

Speaker 1: Hello, we have a couple of people who dialed in early on our in down participant line. You're on with Contra Costa Transportation Authority. We'll be getting started with the live forum in just a moment here. If you already have a question in mind that you'd like to ask during this live forum, you can do that by pressing zero on your phone at any time. Zero, again, you'd like to submit a question into our forum. You'll have the opportunity to ask your question live, however if you prefer not to ask your question live, you can let your operator know that. I'm happy to read it over the air for you.

Speaker 1: We're going to wait just a moment here, we're dialing out to thousands of Contra Costa residents right now. We'll be getting started with our live forum any second now. In the meantime, I'll tell you how you can participate in this live event. This is a live tele town hall, and welcome to it. As we move through this forum, be listening and thinking about questions you'd like to be asking in the live event. You can press zero at any time to submit a question. You can either ask that question live, or when you press zero, you can let your operator know that you prefer to have me read your question over the air instead of bringing you live. Whatever is more comfortable for you. Again, zero at any time to submit a question.

Speaker 1: We'd also like to give you the opportunity to sign up for email updates from Contra Costa Transportation Authority. You can do that by pressing seven on your phone. Again, press seven on your phone now or at any time during this forum, and we'll happily get your email address, and make sure we keep you better updated moving forward. Again, this is a live forum, and welcome to it. We're dialing out to thousands of Contra Costa residents right now, and we'll be getting started in a second.

Speaker 1: You may have just join us, and if you have, I'll let you know you can press zero to submit a question at any time. You can press seven if you'd like to get email updates. We'll also be running some survey questions throughout this forum, and you'll have the opportunity to vote in those polls using your phone. So listen in as we run those polls, and vote as you listen with the corresponding digits on your phone. I'll make sure to read every poll twice so that you have a chance to vote.

Speaker 1: Once more, this is a live telephone town hall meeting. Welcome to it. We'll be getting started in about thirty seconds. A reminder that you can submit a question at any time by pressing zero. You can ask your question live, or you can let your operator know that you'd like me to read your question over the air. Whatever is more comfortable for you. You can press seven to give us your email address to get updates, and we're going to get started now. It's my pleasure to kick off this live telephone town hall meeting by turning it over to Randy Iwasaki. Go ahead please, Randy.

Randy Iwasaki: Hello, and welcome to this evenings telephone town hall, hosted by the Contra Costa Transportation Authority, also know as CCTA. In partnership with the

South West Area Transportation Committee, also know as SWAT, representing Danville, Lafayette, Moraga, Orinda, San Ramon, Alamo, and Contra Costa County.

Randy Iwasaki: I have the first polling question. The first question is, have you heard of the Contra Costa Transportation Authority before this evening? Press one for yes, press two for no, and if you're not sure, please press three. And I'll repeat that question again. Have you heard of the Contra Costa Transportation Authority before this evening? Press one for yes, press two for no, or press three if you're not sure.

Randy Iwasaki: My name is Randy Iwasaki, and I'm the Executive Director of the Contra Costa Transportation Authority. Joining me this evening are Contra Costa Transportation Authority Vice Chair, and Clayton City Council Member Julie Pierce. Contra Costa Transportation Commissioner and SWAT Chair, Dave Hudson. Former Lafayette City Council Member and Contra Costa Transportation Commissioner Don Tatzin. City of Orinda City Council Member, and MTC Representative, Amy Worth. And Teresa Geringer, City Council Member from the city of Lafayette, and Commissioner of the Contra Costa Transportation Authority. And we're 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 CCTA.net.

Randy Iwasaki: 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. During this call, we'll also be conducting a few informal polls.

Randy Iwasaki: Now, let's get started with our program. Before we introduce this evenings panelists, we'd like to begin by asking our first 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 the answer is yes, please press one. If the answer is no, please press two. And if you can't decide, please press three. I'll 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 yes, please press one. If no, press two, and if you can't decide, please press three. Thank you for participating in the polling question.

Randy Iwasaki: I'd like to welcome Julie Pierce, who's the Vice Chair of the Contra Costa Transportation Authority Board. Welcome, Julie!

Julie Pierce: Hi, Randy!

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

Julie Pierce: Absolutely, thank you. 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 residents moving, by planning, designing, funding, and managing key projects, such as the Caldecott Fourth Bore project. The widening of Highway 4. The BART extension to Antioch, as well as bus and para transit service, creating better access to schools, and funding new bike lanes.

Julie Pierce: CCTA funds a program known as TRAFFIX in Danville and San Ramon, and the Lamorinda school bus in Lafayette, Moraga, and Orinda, that provide school buses to schools along some of the most congested corridors in the area. We're helping to implement creative solutions, like new crosswalks that protect pedestrians in Walnut Creek, and we're working to create a hub for transportation technology in Concord, with the Gomentum Station test facility at the former Concord Naval Weapons Station.

Julie Pierce: We're also funding transit education programs that teach seniors, and people with disabilities, how to use transit to get where they need to go. And we're entering a new era of transportation, where technology is offering intriguing, and transformational new solutions, to old problems. There is so much we can do now, that we could not do ten or twenty years ago. It's important that we take advantage of future technology to move people efficiently and safely.

Julie Pierce: Let me give you just a few examples. We can now use technology to synchronize traffic lights across and between cities. So if you drive on local streets from San Ramon to Danville, or Orinda to Lafayette, that means you'll spend less time waiting at red lights. And less stop and go means healthier air for our communities. We're also testing new technology that will help protect connection times between different modes of travel. Imagine if your BART train is running late, and you could 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. And finally, 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 collisions entirely by installing sensor technology, so your car knows when there's another vehicle, object, or person nearby.

Julie Pierce: At the Contra Costa Transportation Authority, we're looking ahead, and planning for the next thirty years of transportation in Contra Costa. And that's why we're hosting this town hall. To have an opportunity for you to share your opinion about what projects and programs matter most to you. And make sure

that you are part of a new transportation expenditure plan we're developing to keep Contra Costa moving.

Randy Iwasaki: Thank you, Julie. Please remember to press zero at anytime to ask a question. Our first question is being asked by Sally. Sally's from Orinda.

Sally: When are you going to provide more parking places at BART, and clean up the BART trains, so that they're pleasant and safe to ride on.

Amy Worth: Thank you Sally. Thank you for that question, and this is an issue that we share your concerns and when we talk to our Contra Costa voters, they said one of their highest priorities is to make BART safer, cleaner, and more reliable. And there are funds in this measure to help do that. To help secure the stations, to help maintain the access to BART, and to make the cars cleaner, and make BART safer. Parking continues to be a challenge, because so many people want to get onto BART. So there are funds in this measure to do two things in terms of access to BART. One is to look at expanding automobile access to BART in things like satellite parking, so we could have shuttles from those parking lots to the BART stations. And the second thing is to increase access to BART so you don't have to take your car. Whether it's through our existing county connection and transit services, that can be made more frequent, or also we're looking at innovation programs around the last mile, such as using autonomous vehicles, and small shuttles that would service the BART stations from their surrounding communities.

Randy Iwasaki: That was Amy Worth, City Council Member from the city of Orinda. Thank you, Amy. Our next question comes from Judy in Danville.

Judy: Yes, my question has to do with transportation for the elderly and disabled who cannot use buses or the existing modes of transportation that exist.

Julie Pierce: I'll take that question. This is Julie, and I'm also a senior, and I'm looking forward to those times when I have another alternative and don't have to drive myself as well. The needs of our growing senior and disabled population have been highlighted frequently in studies. [inaudible 00:11:48] like this, and from other conversations in our community. You're not the only one. In the San Ramon Valley, an on demand senior pilot program will be implemented in the Fall of 2019, just a few months from now. The city of San Ramon, in concert with County Connection and [inaudible 00:12:09] will subsidize an Uber or Lyft trip for Seniors in parts of south San Ramon. Additional funding could increase the frequency of key transit routes in the San Ramon Valley, which would help mobile seniors. With additional resources, the senior services could be expanded. Para transit could be improved as well. The combination of better para transit service, new and expanded transit services, and subsidies for Uber and Lyft type services, would give seniors and the disabled more options, and could greatly reduce travel times to places like medical appointments. It would make sure you get there safely, on time, without delay, to go home.

Randy Iwasaki: Thank you, Julie. Great answer. I want to remind everybody out there, please press zero if you want to ask a question. Now I want to turn it over to Teresa Gerringer, to describe what a transportation expenditure plan is, and how your input is important to developing the plan.

Teresa G: Thank you, Randy. A transportation expenditure plan is an important planning tool. It's intended to be a roadmap 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. With Contra Costa 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. 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 county wide agencies like ours can use available funds.

Teresa G: We need to determine how we can best invest future dollars to make the improvements the public; that's all of you on the phone, that want to see, and why we're asking for your input.

Randy Iwasaki: Thank you, Teresa. I want to remind everybody again, please press zero to ask a question, and if you'd like emails from CCTA, please press seven on your phone. I have another polling question for our audience now. 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 bypass slow or stopped traffic, which is something that already works in other parts of the 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. I'll repeat the question again. 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 bypass slower stopped traffic, which is something that already works in other parts of the country. Do you think that 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 3.

Randy Iwasaki: Also, and once again, if you want to leave your email address so we can keep you up to date on what's happening at CCTA, please press seven. And again, press zero if you want to ask question.

Randy Iwasaki: We are going to dive into the question and answer portion of the call again, but before we do, I'd like to turn it over to Dave Hudson, Chair of the South West

Area Transportation Committee, or SWAT, to say a few words about how this expenditure plan will improve the community SWAT represents.

Dave Hudson: Thanks, Randy. And Teresa is right. The [inaudible 00:16:11] Contra Costa 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 anymore than you do. 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 complete the Caldecott Tunnel, on time, and on budget, and we want to build upon that legacy.

Dave Hudson: We know there are some frustrating commutes out there, like Interstate 680 tonight. That's why SWAT, an association of cities and transportation agencies in South County, is proposing the following improvements for the transportation network. Addressing traffic bottlenecks on Interstate 680, by improving transit options along the 680 corridor, like increasing express bus service and shuttles to BART. Upgrading park and ride lots to server as a hub for transit and other forms of shared mobility. And continuing the carpool lane in the northbound direction through the 680 - 24 split. Continuing to invest in the Lamorinda school bus program, and the San Ramon - Danville TRAFFIX school bus programs, to help kids get to school safely, and reduce congestion around schools.

Dave Hudson: Make safety and lighting improvements to the old bores at the Caldecott Tunnel. Creating what we call roads for all modes on busy streets, by adding sidewalks and bike lanes. Continuing to invest in transportation services, that provide mobility options for seniors, and people with disabilities. Making improvements to BART, to make stations cleaner, and easier to access by car, biking, or walking. Providing more reliable alternative modes, so you don't have to use your car for every trip. Making investments that reduce emissions, and improve air quality such as electric vehicle charging stations. 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, Dave. The next question comes from Marty in Moraga. Marty.

Marty: Hi, my question is regarding the school bus program that's in San Ramon and in Lamorinda. How many students are using that program? What percentage compared to the student bodies, both at the middle school, and the high school, and I guess at the Primary school level. How successful is it in other words?

Dave Hudson: Let me touch on that, and then I know Lisa wants to jump in. Because what people think we're doing is recreating the school districts bus system. It's not. We're trying to remove congestion from the street. I'm going to tell you as a resident, who the first day that TRAFFIX was working, I turned the corner onto a

street that used to have a three quarters of a mile backup, that might be an exaggeration, only to go all the way to the stop sign and have three cars in front of me. That in itself, regardless of how many kids were on that, or the percentage of the students was the success. We're trying to move people around time. I know that our percentages, which is the question your asking, for the total population, I can't give it to you, but for the total that we're looking for, to make a difference, we're ahead of schedule right now. I guess it's going to be starting in the next couple weeks. But I would just ask if we have someone from the staff who has a little more information, so be it. If not, we'll get that information, your direct answer, back to you from your email.

Teresa G: Hi Marty, this is Teresa, from Lafayette. And I don't have the exact percentage, because we don't have the new enrollment numbers, but in Lamorinda, there are 1,400 students who are riding on, and participating in the school bus program, the Lamorinda school bus program. And then in the San Ramon Valley, in the TRAFFIX program, there are 1,700 students. And you have asked about grade levels, and the program covers from Kindergarten through high school. And as Dave pointed out, it is very much focused on reducing congestion at both the school sites, and the roads leading up to them. The schools currently served by the TRAFFIX program were chosen based on studies that determined which roads leading up to a school would see the greatest traffic congestion relief with the introduction of a school bus service.

Teresa G: The new sales tax measure would provide additional funding to at a minimum mitigate the rising cost of operating the school bus program, at its current level, and potentially expand the school bus service to more schools. And I know this is beyond your question, but if you'll let me just talk a little bit more about it. Drop off and pickup at schools often creates traffic jams, and on local streets, an unsafe condition for our children, as Dave pointed out. CCTA will allocate funding toward a wide array of transportation programs, and programs for students and youth, aimed at offering safe transportation options such as school busing, walking, and cycling, and improving overall mobility.

Teresa G: Funding will also be used for reduced fare transit passes, transit incentives, and school bus programs, to encourage more youth, and students, to use transit to attend school, and after school programs. All of these at first will relieve traffic congestion.

Randy Iwasaki: Once again, this is Randy. If you want to ask a question, please press zero on your phone. If you'd like to get emails from CCTA, please press seven and leave your email address. The next question comes from Chris in Danville. Chris.

Chris: Yeah, I asked you a question already, but I still have not gotten an answer about the BART parking in Walnut Creek. Is it \$15 a day now, or what used to be \$3 you can park there. And please let me know how much it is, okay? And then, I forgot my next question now. Sorry about that.

Julie Pierce: Chris, I think I see it on the board. This is Julie Pierce. Thank you for your question, I understand your frustration totally. Yes, there is a new parking structure in Walnut Creek, and yes, it is not inexpensive to park there, however the rest of the lot is still the regular price. One of the things we're doing with this measure when it passes, is to fund a suite of modernization projects at several of our stations, to increase the safety, the security, the cleanliness, and to improve your customer experience. Several of the projects will focus on improving the reliability of the fare gates, reducing fare evasion, and many of the things we're trying to do, in addition to that, is provide shuttle service to and from BART, that is much more frequent.

Julie Pierce: We want to allocate funding toward making parking and access improvements that serve the BART stations, so that the parking at the BART stations isn't the only parking you'll be able to use. We want to make it so that buses, and people in vehicles, along with people arriving by walking or bicycling, can get to the station more easily, and conveniently. There may be satellite parking lots, with frequent direct shuttle service to BART. We want to make it far more secure and easy for you to use BART.

Julie Pierce: Yes, it is something that needs to be cleaned up, we're working with BART carefully on that. The schedules there are on the internet, on the BART website, so you can find the BART schedules there, and you can also download the app for your phone or your computer that will help you calculate how to get from one place to another. I hope that helped answer some of your questions.

Randy Iwasaki: Thank you, Julie. Our next question comes from Alison in San Ramon. Alison.

Alison: Hi, my question is along the San Ramon Valley boulevard in south San Ramon, they have eliminated all bus service so there is nothing linking this area to the San Ramon Valley transportation hub. It's a three mile walk in order to get the bus hub, and that prevents people from taking BART, and I know of six colleagues in my own office, that we would actually all take that route, but we don't, because there's never been any service that one, made it so you could get to work at a reasonable hour, and I was wondering if there's any effort going to be to relink that bus system back up so that we can perhaps take BART and use public transportation.

Dave Hudson: Yeah, Alison, this is Dave Hudson. I've made that walk many times, and I think I know what you mean. In addition to making shuttle service to and from BART more frequent, CCTA will consider allocating funding towards making parking access improvements, that serve BART stations. I think the bigger thing here is what you're looking at is, BART, not BART, but CCCTA, County Connection, is working on a shuttle service on demand, that should start in October, and you'll be able to actually go back through County Connection, and the route goes right down San Ramon Valley boulevard, to BART, heading south, or to our new city center heading north. If your email is on, oh you opted out. I was going to have Ruby Horta send you the direct mail of what that route would be, and how you

could contact them. But this took, I'm looking across another one of our members of the board, about a year to work out. It is a joint effort between [inaudible 00:27:00] and Alameda County, and Contra Costa. And I want to see a lot more of this, and I think you will. This and the question earlier, ask about satellite parking, is very big on our radar screen.

Randy Iwasaki: Thank you, Dave. The next question is from Jennifer. Jennifer are you there? She's asked us to read the question, okay.

Randy Iwasaki: She's asked how do we prioritize road and sidewalk improvement projects and how do folks make requests?

Randy Iwasaki: So I'll take the first part of that question, and I'll wait for the answer for the second part.

Randy Iwasaki: So on roadway priorities, the local agencies, the cities, and the towns in the county in Contra Costa, uses a PCR, a Pavement Condition Index Rating. So what they do is they balance their investments based on those roads that are in really poor conditions, trying to bring them back to looking brand new, and then they spend a portion of their very scarce roadway improvement dollars, to preserve the system that's still in good shape. So that's sometimes why you see the cities and the towns and the county working on portions of roadway that look pretty good. So they use data in order to help prioritize their road improvements.

Randy Iwasaki: On the sidewalks, we have just finished a county wide comprehensive plan identifying all the locations that need sidewalks, and then we're trying to coordinate that where people ride their bicycles to make improvements, so that we can get to the best performing sidewalk improvements first, and then work on the other ones later. I think the need in Contra Costa county for sidewalks is a little over one and a half billion dollars. So it's a monumental task, but I think we're working on making sure we invest the limited dollars on the highest priority projects.

Randy Iwasaki: As far as how do folks make requests, I think you can email us. Press seven on your phone, and give us your email address, and we'll be happy to answer your questions tonight or in the future, or you can check in with the city you live in. I'm pretty sure that they have a hotline, so thank you for that question, Jennifer.

Randy Iwasaki: Once again, please press zero on your phone if you'd like to ask a question, and press seven on your phone if you'd like to get emails.

Randy Iwasaki: Okay, we have another polling question. In the next 25 years, a third of the population in Contra Costa county will be aged 65 or older. Is it important to you that the Contra Costa Transportation Authority invest in more transportation options for seniors, and members of our communities with disabilities. Press one for yes, press two for no, and if you can't decide, please press three. I'll ask that question again. In the next 25 years, a third of the population in Contra

Costa county will be aged 65 or older. Is it important to you that the Contra Costa Transportation Authority invest in more transportation options for seniors, and members of our communities with disabilities. Please press one for yes, press two for no, and if you can't decide, please press three.

Randy Iwasaki: Our next question is a question that a lot of people are asking, so I'll just ask the question. Interstate 680 and Highway 24 are becoming very, very congested. What are we doing about modernizing Interstate 680 and 24 to allow more traffic through those corridors? Those very important employer corridors.

Julie Pierce: This is Julie, we are working diligently to update and modernize the I680 and the 24 corridors, to make the traffic flow far more smoothly without adding extra lanes. We're trying to use technology to help the traffic flow more smoothly, to connect on-ramps and off-ramps in what we call auxiliary lanes, and to include a thru lane at the 680-24 interchange in the northbound direction. That's going to take some serious reconstruction, because we lack the space to add a lane, but there is a drop off of a lane right now. And that needs to be connected so we can have an express lane through there, so that buses in particular can make real good time getting to and from north and south parts of the county. We are working using technology to smooth the traffic flow, so that you don't have the stop and start that you're experiencing now. So we're working on a lot of different technologies, to make the traffic flow more smoothly, and we're hoping that you will see some really serious improvements in the future.

Julie Pierce: We're also working on getting bus transit going through there. Express buses direct from BART stations, to job centers, and possibly getting bus on shoulder, to be able to use the shoulders of the highway when the traffic is somewhat slowed, so that you can bypass that traffic.

Randy Iwasaki: Thank you, Julie. The next question comes from Elliot in Lafayette. Elliot.

Elliot: Yes, my question addresses something that I have not heard in the discussion so far. I'd like to know what the commission's attitude is toward road expansion, and I say that with a bias to the answer, which is I do not favor more road expansion, because I think it's ultimately self defeating. It opens up more land for development, and leads to increase use of cars. But I'd like to know what the commission's attitude is about road expansion.

Randy Iwasaki: Elliot, this is a great question, thank you for the question. This is Randy, I'll start and hopefully if I don't answer properly, one of my counterparts will take it the rest of the way.

Randy Iwasaki: The sales tax measure in Contra Costa county; Measure J, is the only sales tax measure out of 25 counties in California, that use sales tax for transportation, that I know of, that has a growth management component to the measure. Meaning that the cities, and the towns, and the county, cannot annex new land into their urban limit line areas. So the city of X can't annex any land unless they

take it to the vote of the people. And so what the idea is, to densify the growth, and do exactly what you're saying is making sure we don't have to build new infrastructure, to support new development outside of the city limits. And since 1988, there's been no annexation of any land that has violated the growth management component, because if they do, the cities, or the town, or the county does, they're not eligible for measure money. So the carrot and the stick.

Randy Iwasaki: As far as roadway widening projects, the only project that I've been involved in, in the ten years that I've been here, is we modernized state route 4, and we went from four lanes to eight lanes, because at the time, state route 4 was the tenth worst commute in the United States during peak hour. And so it was very, very, very congested. And so we widened that from four lanes to eight lanes, and we're done there, and if you see some projects here and there, it's really spot locations to deal with weaving. We're trying to eliminate those choke points or those hotspots that you see. As far as the cities and towns, what they're focused in on, is spot location improvements, where the developer has to develop and widen roadways to allow for a safe ingress and egress throughout the development. But other than that, there's really no examples of mass widening of the roadways in Contra Costa. We just can't afford it, and that's not something we're focused in on. So hopefully that answers your question.

Amy Worth: I'm happy to jump in. Sure. [crosstalk 00:35:16] I was going to chime in.

Amy Worth: Gregory, are you still there? Oh no, I'm sorry, this is [crosstalk 00:35:23] Elliot, sorry.

Amy Worth: One of the things about the transportation measure that we're putting together right now is really a focus on multimodal use of the existing roads we have. So in other words, those are taking their roads, providing safer access for bicycles, for pedestrian, and transit. To make those existing roads work better. An example that addresses your concern is in fact the Lamorinda and the San Ramon Valley school bus programs. Those are designed to not only provide safe transportation to students from home to school and back, but also to address congestion in our local communities without widening roads. So I think you're very much on point in terms of where we need to be looking, in terms of enhancing transportation in Contra Costa county, but not promoting significant expansion.

Randy Iwasaki: Next question comes from Greg, in Orinda. Greg.

Greg: Hi, this is Greg, from Orinda, and my question is, it's two fold. One is, is there a definition of where bikes should be on a BART train, and when we are on a bike train, sharing with riders, I've found they don't want you in the bike section, and they don't want you in the handicap section, because you have to cross either way. So are there plans going forward to address that item?

Amy Worth: Hey Greg, thank you very much for your question. This is Amy Worth, it's great to hear from you tonight. As you know, bikes are a really important resource that our communities have for the last mile. And we're going to be seeing more and more bikes coming onto BART. There are a couple of things that are happening with regards to BART.

Amy Worth: One of the challenges is BART is absolutely packed to full capacity. So it is always a challenge to find space. The designated areas on the BART trains for the bikes are where they are located by the doors. There are a couple of things that BART is doing actually to expand capacity. They receive funds to expand the fleet of the BART system, so that the goal is each train will actually have ten cars, which will provide more capacity in the entire system. So that will help in terms of providing room for bikes. But this is an issue that we need to continue to be looking at as how do we provide more access for bicycle and as well as the other patrons that are on the trains. I know we've looked at, BART's looked at having a dedicated car for bikes, but the challenges are just as, there isn't enough room to handle the capacity of all the people that want to get on BART.

Amy Worth: So I think again, this is an issue we are continuing to address, and love to get your feedback as a user of a bicycle on BART, what are some of the things that you think could be improved to make your experience better? One of the things we're looking at in this new measure is to provide additional funds for BART station improvements. Access, so that would hopefully benefit bicycle users too.

Randy Iwasaki: And to add to this, Randy, to add to your answer, there are plans for BART once a positive train control system goes in, to add more BART cars, as you know, that measure paths for BART, and that they've identified some dollars to add more BART cars in the three BART counties. So we're excited about that.

Randy Iwasaki: So the next question comes from Carol in Danville. Carol.

Carol: Yes, this is Carol in Danville, and I'm wondering in the TRAFFIX system that brings the children to Monte Vista High School from Tassajara road, to the high school, it's a two lane road, and it's always so packed, that it even makes it difficult to get them there on time. Is there any plan for this years school year to put in another bus since the families and parents helped to pay for this transportation, would it be feasible to add some more buses to those lines that bring the children to the high school?

Dave Hudson: Carol, this is Dave Hudson, I'm sorry I was chuckling for a minute here, because when we initially started TRAFFIX, we didn't think we'd need it for the high schools, and if we ever had Danville and San Ramon come together on something where it definitely favored the other city, when we were asked, or in this case town, when we were asked by Danville if we could add another bus to Monte Vista, it was the fastest yes you'll ever see. If they can fill them, we'll add them. I can't believe how embraced Monte Vista has taken on the TRAFFIX program. They are the poster child for how it should be done. And the reason

it's done is to keep the congestion off of that road. It's a two lane road, and it is, just imagine if we took all the buses off right now. And the worst congestion of the entire program of San Ramon and Danville has to be that Green Valley road. We are doing everything we can, to make that not become a worse parking lot. So anything that serves those three schools, Los Cerros, Hidden Valley, and in particular, Monte Vista, you're going to see complete support from TRAFFIX. And I can only say thank you to the schools that have embraced this program, because they're making it a success. So I guess your answer is yes.

Carol: Thank you.

Randy Iwasaki: All right, once again please press zero if you want to ask a question. Please press seven and leave your email address if you want emails from Contra Costa. I'd like to pose another question to our audience. 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, and three if you don't know.

Randy Iwasaki: I'd like 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 electrical vehicle charging stations to help keep Contra Costa residents and air quality healthy? Please press one for yes, press two for no, and three if you're unsure.

Randy Iwasaki: Thank you. So our next question is about a real problem we have, they're aggregated together, and it keeps coming up, so I'll just ask the question for all of you.

Randy Iwasaki: Interstate 680 northbound in the evening is just a disaster. What is being done about Interstate 680?

Dave Hudson: You're looking at me.

Dave Hudson: Traffic on 680, particularly northbound afternoon is complete disaster. It has to be one of the worst, it's definitely one of the worst congestion's in the bay area. Something needs to be done to solve that problem. Period. There is no easy and quick fix for traffic congestion. However, there are some things that can be done. First, the HOV lane can be improved by reducing the number of violators on the lane. I can't tell you how many times I hear that. The technology isn't quite there yet, however investigating automated enforcement of HOV lane violators to clear out the lane so that the buses don't get stuck in traffic is a high priority.

Dave Hudson: The CHP has also had a recent crack down on violations, and stronger enforcement could continue into the future. Transit can be improved in this corridor too. Improvements to boost transit ridership is key to reducing

congestion. Expanding express bus service, expanding express bus service. Let me say it one more time in case you didn't get it. Expanding express bus service, and implementing on demand transit ride share service could take cars off the road, and provide an alternative to the congested freeways. Lastly, we can make better use of technology to manage the roadways. Keep people informed about accidents, so that they can safely adjust. We can also use technology to provide people with micro incentives to do things like carpooling, or riding transit.

Randy Iwasaki: So we're also working on express lanes. So with the southbound express lane, HOV lane will be finished hopefully at the end of next year, and then we're going to start the northbound HOV lane. The problem there is, there's a BART column in the way, from the HOV lane. So we've got that project started, and the environmental phase, looking at various options to extend the HOV lane from Alcosta, or from Red Gear where it ends now, all the way to the Benicia-Martinez Bridge. So hopefully that will help alleviate some of that pressure.

Randy Iwasaki: Our next question comes from Rowe, in Walnut Creek. Rowe.

Rowe: Hello?

Randy Iwasaki: Hello.

Rowe: Yes, this is Rowe in Walnut Creek. I'm a senior, and I live in Rossmoor, and I'm a little troubled by some of the changes that County Connection has made to their service since March. They've eliminated a number of services that made it easier for seniors to use their buses, and I'm thinking of the 301 bus from Rossmoor to BART on weekends that is no more. The 25 bus to Lafayette, that is no more. And even the number 1 bus, from Rossmoor to BART that still goes, and they've increased the frequency of it, but there is still no service during the week after about 7:30 in the evening. So people are getting back by BART, and need to get back to the Rossmoor, anytime on the weekend or after about 7:30 at night during the week, there is absolutely no public transportation to get home.

Rowe: They've also eliminated the midday free rides for seniors. On the other hand, I heard recently that they got some grant to make two or three of their services in Concord free for everyone for the next year. So I wonder where they're putting their priorities now. You said earlier that pretty soon, a third of the population of Contra Costa county are going to be over 65, so I would like to know what can be done for County Connection to restore some of these services that were aimed at the senior population, and going forward.

Dave Hudson: Let me touch on it Rowe, in case some others want to jump in, we have three board members here from County Connection. We're not County Connection, but ... The reality is, we are looking at different ways to be more efficient, because the problem's money. It's one of the things we're trying to help if we go out in this expenditure plan, is to get more money into transit that will help seniors. If you are on line earlier, Alison asked about in San Ramon, she couldn't

get to BART on San Ramon Valley boulevard, and I mentioned about an on demand, or mobility service, that we were working on at County Connection. I think you're going to see a lot more of that. A lot more for seniors, rather than run around buses that have two or three people on it, it'll be more on demand.

Dave Hudson: You have to look at it a different way. The free service was a pilot program to show people how well it would work if we could get more people on it. I didn't know about the grant in Concord, I'm actually going to check on that one myself, because if they got it in Concord, I want it in San Ramon. But we are very focused at County Connection on seniors, and the new mobility as a service, which we hope we can make a success in the future.

Randy Iwasaki: Maybe a more detailed answer, to answer your question Rowe. In the expenditure plan, the draft expenditure plan, there is money available to provide enhance service, in those areas that need the service. So based on ridership requests, there will be some dollars that are identified and available for services like yours. The other thing, really quickly, is we're proposing a pilot project at Rossmoor with the United States Department of Transportation to provide better mobility options within the Rossmoor area, and then make a better connection. Now you have to cross the street in order to catch a County Connection bus. We want to bring that bus right into Rossmoor, make the handoff right there, so it's more efficient, more effective. And so we're trying to provide a service model that we can roll out in other areas of the county where you have high senior populations.

Randy Iwasaki: So we haven't left you out. I'm going to become a senior, I'm already one now I believe, so hopefully the service is going to help me too in the future.

Randy Iwasaki: We're running out of time, so before we say goodnight, we want to thank everyone who joined the call tonight. Public comments from this evenings 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 also visit our website at www.CCTA.net, www.CCTA.net/theplan if you'd like to learn more, hear a recording of this town hall, or take the online survey.

Randy Iwasaki: We hope to hear from you, and thank you for participating in tonight's telephone town hall. Good night.