three.

Randy Iwasaki: I'll ask that question again. 81% of you said that reducing traffic congestion would improve your quality of life. One option to reduce traffic is to make bus travel faster and more reliable by creating lanes on major roads and freeways that allow buses to by-pass slow or stopped traffic, which is something that already works in other parts of our country. Do you think that this is something we should try in Contra Costa? Please press one for yes, two for no, and if you can't decide, press three.

Randy Iwasaki: I want to remind you, if you want to ask a question, please press zero on your phone and also if you'd like to leave your email address so we can keep you up to date on what's happening at CCTA, please press seven.

Randy Iwasaki: We're going to dive into another question and answer portion of the call here in a moment, but before we do, I'm like to turn it over to Mayor Sean Wright, chair of the East County Transportation Planning Committee, or TRANSPLAN, to say a few words about how this Transportation Expenditure Plan will improve the communities TRANSPLAN represents.

Sean Wright: Thanks, Randy. Tim is right. The trends show Contra Costa's population will continue to grow and that will lead to more traffic and more time that you spend trying to get to where you want to go, instead of spending quality time where you want to be. We're trying to fix that because we don't like being stuck in gridlock any more than you do.

Sean Wright: And fixing the problem is going to require that we look at the transportation system holistically. We've already done a lot of good work, like the widening of Highway 4 and the BART extension, and we want to build on that legacy. We know there are some frustrating commutes out there on Highway 4 and that's why TRANSPLAN, an association of cities and transportation agencies in East County, is proposing the following improvements for the transportation network.

Sean Wright: Number one, addressing the traffic bottlenecks on Highway 4 by adding more eBART cars to the service between Antioch and Pittsburg, Bay Point and exploring the extension of transit to Brentwood, and upgrading Park and Ride lots to serve as a hub for transit and other forms of shared mobility.

Sean Wright: We also want to improve access to the Byron airport to make it a viable airport for the future, which includes improving Vasco Road and Byron Highway, building a connector between the two roads, and upgrading the interchanges at Marsh Creek, Walnut and Camino Diablo.

Sean Wright: We want to improve our infrastructure. Our infrastructure is an important part of attracting new job centers to Eastern Contra Costa County so that our residents hopefully won't have to commute across and out of the county in the future for work.

Sean Wright: We're also looking at how we can bring ferry service and better rail connections to Eastern Contra Costa County. And we plan to continue to invest in transportation services that provide mobility options for seniors and people with disabilities. We want to provide you with more reliable alternative modes so you don't have to use your car for every trip and make investments that reduce emissions and improve air qualities, such as electrical vehicle charging stations.

Sean Wright: We're turning to the public now because we want to know which transportation solutions you think should be funded in your neighborhoods to help keep Contra Costa moving.

Randy Iwasaki: Thank you, Mayor Wright. Okay, now let's take some questions. Eleanor in Brentwood. Are you still on the phone, Eleanor?

Eleanor: Yes. I wanted to know when you intend to open the Sand Creek Road all the way from the streets of Brentwood to Deer Valley?

Randy Iwasaki: So, that project is being worked on as we speak. There are developers that are going to develop along in that area and they're going to build sections of Sand Creek heading toward the east, away from the streets of Brentwood. The last piece will connect near Kaiser Hospital and that's the last piece that we're trying to figure out where do we get the funding to make that connection. So this is a very important project for East County because it helps alleviate some of the pressure on Deer Valley Road. So, hopefully that answers your question. It is a priority and we are working on it. Thank you for the question.

Randy Iwasaki: The next question is Mark in Antioch. Mark, are you still on the phone?

Mark: Yes, I was wondering, when you expanded BART to Antioch, why they didn't include paper ticket sales there? You have to have the Clipper Card and not everybody gets a Clipper Card. There would be more use if you could buy a paper ticket at the station. And the other thing is, of course, the parking is abysmal after 6:30 in the morning. So, that would help move a few more people if they could have better access.

Tim Hale: Thank you for that question, Mark. This is a good opportunity to talk about a couple things. One is our expanded platform to provide better payment systems for transit throughout all of Contra Costa County. And so we're looking at ways to make sure that there's a uniform payment system across all of the different transit operators and we're doing this through what we're calling an Integrated Transit Plan.

Tim Hale: The other aspect of that to your question is the parking at Antioch BART station. So, CCTA, in partnership with BART, BART will start working on construction of expanding that parking lot later this year to add approximately about 800 parking spaces. And so those are just two items.

Tim Hale: And then, in the Expenditure Plan, we are looking at ways to continue to expand BART stations, parking lots, for making sure we can accommodate multiple mobility options, which we are now calling Shared Mobility Hubs, where there is an integrated connectivity between all mobility options, and that including biking and walking and driving and transit, as well as taking On-demand Shuttles. And so, On-demand Shuttles has been a success already in East County. Tri Delta Transit just started what's called "Tri My Ride" and it's an On-demand Shuttle service where you can actually call a shuttle from your phone, and it can be able to take you anywhere in East County. And we plan on expanding those types of services in the future through this Expenditure Plan.

Randy Iwasaki: Thank you for that question. Please press zero on your phone if you'd like to ask a question. If you're interested in getting updates via email from CCTA, please press seven on your phone. The next question comes from Randy in Discovery Bay. Randy?

Randy: Oh, hi. Are you there?

Randy Iwasaki: Yeah, we're here. Thank you for [crosstalk]

Randy: Okay. I live out in Discovery Bay and I was just wondering, this call caught me off guard, but, there doesn't seem to be any bus transportation out here, like to get into Brentwood. It seems like it would help out a lot on old Highway 4 there or the Brentwood Boulevard or whatever it's called now. And, maybe a bus service by the Community Center here in old Discovery Bay? It's grown a lot. A lot of people out here. A lot of teenagers maybe go to the show in the streets of Brentwood, the movies and take a lot of cars off the highway. And you could go to the restaurants and things, but there's no service at all.

Randy: And, I also wonder about old J4 going down to Tracy, it's just a parking lot. It's a awful dangerous road and it's full of trucks and people. I was wondering why there's no service that way either for people? That's my question right now.

Kevin Romick: Randy, this is Kevin Romick. Maybe I can answer a couple of your questions. Bus service would be provided by Tri Delta. I sit on the board of directors for Tri

Delta and I will bring that up at our next meeting to figure out what the reasons are we're not servicing Discovery Bay and if we are, what options we have for there.

Kevin Romick: As far as the J4 down to Tracy, we've looked at that for a number of years and it's been on our project list. Right now, the last estimate was over a billion dollars to build from here all the way to Tracy with a connection to 205. And so, what we've done under the current plan, and we're looking at, is we've broken up that project into several sub-projects that are a lot more easy to manage and to get bids on.

Kevin Romick: Right now we're going through the environmental process. We have a RFP out for the environmental study, to study the whole link that will determine what options are available and how we're going to do that. And then we'll get more specific after that and look at specific projects. We're looking at connectors from Vasco to the airport and then from the airport to J4 of the Byron Highway, and moving traffic in and out of downtown Byron and enhancing the work along the way as we go.

Kevin Romick: So that is in this plan and is something we're working at right now.

Randy Iwasaki: Thank you for the question. The next questions comes from Joanne in Antioch. Joanne, are you still there?

Joanne: Hello?

Randy Iwasaki: Hello. How are you?

Joanne: I was wondering, if you don't have a car, sometimes it's hard to take things on the bus. How would you do it without BART or anything? I mean, I don't have a car right now.

Randy Iwasaki: So, your question is, you don't have a car right now, but you choose not to use BART? Or you want to connect to BART?

Joanne: No. I don't have access to it right now, anyway. I haven't got a car to get there if I had one.

Randy Iwasaki: So, we're looking at, in the Expenditure Plan, there's additional dollars for a new service to provide connectivity. In the case of East County, we know that there's no parking available at Hillcrest parking lot to access BART by 6:30, 6:45 in the morning, but you have more people wanting to utilize the BART system. And so, we've got some dollars assigned here that would be available for Tri Delta Transit to expand their service and we're trying to expand the service to where people want to go, and there's a lot of people in Antioch area that want to get to Hillcrest and hop onto BART and go on to work or wherever else you're going

to go to. So that's one option, is expanding bus service to provide an opportunity.

Randy Iwasaki: We also are testing self-driving vehicles. In San Ramon is a feeder system. Your issue is a first and last mile solution is what you're looking for, first and last mile solution, and so there's future technology that may help answer some of the questions to provide, even though you don't own a car, to provide you with mobility options to get you from point A to point B. And so, stay tuned. But in the interim term, we're looking at trying to provide more circulation options for you in Antioch to get the BART station.

Randy Iwasaki: Okay. We're going to ask another polling question, but before I do that, please remember, press zero to ask a question. So the next question is, in the next 25 years, a third of the population in Contra Costa County will be 65 years and older. Is it important to you that the Contra Costa Transportation Authority invest in more transportation options for seniors and members of our community with disabilities? Please press one for yes. Press two for no. And if you can't decide, please press three.

Randy Iwasaki: And I'll repeat that question again. In the next 25 years, a third of the population in Contra Costa County will be 65 years and older. Is it important to you that the Contra Costa Transportation Authority invest in more transportation options for seniors and members of our community with disabilities? Please press one for yes. Press two for no. And if you can't decide, please press three.

Randy Iwasaki: Thank you very much for participating in that quick poll.

Randy Iwasaki: Now that you have a basic understanding out what our agencies are working on and the purpose of the Expenditure Plan, we'll open up our discussion to the community for questions. More questions here.

Randy Iwasaki: So, the next question is from Lisbeth in Brentwood.

Lisbeth: Hi. Thank you so much for this. This is awesome. I wanted to know if you're planning to put a BART station in Brentwood and if so, where?

Tim Hale: So thank you for that question. This is the transit extension that we're looking at, goes to Brentwood, and so there is a number of ways that we could do that. We could do that with extending BART, we could use that in terms of Bus Rapid Transit and other opportunities, but the actual transit center where a potential BART station could go, is in between Lone Tree and Sand Creek. And CCTA is actually working on a project right now from Mokelumne Bridge to actually complete that vital gap in that trail system. And that would be a pedestrian over-crossing, over State Route 4 and between Lone Tree and Sand Creek.

Tim Hale: And that would be the potential location for a transit center, initially, for Tri Delta Transit, and this would be part and parcel to our Shared Mobility Hub

concept to provide and extend transit opportunities and connectivity between Oakley and Brentwood and Antioch, at this, what we're calling the East County Multimodal Center.

Randy Iwasaki: So that bridge project, Tim, is ready to go at the end of this year. We're going to advertise it assuming we can close the funding gap. So, we'll have access to the median and so there'll be a train, you'll exit future transit facility in the median, and then you'll go to the Intermodal Center to get your vehicle or your bicycle.

Randy Iwasaki: Okay, please remember, if you want to ask a question, press zero on your phone. The next question is from Louise in Brentwood. Louise?

Louise: Hello.

Randy Iwasaki: Hi.

Louise: My concern is more about traffic signals in this area between Brentwood and Antioch. In particular, the intersection where Coles is, every time I go through that intersection, five people go through that red light. I do believe that the lights are not synchronized correctly because there's no way that many people, on an ongoing basis, should be going through the red lights.

Sean Wright: Yeah, thanks Louise. This is Mayor Wright from Antioch. This is something that affects both of, all of our communities actually. In this Measure, in the concert with the local cities and towns, the plan will implement new and innovative technology solutions to manage traffic flow by connecting and synchronizing traffic on local roads with freeway ramps and freeway systems. It's going to help, to be able to help us, to be able to time those lights better so that traffic moves more freely, and as it does, it's going to save on gas and a lot of other things and time for all of us. So, thanks for your question.

Randy Iwasaki: Our next question is from Barbara in Brentwood. Barbara?

Barbara: Oh, hi. My concern is, we're talking about everything in the opposite direction of a very dangerous commuter road, and that's Vasco. Is anybody thinking about doing something about Vasco Road to alleviate all the traffic that is there?

Kevin Romick: Barbara, this is Kevin Romick from city of Oakley and CCTA. Part of our program is looking in that direction. We're looking at improve, widening Vasco and looking at the Camino Diablo intersection and improving that intersection so that we can get from there to the Byron airport. And there are parts of the Vasco Road that we can make improvements to, but the far southwestern part of Vasco is in Alameda County, which is a challenge for us. But, we have made improvements on Vasco in a number of locations and we will continue to look at where there may be some other issues and how we can improve that flow.

Randy Iwasaki: The other thing I'd add to that Vasco Road is that, we have a Phase Two Safety Project that the county had designed, but didn't have the funding for. In the recent RM-3, which it was a toll increase, there's 15 million dollars in that allocation for finally building the Vasco Road Phase Two Safety Project. So there's some improvements on their way, and so, it can't happen fast enough, so we're working very hard to try to get access to those dollars. So, that's a great question. Vasco Road is a heavily used commuter route.

Randy Iwasaki: There's a number of questions about 242, Highway 4 and the eBART corridor. So, Tim, do you have an answer how to modernize 242 and Highway 4 and the eBART corridor?

Tim Hale: Yes. So, I'm not sure if everyone knows, but CCTA actually was the lead on constructing a large portion of widening Highway 4 and extending BART out to Antioch. And so, with that large investment, now we're looking towards the future to better understand how to make sure we can manage traffic flow and using innovative technologies to really coordinate traffic flow between the local roads, the ramps and the freeway, to make sure that we're kind of smoothing out the traffic flow and managing the traffic along the entire corridor, all the way down to actually 684 Interchange.

Tim Hale: And so, another part of this Expenditure Plan is actually looking at operational improvements on State Route 4, between 242 and Bailey. And so, as everyone knows, there's a huge bottleneck there on State Route 4, leading up to the 684 Interchange, and so this plan has substantial amount of funding to look at operational improvements there and also, look at completing the 684 Interchange by looking at direct connectors to be able to replace two of those existing loops at the 684 Interchange. That way, you'll eliminate weaving and congestion in between those loops and improve safety. And you'll have direct connection, directly to 680 to go south or north.

Randy Iwasaki: So what Tim refers to when he talks about direct connectors it's much like the interchange at 164. In the old days, before we finished the interchange, you had to go through Oakley in order to get to Brentwood and/or make a U-turn at Hillcrest in order to get to Brentwood as you crossed the Antioch Bridge heading to the west. And so, we fixed that. And so now you can directly access State Route 4 right into Brentwood. And so, we're trying to do the same thing at that interchange.

Randy Iwasaki: The next question comes from Ramona in Antioch. Ramona?

Sean Wright: Hi, Ramona. This is...oh-

Ramona: I'm still here.

Sean Wright: What's your question Ramona?

Ramona: My question is, when is Antioch going to take care of its roads. Not just the small ones, but the main thoroughfares are full of pot holes. When do they plan on fixing that?

Sean Wright: And that's a great question Ramona. Just a couple months ago, we finished Lone Tree and just last week we were working on [inaudible] Street and there's some other major thoroughfares that need help. What this Expenditure Plan does, one of the things is, in order to do all those roads, we need money, and this Expenditure Plan has some direct return to source money that comes directly back to the cities and allows us to be able to have the funds to be able to work on more and more of those thoroughfares. So, we are working on some, but hopefully this will be a means to us being able to drive and do a lot more of those. So thanks for your question.

Randy Iwasaki: Please remember, if you want to ask a question, press zero to ask any question. And, if you'd like to get emails from CCTA, please press seven. Jasmine? Are you there?

Jasmine: Yes, I'm here. I have a question about the intersection at Railroad and the Highway 4 entrance/exit. There's a lot of congestion there as pedestrians are getting off of the eBART and the traffic just bottlenecks. And so, my questions is around the time of the lights, and, is there any plan to alleviate the congestion that happens right there at that intersection?

Randy Iwasaki: Jasmine, this is Randy. Thank you very much for that question. What we'll do is, we'll go take a look at the intersection and if it's a metering light and/or the signal lights that operate the local streets, we'll figure it out and make sure that it's operating correctly. So, what you brought up is a choke point, or a point of conflict, and so we have to go out and send an engineer and take a look at that and then we'll post what we find on our internet, on our website and so we'll try to get you the information back to you. So thank you for that question.

Randy Iwasaki: So the plan...this is another question about ferry service. The plan talks about ferry service and rail service in East County. So, can you please exactly tell us what that would be?

Tim Hale: So, that's a great question. We are looking for giving people a lot of alternatives to move around in East County, so that way you don't have to use your car. And so, we've been talking a lot about transit service, but another option would be to take a ferry from Antioch over to Martinez. And so, what that'll be able to do is connect you to the Amtrak train station in Martinez and also directly with BART through another transit service.

Tim Hale: And so we're basically looking for better ways for people to get around and better access different opportunities to move around. And so, with that, and I've already mentioned this once, but through this grant that we got in terms of the Transit Integrated Plan, this is looking at how we're going to connect that

ferry service, the new station in Oakley and San Joaquin, as well as Antioch BART station, Pittsburg BART station and then this proposed transit extension off the Brentwood, and looking at how we're all going to integrate that on top of providing On-Demand Shuttle services to provide more mobility options for you to get around in East County.

Randy Iwasaki: I want to remind you again, if you'd like to ask a question, please press zero on your phone.

Randy Iwasaki: The next question, Wendell?

Wendell: Yes. Earlier you folks mentioned looking at the transportation improvements as a way to try to track more industry into Contra Costa County. What other partnerships are you doing, perhaps with the cities here in the area, Antioch, Brentwood Pittsburg, to try and attract more tech companies and other large employers so that way folks don't have to commute out of the area, thereby reducing the load that's on Highway 4 and Brentwood and areas like that? I mean, on Highway 4 and on Vasco Road?

Sean Wright: Thanks Wendell for that question. Antioch, Pittsburg, Brentwood and Oakley are actually all working together on a four-city project to try to really work together and market the area together instead of city by city. So our city managers and our mayors are coming together and we're doing that as partnership. And that's something that's going to be rolling out here near the end of the year. So, that's going on.

Sean Wright: In this Expenditure Plan, we're asking for money for the Byron airport, to connect the Byron airport, which we see as a major opportunity for employers to be able to come and utilize that hub of Byron airport, and that would all be reverse commute for any of the jobs that come there. So, that would be a help there.

Sean Wright: And there's another major project that's going on right now, that's about to get kicked off in Oakley, so I'm going to go ahead and turn it over to council member Romick to talk about that project.

Kevin Romick: Yeah, at the old DuPont Processing Plant on Bridgehead Road. After about 20 years of trying to sell the property, we hope to have an announcement in September with sticks in the grounds and building before the year is out. With a new company coming in, providing 800 to 1500 jobs in Phase One, as Mayor Wright mentioned, the Byron airport. There is funding throughout this whole project to help incentivise business to come out here by providing some dollars to help road improvements to get to business districts and business centers.

Kevin Romick: As we know, a lot of what we have here is a lot of open land, but no way to get to it and depending on developers to build all the road networks in order to

reach these new job centers. We're trying to incentivize that with some dollars from this program.

Randy Iwasaki: Great question. Thank you for that. The next question comes from Ally in Brentwood. Ally?

Ally: Yes, thank you for doing this. This is great. I have one question. There is such a traffic jam on Highway 4. If you're trying to get out or get in at peak hours, it's impossible. I want to know if there's anything in the future that we could have another road, or something, to ease the traffic?

Randy Iwasaki: So, let me try to answer that question first and maybe I'll have Tim follow up because we just released a request for proposals to study the area that you're concerned with. So on East Vasco, on Vasco Road, it was widened a few years ago for a short stretch by the county of Contra Costa, and then they designed an extension of that widening heading toward the east, but they ran out of money. And so, we have some dollars available to widen Vasco in the east direction in Regional Measure 3, which was the three dollar toll hike.

Randy Iwasaki: And so, Tim is working on environmental document to study, not only Vasco, Byron, the connector between the airport, Vasco and Byron, but also maybe a potential transportation route out the backside of East County. Tim, maybe you want to spend a few moments talking about that?

Tim Hale: Yeah, we're really excited about this project because we're looking at, if you see Highway 4 that is going out to Balfour that we've been spending a lot of time on, this project would actually look at kind of extending that look and feel of Highway 4 all the way down to the Byron airport. So, we're talking about having a barrier in the median, and widening, and making sure that there's essentially four lanes of Vasco Road that would continue to go down.

Tim Hale: And the real positive thing of this is that, in order to get access to the airport and Byron Highway, you have to go through Camino Diablo, go through the city of Byron, and it's unsafe and it causes a lot of congestion. And so, by extending, widening Vasco and then connecting Vasco and Byron Highway south of the city of Byron, it really provides that direct access out to Byron airport, all the way down to 580, and it really provides, I'll say, a back door from East County all the way down to, say 580, I-5 and 99, and really that's able to provide better and greater access to really compliment the existing Vasco Road that goes down to 580.

Tim Hale: And so, that whole project were actually just studies kicking off the environmental process, and then we're looking forward to starting the first phase of that, which would be the connection of Vasco and Byron to really bypass Byron Highway, to bypass the city of Byron.

Randy Iwasaki: So, if go on to www.[inaudible 00:41:27].net, you can take a look at a previous study that we did a few years ago that jump-started this environmental study. And so you can see the various routes that were studied. So thank you for the question.

Randy Iwasaki: Pamela from Bay Point?

Pamela: Yes, hi. It's a two-part question. One is regarding what the plans are for the area in the north Naval Weapons Station that's going to be developed between Willow Pass Road and 680 area and going toward east, you know, that whole area in there where the Naval Weapons Station comes up to Highway 4, what the plans are because that's all going to developed? What the access roads are being considered?

Pamela: And the other question is, what are the legal requirements of developers that they're building all these housing, are they required to...I know they're supposed to have some fees, but what is the status? Is it enough to help provide, mitigate, some of the greater transportation needs because of their extra housing? I don't know what the law is about that.

Randy Iwasaki: Two-part question. Great, great question. I'm going to have Tim take the second one about the fee program because it's in our Expenditure Plan. There's some principles and policies that the city is going to have to [inaudible] adhere to in order to get some of the sales tax dollars.

Randy Iwasaki: But the plan for access in the Naval Weapons Station is off of...you've got Byron and you've got Marsh Creek Road and you've got the other, Willow Pass. So, you've got the various roads that are currently there, and that's how you're going to access the...what is the one?

Speaker 18: You've got Willow Pass, you've got Bailey Road-

Randy Iwasaki: Oh, and Bailey, that's it.

Speaker 18: Yeah. Yeah.

Randy Iwasaki: Yeah. So you've got Bailey.

Kevin Romick: Willow Pass, Bailey Road and then [inaudible] on the far end from East County accessing that, yes.

Randy Iwasaki: Yeah and then State Route 4, you can have access. So, the whole Naval Weapons Station isn't all going to be homes. And so, the first conveyance went to East Bay Regional Park District and if you look at a plan view, from a bird's eye view, there's a creek that runs through the Weapons Station. Everything toward the mountain is going to East Bay Regional Park District. Everything to the south, south of that area, bottom of that, or actually, it'd be, in this case, to

the west, that's going to the city of Concord. And the first phase is going to be developed right around the Concord BART station.

Randy Iwasaki: And then on the north side of State Route 4, that area is going to go to the county to be used for training purposes. So, there's not going to be any houses out there. So the area that you're concerned about would be to the west of the creek, all the way to where the fence is in Concord. And the first phase is around the BART station. So, Tim?

Tim Hale: I just wanted to add that the homes that are being planned for that area, I just wanted to say that they're actually planning, not just homes, but essentially they're planning a future campus district, they're planning areas for retails and shopping and so forth. And so they're really planning this first phase around the north Concord BART station to provide, make sure there's greater access to BART and transit, so that way people living in this community may not have to rely on driving and accessing roads and freeways.

Kevin Romick: Could you maybe address her concerns about fees? A concern we all have in East County is that we pay our fair share, new housing pays their fair share in East County, we want to make sure that the developers at the Naval Weapons Station are paying their fair share for the mediation and talk about our policies and how we're going to make sure that that happens?

Tim Hale: So, in the Expenditure Plan, there's actually an advanced mitigation program. And so, one of the two things that we need to look at in the future is how to mitigate environmental impacts. In order to do that and access the funds, we have to access that program. But one of the new things that we're having to look at is actually vehicle miles traveled and greenhouse gases. And so the authority, through this Expenditure Plan, is going to be looking at an innovative way to be able to mitigate for vehicle miles traveled and greenhouse gas emissions.

Tim Hale: And so, one of the things that the Central County and East County's also do is they have a local regional fee program. So in East County, there's an East Contra Costa Regional Fee Program that takes credit...charges a fee for every home that's developed, in order to be able to mitigate for transportation improvements in East County. And there's a similar program in Central County.

Randy Iwasaki: So, we are working on it. Your concern is valid and so we're going to make sure that we gather enough dollars in order to mitigate those impacts from all those houses that are going to get built.

Randy Iwasaki: So, we have a number of questions about traffic flow on major streets and what do we mean by that and what streets are we talking about, so maybe Tim, can take a crack at that?

Tim Hale: So, in this Expenditure Plan, we're looking at, not just freeways and interchanges, we're also looking how to better modernize your local road system and so we're doing that through a number of ways. We're doing that looking at paving and bicycle and pedestrian facilities, as well as transit facilities, and we're also really focused on some of the major thoroughfares in our county and specifically in East County.

Tim Hale: We're looking at Sand Creek, [inaudible] Avenue, West Leland Road, Deer Valley Road, Main Street in Oakley. We're looking at these large, heavily used thoroughfares and using this funding to really overhaul these large roads to make sure that they provide better access for all transportation options, and making sure that we are improving traffic flow through synchronizing traffic signals and providing more improvements and safer improvements for walking and biking, and providing more timing for transit in these corridors as well to able to move more people through these corridors. And so there's an improve traffic flow / major road category in this Expenditure Plan.

Randy Iwasaki: I'd like to pose another question to our audience, but once again, if you'd like to ask a question, please press zero. So the question is, do you think CCTA should invest in efforts to reduce the number of cars on the road, encourage the use of zero emission vehicles and install a network of electric vehicle charging stations to help keep Contra Costa residents and air quality healthy? Please press one for yes. Press two for no. Or press three if you don't know.

Randy Iwasaki: I'm going to ask the question again. Do you think CCTA should invest in efforts to reduce the number of cars on the road, encourage the use of zero emission vehicles and install a network of electric vehicle charging stations to help keep Contra Costa residents and air quality healthy? Press one for yes. Press two for no. Or press three if you don't know. Thank you.

Randy Iwasaki: So, the next question comes from Liz in Antioch. Liz, are you there?

Liz: Oh, yes. My question was, I live in Antioch, and I've observed that there are a lot of large buses making stops around the city and most of them are empty every time I see them. It's difficult to see because the windows are darkened, but I can tell that most of the time these buses are very empty, and I was wondering if they should downsize the buses to make them more efficient?

Kevin Romick: Yeah, Liz? Kevin. As I mentioned earlier, I sit on the board of directors for Tri Delta Transit. We have a number of innovative programs that we're currently working on under a big banner called Mobility Management. How do we get people to and from their destination in the most cost effective way and the fastest way? Right now, buses are limited because we have specific routes that we need to take to accommodate as many people as we can. Sometimes they're inefficient because, obviously, there is a route to take, there [inaudible] people available. So, that is a question we ask ourselves all the time, what is the most efficient way of moving people?

Kevin Romick: But we've got a number of programs we're working on. We've already talked Tri My Ride, school-pool, where we're asking kids who don't have school bus provided to them, to use local transit to get to school and we'll help them with that process. And so, this is something that is near and dear to our hearts and things that we're looking at improving.

Randy Iwasaki: You're also looking at some On-Demand service, so that, if it works right, you can eliminate some of those other routes that, in theory, don't have a lot of people riding on them because they can find a more effective and more efficient way of going from point A to point B.

Kevin Romick: Right, that's kind of what we're doing with Tri My Ride. Basically what we've done is we've taken a neighborhood in Pittsburg near the BART station and a neighborhood in Antioch near the BART station, and, from your phone, you can schedule someone in a smaller bus to come by and hopefully pick up other people along the same line and take you from your home to the BART station.

Kevin Romick: I mean, it's somewhat limited right now where we'll take you from your home to the BART station and back from BART station to your home, and like I say, right now it's limited to neighborhoods in Antioch and Pittsburg, but as we build this program, and build it out and see how it works right now and expand it in the future, there may be ways of eliminating bus routes because we're able to handle this in a different fashion.

Randy Iwasaki: So, there are a lot of questions about traffic signal timing and you're getting irritated because you're stopped at night and there's nobody else around. I have the same issue. And so, we're working on technology to not only sync the lights, but make them smarter so that they can detect if you're the only person approaching the signal light. You're going to get a green light because, as we all know, when you sit and stop, you're idling, you put out more pollutants.

Randy Iwasaki: And so, part of our goal is to reduce the amount of greenhouse gases our transportation system totally emits and also try to clean the air. And so, we're trying to find, in the next generation of technology, to make our transportation signal system a lot smarter so you, in the future, you won't be sitting at the red light when nobody else is around. So we share your concern and we share your frustration, so thank you for those questions.

Randy Iwasaki: Robert in Antioch? Robert?

Robert: Yes. Hello.

Randy Iwasaki: Hi.

Robert: Hey. I'm just...how you doing today? There is a question. The eBART ends at Hillcrest and it ends right next to the Union Pacific's Mococo line that goes all the way to Tracy. Tracks are intact. Union Pacific hasn't run a train on that line in

20 years through Antioch. I live right next to the line here in Antioch. And, it's old, but needs some rehab and what have you, and, why doesn't BART, they may have negotiated with Union Pacific, I know UP is not the friendliest people to negotiate with but, why can't they just build a side track to connect with them? Rehab the Mococo line to Tracy and you could connect with the Ace trains, eBART could go all the way, I mean, it would be a complete system. It seems like, the tracks are already there and not being used. It goes right through downtown Byron, Brentwood, Oakley... I just was curious. Does anybody have an answer on that?

Kevin Romick: The original design for eBART was to use the Mococo line, but we couldn't work out a deal with Union Pacific for that.

Robert: I figured.

Kevin Romick: Yeah. And so we modified the eBART to go down the median on Highway 4 instead of using the Mococo line for this process. But along with those same lines of alleviating traffic, right now, the city of Oakley is working with the BNSF line, the Amtrak that runs, the San Joaquin line, that runs from Bakersfield into Oakland and goes through Antioch. We are working for another station to be put in in Oakley and the San Joaquin Amtrak is working on a commuter run that will either run from Merced or Modesto to Oakland, two in the morning, two in the afternoon right now with a stop in Oakley, and get you from Oakley to Oakland in the morning in fifty minutes from, like I said, downtown Oakland to Oakley to downtown Oakland in fifty minutes in the morning, which would hopefully be able to draw a number of riders off the freeway and on to using trains.

Sean Wright: And I'll just say Robert, that train would stop in Antioch as well.

Randy Iwasaki: There's always competition between the cities. There's a lot of questions since I asked the polling question about EV use. Tim, maybe you can talk about what we're doing about electric vehicles?

Tim Hale: Thank you, Randy. Yeah, we know that clean air is really important to you and CCTA is really committed to improving air quality. And so, we just completed an electric vehicle readiness blueprint to really look at ways in Contra Costa County to prepare the infrastructure for this emerging fleet of electric vehicles that hopefully all of us will own one day. And through this, this fleet of electric vehicles, would really help reduce greenhouse gases, and we actually have a goal to have a 58% electric vehicle fleet by the year 2050 in order to meet state mandates to reduce greenhouse gases by 80% of 1990 levels.

Tim Hale: And so, I know that's a little technical but, that stresses the importance and the commitment that CCTA has to prepare the infrastructure for these vehicles so we can meet those goals and clean the air for you.

Randy Iwasaki:

Thanks, Tim. Unfortunately we're running out of time, but before we say goodnight, we want to thank everyone who joined the call. Public comments from this evening's call and other feedback will be shared with the Contra Costa Transportation Authority board during their August meetings about the Transportation Expenditure Plan. If we didn't get to your question or comment tonight, we'd like to remind you you can always visit our website at [www.ccta.net/theplan](http://www.ccta.net/theplan), if you'd like to learn more, hear a recording of this town hall, or take the online survey. We hope to hear from you and thank you for participating in tonight's telephone town hall. Goodnight.