

**Summary Minutes  
TRANSPAC – December 8, 2005**

**ATTENDANCE:**

**Elected Officials:** Julie Pierce, Clayton, CCTA Representative; Bill Shinn, Concord, TRANSPAC Vice-Chair; Mark Ross, Martinez; David Durant, Pleasant Hill; Charlie Abrams, Walnut Creek, TRANSPAC Chair, CCTA Representative. Absent: Mark DeSaulnier, Contra Costa County.

**Planning Commissioners:** Bill Brumley, Concord; Donnie Snyder, Contra Costa County; Absent: Joe Odrzywolski, Clayton; Robert Simmons, Walnut Creek (Excused). Vacant Seat: Martinez, Pleasant Hill.

**Staff:** John Templeton, Concord; Hillary Heard, Contra Costa County, Martin Engelmann, CCTA; Cindy Dahlgren, CCCTA; Richard Pearson, Martinez; Steve Kersevan, Pleasant Hill; John Hall, Walnut Creek; Gregory Bedard, Chief of Staff for Supervisor Mark DeSaulnier; Barbara Neustadter, Julia Fuller, TRANSPAC staff.

**Public:** Bob Rossi, Seeno Homes; Joelle Fockler, Contra Costa Centre.

**Meeting convened with a quorum by Chair Abrams at 9:09 a.m.**

**1. Convene meeting: Pledge of Allegiance/Self-Introductions - completed**

**2. Public Comment**

Chair Abrams summarized a letter from Phyllis Roff, dated 12/5/05, which stated: "Dear Chair Charlie and Colleagues: First things first: May each of you enjoy the holidays more than any before! I had hoped a response I made to Antioch Councilman Arne Simonsen would appear in Saturday Extra but no luck. Maybe next week. Somebody had to chastise Antioch and Pittsburg voters for their gullibility laced with greed. I took advantage of the opportunity to give a short history of efforts since 1989 to deal with growth and traffic.

Walnut Creek will attempt to do another library plan. I hope it will be reasonable enough to get more supporters. I hate to be in a boring position of neutrality! The Governor has a new chief of staff. He listened to me when I wrote advising him to have more Democrats as advisors. Talk to you in January. (Signed) Phyllis."

**CONSENT AGENDA: Pierce/Shinn/unanimous**

**3. Approved September 8, 2005 and November 10, 2005 TRANSPAC meeting minutes** (Cindy Dahlgren made two minor corrections to page 11 of the 11/10/05 minutes: ¶ 2 – Environmental Justice Grant is \$87K and the project survey will be on Route 111, not Route 11.

**END CONSENT AGENDA**

**4. Presentation on the Master Plan Update for Buchanan Field Airport by Tracy Craig, Craig Communications and Beth Lee, Airport Business and Development Manager, Buchanan Field Airport (Contra Costa County)**

The current status of the Master Plan Update for Buchanan Field was presented. The master plan is a blueprint for future airport development and consists of several elements including how the airport can accommodate future aviation needs, the type of aircraft and businesses the airport can support, a noise impact study, a business plan as well as a review of access to/from the facility. The Federal Aviation Administration is providing funding for the update.

Packet materials included the proposed schedule for the update, "Frequently Asked Questions", the Fall 2005 issue of "Diablo Aviator" and a Glossary of Common Terms and Acronyms. Additional information can be found at [www.buchananfield-byronairports.org](http://www.buchananfield-byronairports.org).

Ms. Lee recapped the process with an emphasis on transportation issues. Buchanan Field will remain an airport and the master planning process hopefully will be completed by fall, 2006. The process includes two other studies: a noise study that will measure aircraft noise and evaluate measures to lessen noise impacts; and a strategic business plan that will assist airport staff in prioritizing future business activities and identify funding.

The Noise Study, directed by Part 150 of the Federal Aviation Regulations (FAR) "Airport Noise Compatibility Planning," sets standards for airport operators to use in documenting noise exposure and for establishing programs to minimize noise-related land use incompatibilities. A Noise Exposure Map is developed to depict the noise contours of an airport and its surrounding area and to address impacts of the forecasted aviation activities included in the master plan. A Noise Compatibility Program is an examination and analysis of the noise impacts created by the operations of an airport, the costs and benefits associated with alternative noise reduction techniques and areas of no compatibility and consideration of ways to reduce no compatible uses. A key issue is the definition of the noise problem from the FAA perspective because a vast majority of the noise at Buchanan falls well under the FAA threshold.

Many don't realize that Buchanan Field is comprised of 500 acres which includes leases for Sam's Sportmart, the Golf Course, Lithia Dodge and others. The airport's master planning consultant, Barnard Dunkelberg and Company, has completed the first working paper which provides an Inventory check list of existing facilities and provides a forecast of future aviation demands based on a review of historic passenger, cargo and flight operation information.

Six working papers including an airport layout plan and a final report will be presented to the Board of Supervisors. Included will be a Strategic Business Plan to identify funding sources, recommend property development potential, and examine economic feasibility.

Public participation is critical and the consultant has undertaken an ambitious outreach process to encourage the public to express concerns and problems as well as to understand the issues involved. The County staff is working with the steering committee along with local, regional and public stakeholders in the process. Approximately 125 people have been coming to the meetings. The next meeting will be held on January 18<sup>th</sup> at 7pm at the Concord Crown Plaza Hotel (used to be the Sheraton) and will discuss land use. The next meeting will be in March to start discussions on environmental and noise mitigation. The process is moving toward completion in about 18 months.

Outreach materials are provided on the website for people who don't necessarily want to come to public meetings. The consultant is working with RTPCs, cities, Rotary clubs and other interested groups and asking for mailing lists to advertise the public meetings and availability of outreach materials.

Ms. Lee reviewed the first working paper on the forecasts of aviation activity which is now on the upswing at Buchanan. Summaries of aviation activity forecasts are available at [www.co.contra-costa.ca.us/depart/pw/airport](http://www.co.contra-costa.ca.us/depart/pw/airport)

Snyder asked if thought had been given to putting meeting announcements or a bulletin board at Sun Valley Mall. Lee responded that 30 community signs are up and 12 more are ordered. They are always looking for cost effective ways to get the word out.

Pierce suggested store ads at Sun Valley Mall, especially since this is a public service announcement. Shinn asked if the airport would continue its participation in emergency preparedness with Fire and Police and Lee responded affirmatively. He asked if the master plan will take a position on the issue of increasing commercial service and Abrams added that something needs to be said regarding this issue one way or another.

Lee said the master plan will be somewhat neutral on the subject but wants to make sure it can be accommodated should it happen. Pierce suggested including cities like Clayton on the outreach postal mailing lists. Even though Clayton is not adjacent to the airport, the citizens of outlying cities have an interest in the regional airport. Corporate executives fly in and out of Buchanan on a regular basis so the outreach needs to go to a broad regional spectrum of people. Pierce added that even people in Solano County would have an interest in the airport development because Solano residents are close enough to use it.

Rossi said the group Small Airport Flight Transportation Systems (SAFTS) is working hard to get a system in the county where you can call a number that will put you on a small jet out of Concord and take you wherever you want to go. He said this looks like a viable system and may be a topic that would interest TRANSPAC at a future meeting. The planes would be small and could accommodate around 10-30 people with about an hour radius or so. Thousands of these small aircrafts are getting ready to fill this need. They would charge no more than a commercial flight and would be privately owned aircraft in a pool. It is hoped that businesses would use such a service to avoid long security delays at larger airports. The trip would go from site to site and avoid the hub. Large airports are also interested because they prefer the long international flights rather than commuter flights which crowd the airports.

Engelmann noted that his trip to Livermore yesterday to attend a high speed rail conference took 2.5 hours. The message at the conference was that regional air commercial service is infeasible and high speed rail is the way to go. Engelmann thinks of high speed rail as in direct competition with the commercial development of Buchanan. He thought air travel might be more flexible in its destination and asked if there has been any interaction at the state level about how this master plan fits with high speed rail and what the relationship between the two is, i.e. which one is the 500 lb gorilla: high speed rail or flexible flying?

Lee responded that regional air travel can be paid for by fares and land fees and remain not heavily subsidized whereas high speed rail doesn't look like it will pencil out very well.

Abrams asked what the future for the countywide airport looks like. He wondered if the master plan made any assumptions on what will happen at the Byron Airport. Lee responded that a master plan for Byron was just completed and adopted in June, 2005. Byron will look more like Buchanan in 20-30 years. Byron deals with a different clientele, market conditions and a lot of air cargo.

Ross asked if the development will put emphasis on catering to and nurturing corporate jets or will this just be a subset of the plan. Lee responded that Buchanan is a component of global aviation which is judged to grow over time consistent with the development occurring right now. Buchanan wants to have smaller airplanes as well as corporate jets. Ross said the big

picture focuses on noise which is an appropriate concern. Rossi added that the newer jets and smaller planes are much quieter these days.

Ross wondered how that development might be better fostered. It might be an integral part of economic development with corporate connections at the airport. Many of the people who are at the higher levels of corporate structure don't want their faces out there at public meetings in the middle of the polarization of pilots versus the community over the issue of noise.

Many of the office leases in our area are with people from the national corporate scene. The major reason they came to the area is due to Buchanan Airport and without the airport some of the leases will die. They use charter flights and don't want everyone to know they're coming in and out of the area. Ross thought that Martinez would benefit by being close to Buchanan.

Bedard said there is a new trend to have small general aviation airports around the state to bring commercial service to a more diverse area. He asked if this would be addressed in the master plan and Lee responded that is being studied outside the master plan by a group that received a grant to study connectivity of airports.

Durant said the economic development issue is a chicken and egg thing. We won't get people from the corporate world to come to Buchanan to go to Oakland or Pleasanton because there are other airports that serve those areas. Business development has to work with airports and involve more people from corporate America in the process. An important element is that there has to be a means for people to get to the airport.

Ross was interested in having Lee and Craig make a presentation to the Martinez Council because of the need for future jobs in Martinez. This is one of the strategies being discussed. A presentation in person is more effective than just distributing fliers and printed information and it gives councilmembers a chance to put a face with an organization. Lee said that they would love to make educational presentations to the councils.

Abrams noted that there are different aspects among the different cities and thus different issues would have to be addressed in such a presentation. Walnut Creek loves the airport but isn't affected by the noise; Pleasant Hill and Concord have more issues with the noise because of their proximity. Pierce added that most people will most likely be interested in land use issues.

**Action by Consensus:**

**Accepted report with thanks to Ms. Craig and Ms. Lee**

**5. Update on Measure J Financing (the short version)**

At its November 16, 2005 meeting, CCTA took a number of implementation actions regarding the proposed "forward rate swap" that has been in development for the past couple of months and discussed at previous TRANSPAC and TAC meetings.

The CCTA approved the issuance of bonds in September 2009 of up to \$300 million at a fixed rate not to exceed 4.25%. Counterparties for the Swap and a Swap insurer were approved. The strategy provides a safety margin by utilizing approximately 2/3 of the 35% of Measure J funds available for major capital projects for debt service and a major change in approach by including an additional provision for an estimated \$150 million fixed rate bond issue in 2012.

On November 22, 2005, the CCTA was able to price the forward rate swap bond issuance at 3.653%, a very advantageous rate. As a result, a significant “jump start” to implementation of Measure J capital projects is possible. Projects in the bond expenditure plan must be delivered within three years of bond issuance. As a result, project development and readiness are significant issues in which TRANSPAC jurisdictions need to be active participants.

The CCTA staff expects to initiate a Strategic Plan process in January. This will provide the opportunity to develop/review the assumptions and actions necessary to ensure that the bond funds can be expended within the required three-year period. The Strategic Plan effort is a necessary component, along with many others, to prepare for a successful segue from Measure C to Measure J. As noted at the November meeting, a lot of work needs to be done to develop procedures for the various projects and programs under Measure J and to close out Measure C.

Pierce said the Authority got a great rate which means \$50M to \$90M extra for projects. Jurisdictions can build a lot more with the extra dollars so it's a win-win situation all way around. This is a serious improvement for any local jurisdiction involved in the STIP programming. Dropping the project bond cost from a 30% hit down to a 7% hit is fantastic. Originally this was to be a \$300-400M bond issue which ultimately made staff somewhat nervous. The approach now is for a \$300M bond issue in 2009 followed by a \$1.5M bond issue in 2012. Starting in 2012 or 2014 we can take advantage of those dollars coming out of the second bond issue for TRANSPAC projects. There will be major opportunities for those who stand and wait. The Caldecott is on this list and may not be able to make that early date so there is a need for projects. There is a long list of arterial projects that have been waiting to get funded. Measure J set aside \$48M for arterials. This bond issue presents an opportunity for strategic planning in January including laying out the financial opportunities and taking advantage of the funds available. It is very important that we get very serious very soon about project development and getting arterials into project ready mode and ready to go in the next few years.

Pierce said that it should be acknowledged that the Authority staff was able to do a bid process in two months that usually takes 4 months. Staff worked with 12-15 people spread all over the world from Switzerland to the East Coast to Pleasant Hill. It was exciting to check numbers on the trading floor and after two months of intense preparation working to the wee hours of the morning, the final deal went down in about five minutes. Dave Murray did a terrific job and the Authority benefited and the county and community will also benefit tremendously.

Pierce said Clayton is still in the throes of getting HCD approval for it's housing element. The approval process takes forever, going back and forth to the state. Neustadter distributed copies of a letter from City Manager Gary Napper to CCTA Chair, Janet Abelson regarding the Earlier Release of Withheld Measure C “Return to Local Source monies (Year 2002 & 2003 Growth Management Program Compliance).

Pierce said there was a promise last August that if Clayton changed two sentences HCD would approve the Housing Element but the state has not yet sent an answer. In the meantime, the 2002-03 checklist has been held up trying to get the last round of HCD approval. Once that goes through, Clayton is eligible to get those dollars. The policy was adopted in order to make the cash flow work and for jurisdictions to remain in compliance. A jurisdiction gets one check immediately and the next year's check arrives the following year. Several other cities have qualified recently and all are looking at this year's delay to get caught up. One year's worth

would be smarter if the whole lump sum can be expended on a maintenance project. Authority staff said there might be a two or three month delay to make the cash flow work and that is doable. Richmond still needs to come into compliance.

Jurisdictions will never have to have HCD compliance again as a checklist item. It will still be required for the state but not as a condition of having Measure C or J dollars. The housing element cycle has now been extended to 2009 and the next round doesn't have to be done until then. This gets the state's requirement off the city's backs and provides the opportunity to look at pooling the pavement rehab contracts to get better bids.

Pierce said this process would put the money back where it is supposed to be, in streets and road maintenance. Clayton thought it was a good time to raise the issue. Bob McCleary thought the current situation is an unintended consequence. In the beginning every city would be right on the doorstep with checklists ready and CCTA would have to write all the checks in the first month or two. Even big cities are likely to be better staffed and able to get things handled swiftly so it won't be a huge crunch of money. The cash flow at the Authority should be able to handle it now without much trouble.

Abrams raised the same question as Pierce by asking if there is any cash flow reason that the money cannot be advanced immediately. If this policy starts in January, then it goes into effect in April and McCleary said by April it should be worked out.

Abrams thinks TRANSPAC as a whole should support this concept and Ross agreed. Martinez put its checklist in this last month so instead of having to wait until October, 2006 to get the second check, it should be available by February or March. That's a good deal for everyone. It means a city can make construction season this coming summer instead of having to wait a year.

Shinn thought it was a good deal and Abrams said hopefully this will be the last time the HCD measures will have to be tied to transportation funding. Durant agreed that TRANSPAC should support Clayton's position. Pierce expressed thanks for the support and noted that TAC members should start looking at pooling projects to put bid packets together to make better and bigger projects.

**ACTION: Shinn/Ross/unanimous**

**Send a letter to CCTA supporting Clayton's position on amending the Authority's policy on early release of Withheld Measure C Return to Local Source monies.**

**6. Update on East Central Traffic Management Study (ECTMS)**

"Back in the day" (99/00), TRANSPAC initiated the East-Central Traffic Management Study in concert with TRANSPLAN, all the respective member jurisdictions, and CCTA. The purpose of the ECTMS (the full text of Purpose and Objectives was included in the packet) was to analyze the benefits of establishing additional traffic control points and other traffic management strategies in East County to complement the existing (Oak Grove Road in Walnut Creek) and then proposed, now existing (Kirker Pass Road at Myrtle in Concord) traffic management program in Central County. A key element was to develop an East-Central Traffic Management Plan that integrates existing, planned and proposed transportation projects and programs. The ECTMS was completed and the Final Report published in 2001. In the middle of November 2005, the City of Pittsburg sent letters to CCTA and TRANSPLAN

requesting project development, funding and implementation of control metering as recommended in the ECTMS (Buchanan/Meadows and Kirker Pass/Nortonville). The City suggested that the completion of the SR 4 widening to Loveridge presents an excellent opportunity to begin control point metering to help encourage commuters to use the freeway rather than Kirker Pass Road. Responses from TRANSPLAN and CCTA were in the packet.

Traffic management on the Ygnacio Valley Road/Kirker Pass Road is an important element in TRANSPAC's Action Plan and its goal of effectively managing freeway and arterial capacity in this corridor. At this juncture, TRANSPAC has not been requested to participate in any project development activities. However, staff and the TAC will monitor project development activities for the East County section of the corridor and will advise TRANSPAC of any opportunities to be of assistance to East County jurisdictions and TRANSPLAN in moving the project to implementation.

Letters from the City of Pittsburg as well as other background information was included in the packet. The packet also included the Draft Principles for Implementation and Operation of the East-Central Traffic Management Study (TRANSPAC approved the Principles in September 2002) and the Executive Summary from the "East-Central Traffic Management Study" Final Report.

TRANSPAC has not been asked for any money or assistance, just interregional cooperation. Pittsburg is interested in control point metering on Buchanan Road at Meadows Avenue as well as at a proposed traffic signal to be installed at the intersection of Kirker Pass Road and Nortonville Road.

The metering at Myrtle is working as best as can be expected and if the metering can be extended into East County then it is a great example of interregional cooperation within Contra Costa County. Engelmann said it was part and parcel of doing the ECTMS.

Abrams asked what the implementation really means, and what funding is required. Are they asking to put a signal in at Kirker Pass and Nortonville? He was concerned that buses would be stuck in the same traffic. Pierce said this is something that needs to be done. The main point of doing it is to divert the traffic back onto Highway 4 now that the highway is complete to Railroad. It is on the agenda tonight for TRANSPLAN and Pierce will be at the meeting so she will hear if there are any solutions proposed.

Neustadter said this is the kind of project that might qualify for Air Board money and Pittsburg would probably take the lead on the project and would have to bone up on Air Board rules especially if buses are involved. Metering lights themselves aren't that big a deal and cost around \$6-700K. The timing mechanism is needed and paving jump lanes has to be done. Metering could start tomorrow morning by setting the timing mechanism.

Dahlgren asked if there is a pre-emption for the buses. The main issue was the jump lane to get back into the flow of traffic; pre-emption doesn't work for metering because it opens the light up to everyone.

Templeton said he got a phone call from a consultant working for the City of Pittsburg asking about updating the traffic study and including the Buchanan Road Bypass. He noted that when the ETCMS was done there was never an assumption that the Bypass would be included. If it is included then it would actually come further towards Concord than where the

Nortonville signal is and it might be a concern down the road. Some of this other metering may not be appropriate because commuters can take different routes like the Buchanan Bypass.

Templeton wanted to make sure as this project goes forward that consideration is given to existing metering. The last plan did show a signal at Buchanan Road Bypass and Kirker Pass but the preferred flow was on the Bypass, not Kirker Pass Road. We may have to go back and reinitiate the flyover structure for Buchanan Road.

Engelmann said the Bypass is on the diagram in the packet near Meadow and would come in to the north of Nortonville. The original meter was located at Pheasant but was moved south to Nortonville because of the alignment of the Bypass. That might be a good reason to revisit the location of Nortonville.

Templeton said when he was talking with the consultant, who may not have been the Principle in Charge of the Project, the person was not even aware that there was a traffic plan. He asked where the meter was and how was it working. No one ever thought the Buchanan Bypass would be a reality when these plans were last reviewed. Abrams said if or when the Buchanan Bypass is ever built, that intersection would have to be an integral part of the metering system.

Templeton said we need to make sure it is incorporated in the metering system. It was never envisioned that the Bypass would go forward and now it appears that there may be a funding mechanism for it. Abrams agreed that something should be in there that says it has to be incorporated in the metering system should it ever be built.

Pierce thought it was discussed that when the Buchanan Bypass was built then the metering light would be moved to the Buchanan Bypass. She wants to go back and find out what changes were made. The TRANSPLAN Committee never adopted the whole plan because they wanted changes made to it, so she is sure there will be lively discussion at the meeting. She suggested that the Committee needs to be recalled to discuss what the alignment will be as well as where the metering will be. She was sorry that Rossi left because he could tell what those plans will be.

Abrams said the Nortonville location was chosen because no one knew where the Buchanan Bypass would go. Pierce said now the heirs are willing to sell the Thomas property and that has a big impact on the project.

Engelmann said one exciting development since this plan was done involves the operations room. It was believed that an operations room with TV cameras would be needed where a person would be paid to sit and monitor traffic at a remote location. There are now web-based applications where each City Engineer could go to the website and see all of the cameras on video screens at each intersection in order to control the intersection and control the meters. This ability significantly lowers the cost of the operations system. Templeton and Hall can make the adjustments from their desks and save costs.

Pierce said she will send a memo with the results of tonight's meeting so everyone will be updated before the February meeting.

**No Action Taken: Report Accepted**



**7. TRANSPAC and CCTA Representatives' Reports.** The minutes of the October 19, 2005 CCTA meeting were included in the packet.

a. Administration and Projects Committee meeting

Member Pierce reported that the Administration and Projects Committee meeting was fairly lively this month. The major issue of discussion was the staffing study that had been commissioned which resulted in the recommendation to add three staff members now and three more in a few years just before Measure J comes online. Also discussed was developing formal procedures for decisions on using long term consultants to bring on extra in house staff. There is some reluctance to hire too many people in house because hiring a consultant also provides depth of position where more people are available to work on a project. The consultation/staffing study will allow CCTA to reorganize and prepare for the next thirty years. If more people are hired the Authority may have to move again to another site that has better parking and better access to BART.

The annual audit was absolutely clean. Pierce noted that we are lucky to have such a tremendous staff at the Authority. At one point or another everyone has really gone over and above the call of duty for this county. A principle finding of the study was that all staff members are thoroughly engaged in their work – overworked and understaffed with no time for a lot of the things they would like to do because of the tasks that must be done taking a higher priority. More time could add more benefit to the productivity of everyone.

There is also a graying of the staff and unless they all want to work until they are 80 or 90, CCTA needs to start looking at getting some assistance and start recruiting. There is a bit of a dearth of new talent coming in to the public service work. Finding and retaining really skilled and qualified people is difficult.

The Committee has been working on a lot of internal housekeeping and management projects and issues and it has been very interesting.

b. Planning Committee meeting

Member Abrams reported that the Planning Committee meeting was cancelled. The last few meetings have been discussions about the financial issues.

**Reports Received; No Action Taken**

**8. Reports from Staff Committees - accepted**

a) **Update on I-680/SR 4 Park and Ride Lot.** Cindy Dahlgren, CCCTA and the TRANSPAC Manager met with Caltrans District 4 staff to obtain additional information on the process required to obtain use of the property through an application for the issuance of an encroachment permit after the completion of environmental assessment and 100% PS&E.

Neustadter noted that she and Dahlgren thought they could do some advance coordination with Caltrans and found out that wasn't going to happen. In order to start a formal process with Caltrans a work order number is needed against which Caltrans personnel can charge their time. Neustadter and Dahlgren will meet this afternoon with the County and Nolte Associates to go over a plan for the next meeting with Caltrans. They hope to be successful in getting CCTA to fund Nolte to do a layout. Because of the future need to accommodate slip ramps there will be a short term and long term project plan to maximize efficiency.

- b) **MTC RFP on current Bay Area parking policies** – MTC is looking for potential case studies to develop alternative policies to address parking issues. Parking policies that focus on infill, town centers and transit areas are of particular interest.
- c) **2005 CMP.** The CCTA adopted the 2005 Update to the Congestion Management Program on November 16, 2005.
- d) **SWAT Manager.** SWAT has chosen a new RTPC Manager, Natalie Faye, formerly of the City of Walnut Creek. The intention is to give SWAT a larger presence at the staff level at Authority meetings. Neustadter thanked Hillary Heard for all her hard work in this position in addition to her other duties at the County.
- e) **Kudos to Steve Wallace, Director of Public Works and Community Development for the City of Pleasant Hill.** The CCTA Chair, Janet Abelson had great difficulty during the last rainy season maneuvering her wheel chair through the mud at Mayhew and Buskirk. She made Neustadter aware of the problem and Neustadter asked the City of Pleasant Hill to improve the accessibility of the area. Kersevan said the City poured a new sidewalk ramp and added that Walnut Creek Manor is going to pour new sidewalks to replace the temporary asphalt path that is difficult to traverse. That stretch of road should be done by the end of December. Neustadter asked for a letter so it can be forwarded to the Authority to show what has been done.

Neustadter noted that the Director of Public Works/Community Development for Pleasant Hill, Steve Wallace, attended the November CCTA meeting in person to see the problem first hand. He discussed the problem of access to the Authority offices from the BART station with Janet Abelson, CCTA Chair. He accompanied her to the BART station and discovered K-rails blocking the intersection at Mayhew, Coggins and Buskirk where the new apartments are being built. Wallace made sure that the very next day the K-rails were moved and the area opened for access. Neustadter admired the fact that Wallace took such a personal interest in this serious problem and effected an immediate solution. Pierce noted that night it was not only cold and dark but also raining and very dangerous for someone in a wheelchair to be out in traffic. Pierce agreed with Neustadter that Wallace's actions were above and beyond the call of duty and should be acknowledged and asked Kersevan and Durant to please be sure that is done.

Ross added a nice holiday story about abuse of the HOV lane just past the BART Station in Pittsburg. Ross noticed a single occupant in a large white truck using the HOV lane until he spotted a CHP Officer who was ticketing such miscreants at the end of the lane. The truck driver eased over into the "plebian lane" where Ross was patiently going five mph but the CHP Officer witnessed all this and when the truck approached him, he walked into the HOV lane, stopped traffic with a straight arm and gave the errant truck driver a well deserved ticket. Those who had been obeying the law were gratified to see such effective government in action. Abrams noted that this story tells a lot about congestion on Highway 4.

Pierce noted that this story also provides an important reason for not eliminating all the shoulders on the freeways. One of the elements of the Caldecott study suggests a solution to congestion there would be to eliminate shoulders to create HOV lanes but there is no space left then for breakdowns and CHP enforcement.

**9. Correspondence/Copies/Newsclips/Information - Accepted**

**Correspondence:** 11/28/05 November TRANSPAC Status letter from Chair Abrams to CCTA Chair Abelson; 11/17/05 Items approved by the Authority on November 16, 2005 for Circulation to the Regional Transportation Planning Committees (RTPCs) and items of interest; 11/14/05 SWAT Status letter from Hillary Heard, SWAT administrative staff to Bob McCleary, CCTA Executive Director; 11/14/05 Chair Abrams letter to Supervisors Uilkema and DeSaulnier regarding the North Central Voluntary Clean Air Plan; 11/3/05 Chair Abrams letter to Caltrans District 4 Director Bijan Sartipi re: thanks for the October Benicia-Martinez Bridge Toll Plaza Tour; 11/1/05 WCCTAC Status letter from Chair Sharon Brown to Bob McCleary, CCTA Executive Director; November 30, 2005 CCTA Project Status Report

**Newsclips:** Oakland Tribune: 11/23/05 "State's populace expected to boom by 2020..."; 11/18/05 "Bridge projects taking their toll, Reports ID hundreds of millions in overruns on Benicia, Bay spans"; 11/16/05 "Torlakson looks at future of commute; 11/9/05 "Tomorrow's cars may be smarter than their drivers"; New York Times: "Driving Around Manhattan, You Pay, Under One Traffic Idea"; 11/2/05 "Trading the Car for the Train".

**10. 2006 TRANSPAC Meeting Schedule** was attached for information. The TAC meeting date for December was corrected to read December 21<sup>st</sup>.

**11. Adjournment.** The meeting was adjourned at 10:40 a.m. The next TRANSPAC meeting is scheduled for February 9, 2006.