

**Policy Advisory
Committee**

**Action/Discussion Items
Agenda Item III. A.**

A diagram of a computer monitor and base. The monitor screen displays the text "Policy Advisory Committee" and "Action/Discussion Items Agenda Item III. A.". The base is a large rectangle with a small horizontal slot on the right side.

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2006-38

RESOLUTION ADOPTING AMENDMENT 1
(FORMAL) TO THE 2007 FTIP.

In the Matter of:)
)
2007)
Federal Transportation)
Improvement Program)

WHEREAS, the Council of Fresno County Governments (COFCG) is a designated Regional Transportation Planning Agency (RTPA) and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation; and

WHEREAS, the **2007 Federal Transportation Improvement Program** has been prepared to comply with Federal and State requirements for local projects; and

WHEREAS, the **Federal Transportation Improvement Program** has been prepared through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the COFCG forum and general public involvement; and

WHEREAS, this Amendment (1) Revises schedules, phases and funding amounts of projects currently programmed in the 2007 FTIP in order to achieve financial constraint and to accommodate local agency requests (2) Revises project descriptions and makes other minor changes as warranted (3) Revises the schedule and funding amounts of currently programmed projects (4) Revises Appendixes.

WHEREAS, the program listing is consistent with: 1) the amended **2004 Regional Transportation Plan**; 2) the **State Transportation Improvement Program**; and 3) the **July 2006 Air Quality Conformity Determination**; and

WHEREAS, the Federal Transportation Improvement Program contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, projects submitted in the TIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the COFCG process for TIP project selection is currently serving as the MPO's formal Project Selection Process as required under SAFETEA-LU and is consistent with the outlined guidance; and

WHEREAS, the proposed projects are determined to be exempt from the conformity determination requirement per 40 CFR 93.126

WHEREAS, the amendment has been circulated and reviewed by the Council of Fresno County Governments' member agencies representing their technical and management staffs; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Fresno County; and

WHEREAS, a public hearing was held on October 26, 2006 to consider Amendment 1 to the Federal Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED, that the Council of Fresno County Governments hereby amends the **2007 Federal Transportation Improvement Program for Fresno**.

BE IT FURTHER RESOLVED, that the approval of this resolution constitutes a recommendation for funding approval by the Council of Fresno County Governments this 26th day of October, 2006.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 26th day of October, 2006.

Signed: _____
Barbara Goodwin, Executive Director

Signed: _____
Trinidad M. Rodriguez, Chairman

Council of Fresno County Governments
2007 Federal Transportation Improvement Program
Formal Amendment #1

130 - Railroad Grade Crossing Protections Program

Route Postmile PIN Dist/EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)					Change Description Project Comments Funding Summary (Current & Prior Years)	
				Triennial Element						
				06/07	07/08	08/09	09/10	10/11		11/12
FRE070701 STPR-L 1.01 Caltrans	Total Escalated Cost									
	Status									
	Lump Sum 130-Railroad Grade Crossing Protections Program. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	PE RW Const							Cost/Scope/Sch. Change ***** Version 6 - 10/03/2006 ***** ***** Version 5 - 04/24/2006 ***** ***** Version 4 - 03/29/2005 ***** ***** Version 3 - 08/16/2004 *****	
	\$ 3,000,000			1,000,000	2,000,000				Prior	
	FTIP Amend 1.00	Total		1,000,000	2,000,000				Current 3,000,000	

Demonstration Projects

Route Postmile PIN Dist.EA Fund AQ Lead	Description	Total Escalated Cost	Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)
						Triennial Element						
						06/07	07/08	08/09	09/10	10/11	11/12	
						Local	State	Federal				
FRE070203 DEMO-ST/CITY 5.02 Fresno, City of	State Route 41 Off Ramp at O Street. Widened off-ramp from 2 to 4 lanes at intersection with O Street. Signalize ramp intersection.	\$ 1,500,000 FTIP Amend 1.00	20300000467	PE RW Const Total		1,500,000					New Project HR 3058 Earmark- ID# CA 767 ***** version 1 - 08/26/2006 *****	
						1,500,000					Prior Current	15,000 1,485,000

Hazard Elimination Safety Program

Hazard Elimination Safety Program										
Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)					Change Description Project Comments Funding Summary (Current & Prior Years)	
				Triennial Element						
				06/07	07/08	08/09	09/10	10/11		11/12
				Local	State	Federal				
FRE040401 STPG-LJAGENC' 1.06 Caltrans	Total Escalated Cost									
	Status									
	Lump-Sum Hazard Elimination Safety Program. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	PE RW Const	672,000 2,611,400						Cost/Scope/Sch. Change ***** Version 4 - 09/28/2006 ***** ***** Version 3 - 07/06/2006 ***** ***** Version 2 - 08/29/2005 ***** ***** Version 1 - 08/18/2004 *****	
	\$ 4,331,200		1,047,800						Prior 104,800 943,000 Current 328,300 2,955,100	
	FTIP Amend 1.00	Total	1,047,800	3,283,400						

Financial Summary Form

2007 FSTIP

MPO:

(Dollars x \$1,000)

Programmed	2006/07	2007/08	2008/09	TOTAL
State Highway Account Funds (State & State FHWA Funds)				
SHOPP (State Cash)	\$1,342	\$683	\$16,096	\$18,121
SHOPP (AC)	\$10,349	\$5,260	\$19,255	\$34,864
SHOPP Prior	\$566	\$0	\$0	\$566
STIP Int (state Cash)	\$0	\$0	\$120	\$120
STIP Int	\$0	\$30	\$123	\$153
STIP Regional	\$8,360	\$115	\$216	\$8,691
STIP Prior	\$1,500	\$0	\$0	\$1,500
STIP TE	\$781	\$1,616	\$763	\$3,160
AB 3090	\$0	\$135	\$0	\$135
Local Assistance				
Congestion Mitigation and Air Quality	\$10,543	\$11,184	\$11,411	\$33,138
Regional Surface Transportation Program	\$9,539	\$10,512	\$10,698	\$30,749
Highway Bridge Program	\$841	\$0	\$0	\$841
Highway Safety Improvement Program (HES)	\$2,954	\$0	\$0	\$2,954
Safe Routes to School Program	\$0	\$0	\$0	\$0
Railway - Highway Crossings	\$1,000	\$2,000	\$0	\$3,000
Other Federal Highway Programs				
Federal Lands Highway Program ¹	\$0	\$0	\$0	\$0
High Priority Projects Program	\$6,945	\$192	\$2,800	\$9,937
High Priority Projects Program Adv. Con. Conversion	\$240	\$2,060	\$2,108	\$4,408
Demonstration - TEA21	\$26,123	\$0	\$8,800	\$34,923
Coordinated Border Infrastructure Program	\$0	\$0	\$0	\$0
Recreational Trails Program	\$0	\$0	\$0	\$0
National Corridor Infrastructure Improvement Program	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0
Projects of National and Regional Significance	\$0	\$0	\$0	\$0
Emergency Relief Program	\$50	\$50	\$50	\$150
Other (Describe)	\$0	\$0	\$0	\$0
Federal Transit Administration Funds				
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$10,009	\$10,752	\$11,506	\$32,267
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0
5309 - Bus and Bus Facility Grants	\$2,160	\$1,360	\$960	\$4,480
5309 - Capital Investment Grants "New Starts"	\$0	\$0	\$0	\$0
5310 - Formula Program for Elderly & Persons with Disabilities	\$0	\$0	\$0	\$0
5311 - Other Than Urbanized Area Formula Program	\$1,426	\$1,039	\$1,099	\$3,564
5311 © - Public Transportation on Indian Reservations	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0
5317 - New Freedom Program	\$0	\$0	\$0	\$0
5320 - Transit in the Parks	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)				
Other State Funds				
Traffic Congestion Relief Program	\$0	\$0	\$0	\$0
Other (Describe)	\$0	\$0	\$0	\$0
Local Funds				
High Priority Projects Program/ Advanced Construction	\$3,640	\$48	\$0	\$0
Local city/county/agency	\$7,079	\$9,319	\$7,412	\$0
Measure C	\$46,531	\$1,150	\$0	\$0
Total programmed	\$151,978	\$57,505	\$93,417	\$227,721

- Federal Lands Highway Program includes
 - Indian Reservation Roads
 - NPS Parkway and Park Roads
 - F&WS Refuge Roads
 - Public Lands Program
 - Forest Highways
 - Public Land Highways Discretionary

Financial Summary Form

2007 FSTIP

MPO:

(Dollars x \$1,000)

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AB 3090	\$0	\$135	\$0	\$135
Local Assistance				
Congestion Mitigation and Air Quality	\$10,694	\$11,330	\$11,450	\$33,474
Regional Surface Transportation Program	\$9,539	\$10,512	\$10,698	\$30,749
Highway Bridge Program	\$841	\$0	\$0	\$841
Highway Safety Improvement Program (HES)	\$2,954	\$0	\$0	\$2,954
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Other Federal Highway Programs				
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Ferry Boat Discretionary	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0
Projects of National and Regional Significance	\$0	\$0	\$0	\$0
Emergency Relief Program	\$50	\$50	\$50	\$150
Other (Describe)	\$0	\$0	\$0	\$0
Federal Transit Administration Funds				
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0
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Non-Title 23/Federal Transit Funds (Describe)				
Other State Funds				
Traffic Congestion Relief Program	\$0	\$0	\$0	\$0
Other (Describe)	\$0	\$0	\$0	\$0
Local Funds				
High Priority Projects Program/ Advanced Construction	\$3,640	\$48	\$0	\$0
Local city/county/agency	\$7,079	\$9,319	\$7,412	\$0
Measure C	\$46,531	\$1,150	\$0	\$0
Total programmed	\$152,129	\$57,651	\$93,456	\$228,057

- Federal Lands Highway Program includes
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 - NPS Parkway and Park Roads
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 - Public Lands Program
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Financial Summary Form

2007 FSTIP

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(Dollars x \$1,000)

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SHOPP Prior	\$0	\$0	\$0	\$0
STIP Int (state Cash)	\$0	\$0	\$0	\$0
STIP Int	\$0	\$0	\$0	\$0
STIP Regional	\$0	\$0	\$0	\$0
STIP Prior	\$0	\$0	\$0	\$0
STIP TE	\$0	\$0	\$0	\$0
AB 3090	\$0	\$0	\$0	\$0
Local Assistance				
Congestion Mitigation and Air Quality	\$151	\$146	\$39	\$336
Regional Surface Transportation Program	\$0	\$0	\$0	\$0
Highway Bridge Program	\$0	\$0	\$0	\$0
Highway Safety Improvement Program (HES)	\$0	\$0	\$0	\$0
Safe Routes to School Program	\$0	\$0	\$0	\$0
Railway - Highway Crossings	\$0	\$0	\$0	\$0
Other Federal Highway Programs				
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5309 - Bus and Bus Facility Grants	\$0	\$0	\$0	\$0
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5317 - New Freedom Program	\$0	\$0	\$0	\$0
5320 - Transit in the Parks	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)				
Other State Funds				
Traffic Congestion Relief Program	\$0	\$0	\$0	\$0
Other (Describe)	\$0	\$0	\$0	\$0
Local Funds				
High Priority Projects Program/ Advanced Construction	\$0	\$0	\$0	\$0
Local city/county/agency	\$0	\$0	\$0	\$0
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1. Federal Lands Highway Program includes
 - Indian Reservation Roads
 - NPS Parkway and Park Roads
 - F&WS Refuge Roads
 - Public Lands Program
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 - Public Land Highways Discretionary

Appendix L

Formal Comments and Responses

A 30-day public review and interagency consultation period was completed for the 2007 FTIP in May and June 2006. A public hearing was held at our regularly scheduled Board meeting on June 22, 2006. No comments were received. On July 20, 2006, the Fresno Council of Governments approved the 2007 FTIP.

General Comments:

Letter 1:

Responses to Comments made by the California Department of Transportation dated June 28, 2006

Comment 1. ROW Allocation - see memo from Abhijit Bagde to MPO FTIP Coordinators regarding the ROW Allocation Plan dated 6/12/06 - these amounts need to be included in the 2007 FTIP.

Noted.

Comment 2. CMAQ General Comments - see attached (guidance)

Noted.

Comment 3. 2004 Carryover STIP - Prior Year STIP Unallocated 05/06 STIP - time extensions, pending etc. Reference e-mail from Abhijit Bagde to MPO FTIP Coordinators dated 5/11/06, and 5/25/06. These categories should be shown separately under STIP in the Financial Summary Tables. E-mail also provides information on programming these projects.

Noted.

Comment 4. FTA 5307 Program - the total listed in the Financial Summary Sheet is \$12,512, while the total programmed based on the federal share of the projects listed in the FTIP detail is \$9,853. It appears the total in the Financial Summary Sheet is for total funds and not just the federal share.

FTIP detail and Financial Summary Sheet have been fixed to coordinate.

Comment 5. Financial Summary Sheet does not include totals for 5309, yet the individual projects include 5309 projects programmed in the triennial period.

Financial Summary Sheet fixed to include the totals for 5309.

Comment 6. Financial Summary sheet does not include total for FTA Section 5311 Program, yet the individual projects include 5311 projects programmed in the triennial period.

Financial Summary Sheet fixed to include the totals for 5311.

Comment 7. STIP Components must be shown separately such as STIP Prior, STIP AB 3090.

Noted.

Comment 8. STIP Interregional projects appear to be missing. See authorized STIP for details and e-mails referenced above.

Discussion and review by local Caltrans representatives on local and interregional projects has taken place. All projects are included.

Comment 9. Interregional Program - seems to be missing Intercity Rail Project approved in April CTC meeting - project PPNO 2041 - Fresno Pocket Track, Fig Garden siding funding for 06-07 should be included.

These projects have either been cancelled or put on hold.

Comment 10. Is the RSTP amount shown in the Financial Summary the revenue amounts less the exchange amount?

The Financial Summary has been fixed to show the correct RSTP amount.

Comment 11. Financial Summary Form - will need to show Enhancements as STIP Enhancement.

Noted.

Comment 12. Purchase of vehicles is shown both as Preliminary Engineering and as Construction. Why?

Phases have been changed to reflect construction; this is accurate.

Comment 13. CMAQ Total programmed in the Financial Summary Sheets shows \$10,673 for FY 06-07 while the individual project detail for CMAQ projects sums to approximately \$9,857 for FY 06-07 - why is there a difference? The same occurs for FY 07-08 and 08-09. For FY 07-08 and 08-09, the amount programmed based on the individual projects exceeds the CMAQ revenue for the same period, appearing as if CMAQ has been over programmed slightly in 07-08 (307,000) and \$1,753,000 in 08-09. Please reconcile.

The funding has been fixed to reconcile with the Funding Summary Sheet.

Comment 14. RSTP - same comment as above - please reconcile the individual project listing to the financial summary sheets.

The funding has been fixed to reconcile with the Funding Summary Sheet.

Comment 15. AC Conversion - please make sure you provide a backup list of all projects contained in the lump sum conversion.

See Appendix J for these new details.

Specific Project Concerns/Questions:

Comment 1. HPP Project - AC Conversion - You are showing PE, RW, and CON under 2 separate years for this project, based on the funding for HPP or Demo. Are these two distinct phases or contracts? Is it possible to split the project into separate phases?
This has been separated into two projects.

Comment 2. FRE021510 - Passenger amenities - what are these and are they an allowable cost?

The general description of “passenger amenities” has been changed to list out the amenities. The cost is allowable. The new description reads as follows: “Passenger shelters/structures, benches, trash receptacles and lighting; On-street signs; Bus stop repairs; and miscellaneous amenities to benefit transit passengers.”

Comment 3. STIP Interregional Program - need to include Project PPNO 1530Y - Kingsburg-Selma 6-lane, replacement planting - funding in 08/09.
Noted.

Comment 4. STIP Interregional Program - need to include Tree Planting, Rt. 41 - PPNO 1477 funding in 08/09.
Noted.

Comment 5. Project FRE041405 - why is Construction shown in 06/07 to purchase vehicles, then PE is shown in the 3 following years?
Noted. All have been changed to CON.

Comment 6. Project FRE021501 for various planning project, etc., and FRE021502 are both for various planning projects using 5307 funds - what is the difference?

See Below:

FRE021501 Various Planning Project/ COFCG Staff/Annual Planning O & M Expenses and Special Projects.

FRE021502 Various Planning Projects/FAX Staff/Annual Planning O & M Expenses and Special Projects.

Comment 7. Project FRE021510 - for passenger amenities FTA 5307 funds - what are these (need to verify these are allowable costs)
See 2.

Comment 8. Interregional Rail projects seem to be missing from the IRR projects detail?
See 9 above.

Comment 9. Project FRE041101- PPM - why is both construction and PE shown?
Noted.

Comment 10. Project FRE070116 CMAQ - please check the percentage for the match - it appears to be approximately 98% federally funded.

Noted and fixed.

Comment 11. Project FRE021501 - FTA Section 5307 Program - Description: various planning project/FAX and COFCG staff/annual planning O&M expenses and special projects. Project FRE012502 - Section 5307 program has the same description. What is the difference between these two projects? Are these lump sums for similar projects - they overlap years.

See 6.

Comment 12. Project FRE041109 - Listed under STIP/Regional Choice. There are no state funds on this project - why is it included under the STIP program? Should this be under the same program as the other HPP project?

Noted and moved to Measure C.

Comment 13. Project FRE0411101 - STIP/Regional Choice. This project is showing both PE and Construction for PPM funds. If the construction funds are AB 3090 funds, they should be shown separately on the Financial Summary Tables.

-Also specify AB 3090 funds in the project.

-May want to show AB 3090 as a separate project.

Various Planning Project/ COFCG Staff/Annual Planning O & M Expenses and Special Projects

Noted.

Comment 14. Project FRE071802 - Transportation Enhancement Activities Program. This project is showing local TEA funds. Local or Regional TEA funds are no longer available. According to the Local Assistance Website/AB 1012 reports, Fresno has a negative balance for regional TEA. This project is not shown in the approved STIP as using STIP TE funds. Fresno does have a STIP TE Reserve. If this project will be funded using those funds, they cannot be programmed in the FTIP until CTC action has taken place.

TE projects fixed to match the latest guidance received.

Comment 15. Transportation Enhancement Activities Program - it appears as if several new projects are included in the programming document. Are these projects part of the TE Reserve? If so, they cannot be programmed until a CTC action/allocation takes place. See discussion from latest CFPG meeting

TE projects fixed to match the latest guidance received.

Please be sure that you have programmed "place holder" projects for Planning of Bridge Preventative Maintenance Program and the Statewide Scour Plan for Local Agencies. No dollars will be programmed, just the projects.

Please refer to the Assumptions and Guidance for 2007 FTIP/FSTIP for additional information and instructions for programming.

Noted.

Letter 2:

Responses to Comments Made by the Federal Highway Administration on July, 10 2006

Comment 1. Please submit the lists of projects associated with all lump sum listings in the FTIP along with the final 2007 FTIP.

Lump sum listings included in final 2007 FTIP package.

Comment 2. As a reminder, effective October 1, 2006, FHWA will not approve any AC authorizations or conversions (E-76s) that are not included in the FSTIP. FHWA-FTA's June 27, 2005 Fiscal Constraint Guidance and FHWA's May 10, 1996, Advance Construction Guidance both state that advance construction projects must be included in the STIP (1) in the year the project is authorized for advance construction and (2) the year the project is converted from advance construction to federal funding.

Noted.

Comment 3. Thank you for including the completed and obligated project information in Appendix F, and the TCM documentation in Appendix I.

Noted.

Comment 4. Project listings could more clearly identify projects as AQ exempt or non-exempt.

CTIPS form lists the exempt codes. Appendix G lists the projects exempt from air quality. Appendix H lists the non-exempt projects.

CMAQ Lump Sum Project Listing

MPO ID#	Agency	FTP Title	FTP Description	Federal ID#	Description	Location	From	To
FRE020105	Clovis	Lump-Sum Traffic Flow Improvements	In Clovis - Lump-Sum Traffic Flow Improvements. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		Traffic Signal	Clovis at 7th		
FRE020108	Clovis	Traffic Signal Synchronization	In Clovis - Lump-Sum Traffic Signal Synchronization. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3, ITS Project.		Pilot Optic	Shaw	Willow	Willa
FRE020132	Fresno	Grade Crossings	In Fresno - Lump-Sum Construction of Grade Crossings Along Bike and Pedestrian Trails		Underpass	Sugar Pine Trail at Fresno Street		
FRE020133	Fresno	Pedestrian Trail Construction	In Fresno - Lump-Sum Construction of New Trails to Serve Fresno/Clovis Metropolitan Area Trail System. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		Trail	Hendon Canal Bankside Trail	Blackstone Ave	Van Ness Blvd
FRE020138	Kerman	Traffic Flow Improvements	In Kerman - Lump-Sum Traffic Flow Improvements On Various Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		Traffic Signals and signal interconnect	Whitesbridge Road	Vineyard Ave	Siskiyou Ave
FRE020142	Mendota	Pedestrian Facilities	In Mendota - Lump-Sum Pedestrian Facilities On Various Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		Construction of missing sidewalks and retrofit of curb returns	4th, 5th, 6th Streets	Highway 33	SF 180
FRE020150	Sanger	Traffic Flow Improvements	In Sanger - Lump-Sum Traffic Flow Improvements at Various Major Intersections. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		Traffic Signal	Bethel Avenue at Church Avenue		

RSTP Lump Sum Project Listing

MPO ID#	Agency	FTP Title	FTP Description	Federal ID#	Description	Location	From	To
FRE020603	Clovis	A/C Overlays	In Clovis - Lump-Sum A/C Overlays On Various Eligible Routes (No Additional Travel Lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	5208(071) 5208 (070) 5208 (066)	Overlay Overlay Overlay	Brookhaven Peach Villa	Barstow Sierra Shaw	Clovis Magill Santa Ana
FRE020605	Coalinga	Various A/C Overlays/Reconstruction	In Coalinga - Lump-Sum Various A/C Overlays/Reconstruction on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		Full width overlay	Coalinga Street	Cambridge Ave	Polk Street
FRE020610	Fowler	A/C Overlays, Curb, Gutter and Sidewalks	In Fowler - Lump-Sum A/C Overlays On Various Eligible Routes (No Additional Travel Lanes) and Provide Curb, Gutter, and Sidewalks. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		A/C Overlay and Provide Curb, Gutter, and Sidewalks	Fowler	Merced Street	South Street
FRE020616	Fresno	Traffic Control Devices & Operating Assistance	In Fresno - Lump-Sum Traffic Control Devices and Operating Assistance. Complete Comprehensive Plan to Identify Signal Locations. Complete Signage for Major Streets/Schools. Consistent w/ 40 CFR etc.	5060(105)	Major Street Signage Upgrade Project	City-Wide		
FRE020617	Fresno	A/C Overlays or Cold Recycle Overlays	In Fresno - Lump-Sum A/C Overlays or Cold Recycle Overlays on Various Eligible Routes (No Additional Travel Lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		Resurfacing Resurfacing Repaving	Friant Road Fresno St Tulare St	Audubon Alluvial State Rte 41	Shepherd Nees Orchard
FRE020618	Fresno	Median Islands	In Fresno - Lump-Sum Median Islands On Various Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		Medians Medians	Ventura Kings Canyon Medians	State Rte 99 Peach	Broadway Clovis Ave
FRE020620	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Projects On Freeways for Noise Attenuation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		Soundwalls	Freeway 41	North on Audubon Dr	Overcrossing Shaw
FRE020621	Fresno	Landscaping in Median Islands	In Fresno - Lump-Sum Landscaping and Plantings in Median Islands. On Trails and Streetscapes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		Landscaping and Planting Landscaping and Planting	Polk Avenue Sugar Pine Trail Underpass Hendon Canal Bankside Trail	Santa Ana Fresno Street Blackstone Ave	Shaw Van Ness Blvd Santa Ana
FRE020622	Fresno	Traffic Signals	In Fresno - Lump-Sum Traffic Signals At Major Eligible Road Intersections. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		Signal	Polk Avenue McKinley at Echo	Shaw	

SHOPP Lump Sum Project Listing

MPO ID#	Agency	FTIP Title	FTIP Description	Federal ID#	Description	Location	From	To
FRE071004	Caltrans	SHOPP Lump-Sum "Mobility"	Lump-Sum "Mobility" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		In Fresno - North Avenue to north of San Joaquin River, also in Madera County - install fiber optic system In Fresno - Ashlan Avenue to Bullard Avenue - install ramp meters at four locations In Fresno - Cedar Avenue to Ventura Avenue and from Clinton Avenue to San Joaquin River - install fiber optic system	SR 41 SR 41 SR 99	North Ave. Ashlan Ave. Clinton Ave.	North of San Joaquin River Bullard Ave. Ventura Ave. San Joaquin River
FRE071003	Caltrans	SHOPP Lump-Sum "Bridge Preservation"	Lump-Sum "Bridge Preservation" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		Near Fresno - at Walhoke Creek (Bridge #42-3078) - rehabilitate bridge (scour)	SR 180		
FRE071007	Caltrans	SHOPP Roadway Preservation	Lump-Sum "Roadside" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		Near Fowler - Merced undercrossing to Central overcrossing - replacement planning (required mitigation) Near Mendota - Kamm Avenue to 0.4 miles south of Panoché Road - rehabilitate pavement Near Ardenal - north of Route 145 to Kamm - pavement preservation In Fresno - South Fresno Viaduct to the Madera County line - pavement preservation	SR 99 15 15 SR 41	Merced undercrossing Kamm Ave. Route 145	Central overcrossing Panoché Rd. Kamm
FRE041001	Caltrans	SHOPP Lump-Sum "Roadside Preservation"	Lump-Sum "Roadside Preservation" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		In Fresno - Van Ness Avenue to Shields Avenue; also Route 180 west of 1st Street (PM 57.5658) - highway painting restoration Near Coalinga - Coalinga/Avenal Safety Roadside Rest Area - rest area restoration In Fresno - El Dorado Street to Kernan Branch Underpass; also on Route 99 from 180 to North Fresno Overcrossing - highway planting restoration	SR 41 15 SR 99	Van Ness Ave. SR 180	Shields Ave.
FRE071009	Caltrans	SHOPP - Emergency Response	SHOPP - Emergency Response Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		Near Fresno - at Walhoke Creek (Bridge #42-3078) - stabilize bridge piers Near Auberry - approximately 2 miles west of Auberry Road - remove debris, reconstruct roadway	SR 180 SR 168		

HES Lump Sum Project Listing

MPO ID#	Agency	FTIP Title	FTIP Description	Federal ID#	Description	Location	From	To
FRE040401	Caltrans	Lump-Sum Hazard Elimination Safety	Lump-Sum Hazard Elimination Safety Program. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		UPGRADE TRAFFIC SIGNAL, MODIFY AND UPGRADE INTERSECTION AND PEDESTRIAN FEATURES Near Coalinga-0.2 miles south of Route 33 to 0.6 miles south of Arroyo Honda Undercrossing-install median barrier	INTERSECTION OF BLACKSTONE AVE. AND DAYTON AVE. 15		

130- Railroad Grade Crossing Protection Program

MPO ID#	Agency	FTIP Title	FTIP Description	Federal ID#	Description	Location	From	To
FRE070701	Caltrans	130-Railroad Grade Crossing Program	Lump Sum 130-Railroad Grade Crossing Protections Program. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		Eliminate hazards at railroad grade crossing at the intersection of Central Avenue and UPRR in the unincorporated portion of Fresno County. Eliminate hazards at railroad grade crossing at the intersection of West Avenue and BNSF in the City of Fresno Eliminate hazards at railroad grade crossing at the intersection of Fresno Avenue and SJVR in the City of Fresno. Eliminate hazards at railroad grade crossing at the intersection of 1st Street and SJVR in the City of Fresno. Eliminate hazards at railroad grade crossing at the intersection of Chrys Avenue and SJVR in the City of Fresno. Eliminate hazards at railroad grade crossing at the intersection of Cedar Avenue and SJVR in the City of Fresno.	In the County of Fresno at the intersection of Central Avenue and UPRR In the City of Fresno at the intersection of West Avenue and BNSF In the City of Fresno at the intersection of Fresno Avenue and San Joaquin Valley Railroad In the City of Fresno at the intersection of 1st Street and San Joaquin Valley Railroad In the City of Fresno at the intersection of Chrys Avenue and San Joaquin Valley Railroad In the City of Fresno at the intersection of Cedar Avenue and San Joaquin Valley Railroad		

**Policy Advisory
Committee**

**Action/Discussion Items
Agenda Item III. C.**

In the Matter of:)
)
REGIONAL BLUEPRINT)
PLANNING PROGRAM)
_____)

Signed: Barbara Goodwin, Executive Director

[illegible]

**Policy Advisory
Committee**

**Action/Discussion Items
Agenda Item III. E.**





Central Valley Office
1530 East Shaw Avenue
Suite 114
Fresno, CA 93710

Sacramento Office
Wells Fargo Center
400 Capitol Mall, Suite 1850
Sacramento, CA 95814

STEVE SAMUELIAN

TO: Barbara Goodwin, Fresno COG
FROM: Steve Samuelian, California Consulting, LLC
REGARDING: Review of 2006 and Preview of 2007 Legislative Agenda
DATE: August 31, 2006

RECEIVED

SEP 05 2006

BY: _____
FRESNO COG

Thank you for the opportunity to represent Fresno COG during the 2006 Legislative Session in Sacramento. Our collective effort was very successful this year in the State Capitol. This memorandum will serve as both a summary of 2006 activities and will outline recommendations for the upcoming 2007 Legislative year.

2006 Activities

Bringing/Arranging for Speakers at COG meetings:

- We were able to bring Business Transportation and Housing Undersecretary Barry Sedlick to a COG monthly meeting to give an update on various state issues including but not limited to "Goods Movement."
- We were able to arrange for a visit to the COG office from State Department of Transportation Director Will Kempton. Mr. Kempton held a roundtable discussion with many COG members and leaders from around Fresno County.
- We participated and assisted COG in arranging for a visit from Assemblyman Juan Arambula. Mr. Arambula spoke at a COG monthly meeting and addressed various issues.
- We arranged for a visit from Assemblywoman Parra's Legislative Director Mr. Tom Higgins to give the COG Board an update on Ms. Parra's Transportation related legislation.

Sacramento One Voice 2006 Trip

Fresno COG's first Sacramento "One Voice" visit was very productive. A large delegation of Valley leaders attended over the course of three days and we arranged for meetings with more than 35 key leaders in State Government. The delegation was able to meet with Senior Staff from the Governor's Office, the Valley State Legislative delegation, Secretary McPeak, Transportation Commission Director Barna, the Senate Republican Leader, Assembly Budget Chairman, and several other key leaders in Sacramento.

1. Issues Pursued

COG identified seven major issues for the 2006 Legislative Session. Those issues are as follows: (1) SB 1024 Perata Bond; (2) Governor's Transportation Bond; (3) Speaker's Bond; (4) Restoring Prop. 42; (5) State Route 180; (6) Goods Movement in California; (7) San Joaquin Valley Partnership.

2. Format

We met with more than 35 key leaders during our "One Voice" visit. We used one single room as a central point for all of our meetings. We recommend using the same or similar format for the meetings and again meeting with the key leaders in Sacramento. We recommend again having a 3 day visit and utilizing the same or similar beginning and ending times (8:30 a.m. briefings in morning and ending at 5 p.m.). We also recommend two meal oriented events during the visit. The first event would be a lunch or dinner with a key individual, i.e., Speaker Nunez, the Governor, etc. The second event would be a dinner or lunch with all of the Valley Legislators from both the Senate and the Assembly. We recommend including all legislators from Modesto through Bakersfield in order to give our "One Voice" visit more of a regional approach. This could be billed as a "Salute to Our Valley Legislators" lunch or dinner. The event would honor them for their service to our region. Certainly, much of what we are lobbying for is regional issue in nature, i.e., Highway 99, San Joaquin Valley Partnership, etc. We will also include designated times for lunches during the schedule.

3. Materials

The materials supplied by COG staff were excellent. The binders served their purpose and were done well.

4. Presentations

We recommend continuing to use the same presentation style at each meeting. This approach worked well and should be used again.

5. Timing

Our timing coincided with the exact days when the Infrastructure Bond package was on the table for debate. We will again attempt to determine the best and most productive days for the delegation to visit. Our initial suggestion is some time in the late February to late March time frame when bills are in Committee and key decisions are about to be made in the Legislature.

6. Hotel/Logistics

We believe the same hotel should be utilized. The location is perfect and the logistics seemed to all flow well for the 3 day visit.

7. Delegation

We had a good sized delegation attend the first annual Sacramento "One Voice" program. It would be nice to increase the attendance level for the 2007 trip. Often times, the larger the delegation, the more influence it wields.

8. Summary of "One Voice"

The feedback we received was positive from members of the delegation. Please let me know your feedback, guidance and counsel on our first visit. We are always open to helpful suggestions on how we can improve our 2nd "One Voice" visit. Our #1 goal was to obtain the inclusion of the \$1 billion for State Route 99 in the Infrastructure Bond without counting it against the 60/40 split. After intense efforts and many meetings and discussions Highway 99 was included in the Infrastructure Bond for \$1 billion with no strings and it was the only Highway named by name in the entire bond. The Valley State Legislative Delegation both in the Assembly and the Senate deserves tremendous credit on a job well done on this issue.

9. Suggested Topics for 2007 "One Voice" Visit

We are seeking direction from the COG Senior Staff and Policy Board for topics to target for our lobbying in 2007. The following are some suggested topics (not in any particular order of preference) that will certainly be major state issues in 2007:

- Transportation Bond (if it passes) Allocation of Funding
- State Route 180
- Surface Level Water Storage
- Prop. 42
- California Partnership for the San Joaquin Valley
- Goods Movement

2007 Legislative Goals

In addition to the six major issues above, I would also suggest that Fresno COG explore three other areas for 2007. The areas are as follows:

1. Grants

Our firm maintains an experienced full time grant writer. We have written and had approved over \$11 million of grants in 2006. If there are transportation related grants available for COG, I believe we should be asked to explore those options and report back to you.

2. Budget Bills

If there is a particular project that Fresno COG would like to see funded through the legislative process please let me know. Although these Budget Bills are always challenging, we should explore projects that could be funded through a Budget Bill or a Budget Trailer Bill. Budget bill language should be vetted and discussed as early as September or October to be ready for the January session.

3. Policy Bill

If there is a law/policy that Fresno COG would like to see changed please let me know and we will explore a legislative bill. Policy bill language should be vetted and discussed as early as September or October to be ready for the January session. This will also require obtaining an Author and possibly several Co-Authors.

San Joaquin Valley Partnership

Our firm became aware that funding for the Partnership was in serious jeopardy. After the Senate Budget Sub-Committee reduced funding we alerted COG and began to engage in discussions about strategy to save the funding. Subsequently, the Budget Joint Conference Committee eliminated Partnership funding. At this time, our firm became fully engaged in the issue and with the assistance and coordination of Fresno COG we proposed a trip to Sacramento. The goal of the trip was to influence the Big 5 and put the \$5 million for the Partnership back in the Budget. The trip concept was approved and we began arranging the trip. The Valley State Legislative delegation performed superbly and did an outstanding job in relaying our message to the Big 5.

1. Diverse Delegation

A large delegation of more than twenty Valley leaders from as far north as Modesto and as far south as Tulare County attended this one day lobbying effort. The delegation was composed of elected officials, business leaders, and other key community leaders.

2. Meetings

The delegation met with 15 top leaders in the State Capitol in one day. The day of meetings was both productive and effective. We met with many key leaders including the Governor, Secretary McPeak, the Speaker Pro-Tem, the Senate Republican Leader, and others. We held a lunch in the Governor's Office that was attended by the Governor personally and Secretary McPeak as well as the Governor's Legislative Secretary Mr. Richard Costigan. We also met with most of our Valley legislative delegation. The entire Valley State Legislative delegation gave a united and effective effort to restore this funding for the Partnership. They deserve credit for pushing this issue and getting the funding restored.

3. Results

Our timing was excellent and a few days after the meetings we were informed that the \$5 million for the Partnership had been put back in the budget. In fact, on a post budget conference call the Governor's Spokesperson from the Department of Finance praised the Valley delegation that lobbied in Sacramento on the one day trip and said it was fair to say the funding would not have been restored without that trip and those meetings.

Summary

During 2006, our firm had a constant presence in Sacramento on behalf of Fresno COG. Our weekly trips and regular meetings with Valley Legislators and Staff kept Fresno COG informed of the latest activities in Sacramento. We also kept Legislative offices informed about the issues important to Fresno COG. Additionally, I was able to personally attend and report to you and the Board at many of the monthly COG Policy Board meetings. Our two major goals of the 2006 session were to (1) get the \$1 billion for Highway 99 in the Infrastructure Bond; and (2) restore the \$5 million for the San Joaquin Valley Partnership in the Budget. With the help of Fresno COG,

and of course our excellent Valley State Legislative delegation, both of the above stated goals were accomplished.

Please let me know if you have any questions or suggestions. We look forward to working with you in 2007.

**Policy Advisory
Committee**

**Action/Discussion Items
Agenda Item III. H.**

A diagram showing a computer monitor and a base unit connected by two vertical lines. The monitor displays the text "Policy Advisory Committee" and "Action/Discussion Items Agenda Item III. H.". The base unit has a small rectangular slot on its right side.

Rough Ride In The City

Metro areas with the Roughest Rides and Strategies to Make our Roads Smoother

October 2006

TRIP

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Founded in 1971, TRIP® of Washington, DC is a nonprofit organization that researches, evaluates and distributes economic and technical data on highway transportation issues. TRIP is supported by insurance companies, equipment manufacturers, distributors and suppliers; businesses involved in highway engineering, construction and finance; labor unions; and organizations concerned with an efficient and safe highway transportation network.

Executive Summary

The nation's major urban roadways – highways and major streets that are the main routes for commuters and commerce – are a critical link in the nation's transportation system. These major arterial routes carry 73 percent of the 1.8 trillion miles driven annually in urban America.

From commuters heading to work and children riding the school bus, to people driving to stores, church or the doctor's office, Americans depend on good roads in their communities. But there problems exist on our nation's major urban streets and highways. Continued increases in travel by cars and trucks are putting significant wear and tear on these already aging and overburdened city roads.

In this report, TRIP examines the condition of major roads in the nation's most populous urban areas, recent trends in urban travel, and the latest developments in repairing and building roads to last longer. An urbanized area includes the major city in a region and its neighboring or surrounding suburban areas. Pavement condition data are based on the Federal Highway Administration's (FHWA) 2004 annual survey of state transportation officials on the condition of major state and locally maintained roads, based on a uniform pavement rating index, (latest data available). The pavement rating index measures the level of smoothness of pavement surfaces, providing information on the ride quality provided by road and highway surfaces. Although there may be some variance in how transportation officials gather pavement condition data and apply this index, the FHWA survey is the only national source of pavement condition ratings based on a consistent criteria. The major findings of the TRIP report are:

The condition of the nation's most critical metropolitan area roads and highways is getting worse, increasing the cost motorists are paying to maintain their vehicles as a result of driving on roads and highways with pavements in poor condition. These roads are maintained by local and state governments.

- Approximately one out of four (26 percent) of the nation's major metropolitan roads – Interstates, freeways and other principal arterial routes – have pavements that are in substandard condition and provide an unacceptably rough ride to motorists. Pavement conditions on the nation's major urban roads and highways have worsened since 1999, when 23 percent were in substandard or poor condition.
- The percentage of the nation's major urban roads and highways with pavements in good condition, providing motorists a smooth drive, decreased from 33 percent in 1999 to 32 percent in 2004.

- The ten urban regions with at least 500,000 people, which includes the city and its surrounding suburbs, with the greatest share of major roads and highways with pavements that are in substandard condition and provide a rough ride are: San Jose – 66 %, Los Angeles – 65 %, San Francisco – Oakland – 58 %, Kansas City – 58 %, New Orleans (pre-Katrina) – 56 %, San Diego – 54 %, Sacramento – 50 %, St. Louis – 46 %, Omaha – 46 % and New York City – 45 %.
- The average urban motorist in the U.S. is paying \$383 annually in additional vehicle operating costs as a result of driving on roads in need of repair. Driving on roads in disrepair increases consumer costs by accelerating vehicle deterioration, increasing the frequency of needed maintenance and increasing fuel consumption.
- The ten urban regions with at least 500,000 people, which includes the city and its suburbs, where motorists pay the most annually in additional vehicle maintenance because of roads in poor condition are: San Jose – \$705, Los Angeles -- \$693, San Francisco – Oakland -- \$654, Kansas City -- \$651, San Diego -- \$618, Sacramento -- \$608, New Orleans (pre-Katrina) -- \$603, Oklahoma City -- \$568, Omaha -- \$560 and St. Louis -- \$559.
- While a desirable goal for state and local governments is to maintain 75 percent of its roads in good condition, only three of the nation's urban areas of 500,000 people or more – Atlanta, Orlando and Phoenix – achieve this goal. In fact, only 13 major urban areas have at least 50 percent of their major roads in good condition.

Significant increases in travel in the years ahead will put additional stress on roads and make it even more costly to improve and maintain them.

- Overall travel on urban roads increased by 38 percent from 1990 to 2004. Urban travel by large commercial trucks grew at an even faster rate, increasing by 51 percent from 1990 to 2004. Large trucks place significant stress on road surfaces.
- Vehicle travel is expected to increase approximately 33 percent by 2020, and the level of heavy truck travel nationally is anticipated to increase by approximately 39 percent by 2020, putting greater stress on our nation's urban roadways.

A 2004 U.S. Department of Transportation (DOT) study prepared for Congress found that urban road and highway pavement conditions are likely to worsen at current funding levels. Significant inflation in the cost of highway construction materials may further increase the cost of needed road and highway repairs. Current federal highway revenues will be unable to fully fund the federal highway program by 2009.

- All levels of government are spending \$11.2 billion annually in preserving the physical condition of urban roads and highways. The DOT study estimates that the annual investment needed to maintain urban roads and highways in their current condition is \$15.6 billion annually. Needed annual investment to improve the condition of urban roads and highways is \$19.3 billion annually.
- The DOT study found that keeping urban roadways in their current condition would require a 40 percent increase in annual funding. Improving the physical condition of urban roadways would require a 73 percent increase in annual funding.
- Through 2022, the U.S. faces a \$76 billion shortfall in the cost to maintain urban roadways in their current condition and a \$138 billion shortfall in the cost to make significant improvements to urban roadways, according to the study.
- The U.S. Bureau of Labor Statistics reports that from June 2005 to June 2006, the price of materials used for road and highway construction in the U.S. increased by 16 percent. This significant increase in highway construction costs was spurred by increases in the cost for asphalt, concrete and diesel fuel.
- The current \$10.2 billion balance in the highway account of the Federal Highway Trust Fund, which funds numerous road, bridge and highway improvements, is expected to decrease to \$2.4 billion by the year 2008 and will have a \$2.3 billion deficit in 2009, based on revenue projections by the U.S. Treasury.

Paved surfaces have five stages in their life cycle from initial design to pavement disintegration and failure. Pavements deteriorate because of a combination of traffic loads, moisture and climate.

- The five life cycle stages of a paved surface are design, construction, initial deterioration, visible deterioration and pavement disintegration and failure.

- The level of quality of the design and construction of a roadway surface, including the design of the base surface, the thickness of the paved surface and the effectiveness of the drainage system, will have a significant impact on a roadway surface's longevity.
- Road surfaces still in good condition experience some initial deterioration, which, if not repaired, will lead to visible deterioration, including potholes. If a road surface is not repaired at this stage, it will lead to pavement disintegration and failure, which will require costly reconstruction to return it to good condition.
- Pavement deterioration is caused by the volume of traffic carried by a surface, particularly by large trucks, the extent to which moisture from rain or snow works its way into road surfaces, and a region's climate, which may result in numerous freeze-thaw cycles.

Transportation agencies, particularly at the state level, are adopting a pavement preservation approach that emphasizes making early initial repairs to pavement surfaces while they are still in good condition and the use of higher-quality paving materials to reduce the cost of keeping roads smooth by delaying the need for costly reconstruction.

- Preventive pavement maintenance treatments include sealing a road surface to prevent moisture from entering cracks in the pavement, applying thin pavement overlays, correcting small surface irregularities and improving surface drainage and friction.
- A preventive maintenance approach to keeping pavements in good condition has been found to reduce overall pavement life cycle costs by approximately one-third over a 25-year period.
- Initial pavement preservation can only be done on road surfaces that are structurally sound. Roads that have significant deterioration must be maintained with surface repairs until it is affordable to reconstruct the road, at which time a pavement preservation strategy can be adopted.
- The use of thicker pavements and more durable designs and materials for a particular roadway are being used to increase the lifespan of road and highway surfaces and delay the need for significant repairs. These new pavements include high performance concrete pavements and improved hot mix asphalt pavements.
- Thirty-six state departments of transportation responded in a 2005 survey that they require the use of improved pavement materials on all state projects and another 12 states reported that they require improved pavement materials on high-volume roads and highways.

- Local governments, which maintain many critical local roads and highways, still lag behind state governments in the use of improved pavement materials. Only 20 states responding to the same 2005 survey said that local governments required the use of improved pavement material on some projects.
- If inadequate maintenance allows potholes to form, using patching materials that are more durable and less susceptible to moisture significantly increases the life span of a minor road repair.

Adequate funding would allow transportation agencies to follow these recommendations for insuring a smooth drive:

- Implement and adequately fund a pavement preservation program that postpones the need for significant rehabilitation by performing initial maintenance on road surfaces while they are still in good condition.
- When critical routes are constructed or reconstructed, consider using pavement materials and designs that will provide a longer-lasting surface.
- Resurface roads in a timely fashion using pavement materials that are designed to be the most durable, given local climate and the level and mix of traffic on the road.
- Maintain an aggressive pothole repair program that uses the best patching material available, based on the severity of the pothole and the volume of traffic carried by a road or highway.
- Invest adequately to insure that 75 percent of local road surfaces are in good condition.

Introduction

The nation's urban and suburban road system is the backbone of our transportation system, allowing Americans the freedom to pursue their chosen lifestyles and providing for the tremendous movement of goods and services upon which our modern lives depend.

From commuters heading to work and children riding the bus to school, to people driving to stores, church or the doctor's office, Americans depend on smooth roads and highways in their communities.

But the tremendous pounding that urban roadways take daily from cars and trucks has taken a toll. From coast to coast, major streets and freeways in most U.S. communities are showing significant signs of distress. The result of this increasing stress, coupled with other factors, continued pounding is that one-quarter of urban streets and highways have rough pavements that provide a ride that many Americans find unacceptable. And one result of driving on these rough roads and highways is that the cost to own and maintain a vehicle increases because cars and trucks wear out more quickly, require more maintenance and consume more fuel.

This report looks at the level of smoothness of the major roads in the nation's metropolitan areas of at least 500,000 people, and the costs to motorists of driving on roads that have pavements in poor condition. Data on pavement conditions were obtained from the Federal Highway Administration (FHWA), which annually gathers data on the condition of the nation's major roads. These data are submitted annually to the FHWA by state departments of transportation. Although the data are gathered by the

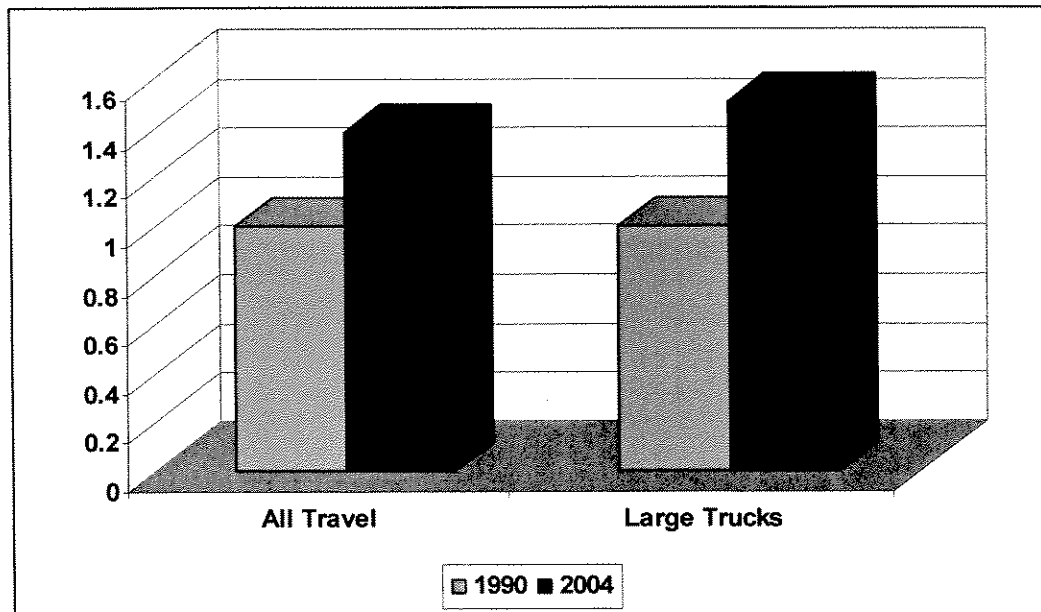
states, the urban roads and highways, for which condition data are provided in this report, may be maintained by state or local governments.

This report also looks at the current level of annual investment being made in maintaining urban pavements, the amount needed annually to keep urban roads in their current condition, and the amount needed annually to improve their condition. The report concludes with a series of recommendations for improving the condition of the nation's urban and suburban roads.

Travel on Urban Roads

One simple measure of the nation's economic growth is the tremendous volume of cars, trucks and buses that take to our streets on a daily basis as the nation's growing populace conducts their daily lives. Travel by large commercial trucks increased by 51 percent from 1990 to 2004.¹ Overall vehicle travel increased by 38 percent from 1990 to 2004.² While this growing traffic is a reflection of increased population and economic growth, it has resulted in a significant increase in wear and tear on our urban roads.

Chart 1. The Increase in travel by all vehicles and by large commercial trucks from 1990 to 2004 (1 = 100 percent of 1990 total)



Source: TRIP analysis of FHWA data

Wear and tear on urban roads is expected to continue to increase at a substantial rate, making it even more difficult to keep urban roads in good condition in the future. Overall vehicle travel is expected to increase by approximately 33 percent by the year 2020 and the level of heavy truck travel nationally is anticipated to increase by approximately 39 percent by the year 2020, according to FHWA projections.³

The Life Cycle of Pavements

Paved roadway surfaces are considered to have five stages in their lifecycle. Each of these stages has a significant impact on the smoothness of the road surface.⁴ The first stage is the initial design of the roadway, including the road's dimensions, type of materials, thickness of base and top surfaces, and the drainage system for the road, all of

which have a significant impact on the quality and durability of the pavement surface.

The second stage is the actual construction or reconstruction of the road or highway surface. The quality of the construction process has a significant impact on the longevity of the pavement surface. The third stage is the first few years in use when a roadway surface starts to experience some initial deterioration as a result of traffic volume, rain, snow, solar radiation and temperature changes. At this stage, a road surface appears to still be in good condition and generally provides a smooth ride to motorists.

The fourth stage begins when the rate of deterioration accelerates and visible signs of distress such as potholes and cracking occur. If roads are not repaired at stage four, they will then fall into stage five – disintegration and failure – at which point they will need costly reconstruction to return to a smooth surface.

Chart 2. The five stages in the lifecycle of a paved roadway surface

Stage 1	Design
Stage 2	Construction
Stage 3	Initial Deterioration
Stage 4	Visible Deterioration
Stage 5	Disintegration and Failure

Source: At The Crossroads: Preserving our Highway Investment, 2005. U.S. Department of Transportation/Federal Highway Administration

Most drivers first notice that a road is deteriorating when they are jarred by driving over a surface that is rutted or uneven or when the pavement has cracked and a pothole has formed. But these visible signs of pavement distress are usually the final stage in a process of deterioration.

Pavement failure can be caused by a combination of traffic loads and moisture. Moisture from rain or snow often works its way into road surfaces and the materials that form the road's foundation. Heavy traffic, particularly from heavier vehicles, puts stress on the road surface, increasing the likelihood that cracks or potholes may form. This process is enhanced during periods of freezing and thawing, which peak in the late-winter and early spring, increasing the likelihood of pavement failure. Road surfaces at intersections are even more prone to deterioration because the slow-moving or frequently stopping and starting traffic, particularly of heavy vehicles, occur at these sites, subjecting the pavement to higher levels of stress.

Metropolitan Pavement Conditions

Every year the Federal Highway Administration (FHWA) gathers data on the condition of the nation's major roads. These include condition data for roads that are maintained by federal, state or local governments. For this report, TRIP included condition data for all urban arterial routes, which include all Interstates and limited-access freeways, as well as other major city streets and routes within an urban area. Most routes that have at least four-lanes are arterial routes, although some key two-lane roads are also classified as arterial routes. Urban pavement conditions were rated by states mostly using the International Roughness Index (IRI), although some roads were also rated by the Present Serviceability Rating (PSR). While there may be some variance in how transportation officials apply these indices, the FHWA data are the only national source of pavement condition ratings based on a consistent criteria.

Using this information, TRIP then breaks down the condition of a region's roads and highways into poor, mediocre, fair or good condition. The FHWA has found that a road surface with an IRI below 95 provides a good ride quality, a road with an IRI from 95 to 170 provides an acceptable ride quality and that a road with an IRI above 170 provides an unacceptable ride quality.⁵ Based on the PSR scale, road surfaces rated 3.5 or higher are in good condition, a rating of 3.1 to 3.4 indicates a road is in fair condition, roads between 2.6 to 3.0 are rated in mediocre condition, and roadways that receive a PSR rating of 2.5 or less are in poor condition. The FHWA finding is based on a study that measured driver reactions to various road conditions to determine what level of road roughness was unacceptable to most drivers.⁶ The actual scale used to rate the condition of the road and highway pavements are indicated in the following chart.

Chart 3. Pavement conditions, based on IRI or PSR rating.

	IRI	PSR
Substandard (poor)	Above 170	2.5 or less
Mediocre	120-170	2.6 – 3.0
Fair	95-119	3.1 – 3.4
Good	0-94	3.5 or higher

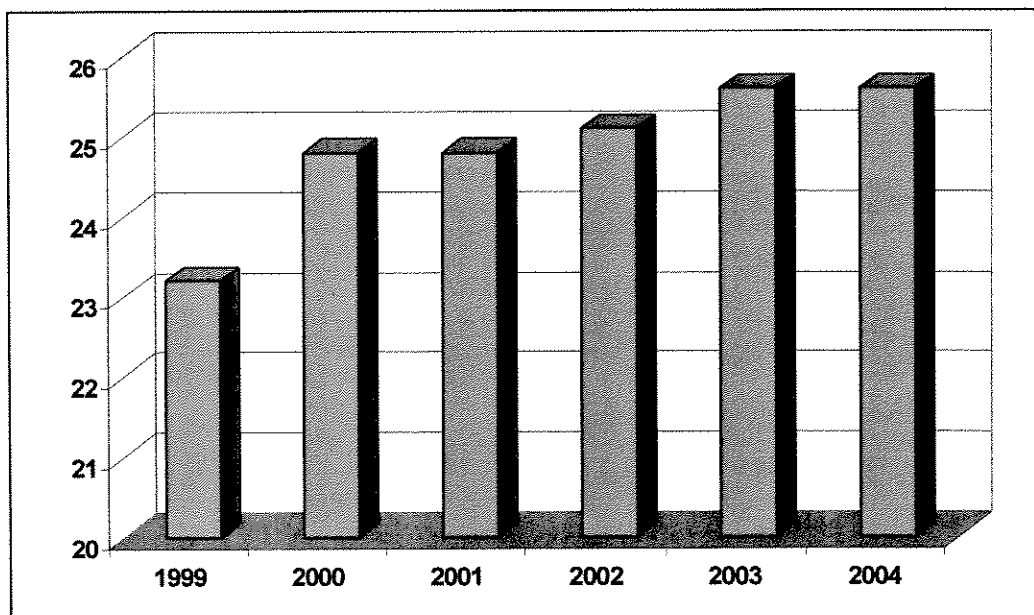
Source: TRIP, based on FHWA data

An analysis of 2004 pavement data, which is the latest available, found that 26 percent of the nation's major urban roads – Interstates, freeways and other major routes – have pavements that are in substandard (poor) condition. These are roads and highways that provide an unacceptable ride and are in need of resurfacing or more significant

repairs. TRIP's analysis of federal highway data also found that 42 percent of these major urban routes provided an acceptable ride quality and were in either mediocre or fair condition. The remaining 32 percent of major urban highways and roads were found to provide good ride quality.

TRIP also analyzed FHWA urban pavement data from 1999 to 2004 to determine trends in urban pavement conditions. An analysis of this data indicates that the share of the nation's urban pavements that are in poor condition did not change in 2004, remaining at 26 percent. But the share of the nation's urban pavements that are in poor condition has increased from 23 percent in 1999 to 26 percent in 2004.⁷ The percentage of the nation's major urban roads and highways with pavements in good condition decreased from 33 percent in 1999 to 32 percent in 2004.⁸

Chart 4. Percentage of major urban roads and highways with pavements in substandard condition, 1999 to 2004.



Source: TRIP analysis of Federal Highway Administration data

The FHWA data allowed TRIP to determine how many miles of major roads in

each urban area have pavements in poor, mediocre, fair or good condition. Drivers on roads rated as poor are likely to notice that they are driving on a rougher surface, which puts more stress on their vehicles. Roads rated as poor may have cracked or broken pavements. These roads often show significant signs of pavement wear and deterioration and may also have significant distress in their underlying foundation. Road or highway surfaces rated poor provide an unacceptable ride quality and are in need of resurfacing and some need to be reconstructed to correct problems in the underlying road deck. Roads rated as being in either mediocre or fair condition may also show some signs of deterioration and may be noticeably inferior to those of new pavements, but can still be improved to good condition, with cost-effective resurfacing or other surface treatments, which will extend the roads' service life.

A desirable goal for state and local agencies that are responsible for road maintenance is to keep 75 percent of their major roads in good condition.⁹ Only three of the nation's largest urban areas - Atlanta, Orlando and Phoenix - achieve this goal.¹⁰

Although road deterioration is often accelerated by freeze-thaw cycles, found most often in the nation's northern states, the urban areas with the highest share of poor pavement conditions in the nation actually include urban areas from a variety of regions. The 10 major urban areas with the highest percentage of major streets and highways that provide poor ride quality are San Jose, Los Angeles, San Francisco – Oakland, Kansas City, New Orleans (pre-Katrina), San Diego, Sacramento, St. Louis, Omaha and New York City.¹¹

Chart 5. Urban areas (population 500,000 or more) with highest share of major roads and highways with pavements providing an unacceptable ride quality

URBAN AREA	PERCENTAGE POOR
San Jose	66
Los Angeles	65
San Francisco - Oakland	58
Kansas City	58
New Orleans	56
San Diego	54
Sacramento	50
St. Louis	46
Omaha	46
New York City	45

Source: TRIP analysis of Federal Highway Administration data

A listing of each urban area's road conditions and additional vehicle operating costs per driver can be found in appendices A and B.

The Cost to Motorists of Deteriorated Roads

When road surfaces deteriorate motorists are taxed in the form of additional operating costs, which are incurred by driving on roads that provide a poor ride quality. Additional vehicle operating costs have been calculated in the Highway Development and Management Model (HDM), which is recognized by the U.S. DOT, and in more than 100 other countries, as the definitive analysis of the impact of road conditions on vehicle

operating costs. The HDM report is based on numerous studies that have measured the impact of various factors, including road conditions, on vehicle operating costs.

The HDM report found that road deterioration increases ownership, repair, fuel and tire costs. The report found that deteriorated roads accelerate the depreciation of vehicles and the need for repairs because the stress on the vehicle increases in proportion to the level of roughness of the pavement surface. Similarly, tire wear and fuel consumption increases as roads deteriorate since there is less efficient transfer of power to the drive train and additional friction between the road and the tires.¹²

TRIP's additional vehicle operating cost estimate is based on taking the average number of miles driven annually by a region's driver, calculating current vehicle operating costs based on the AAA's 2006 vehicle operating costs and then using the HDM model to estimate the additional vehicle operating costs being paid by drivers as a result of substandard roads.¹³ Additional research on the impact of road conditions on fuel consumption by the Texas Transportation Institute (TTI) is also factored into the TRIP methodology.¹⁴

TRIP estimates that driving on roads in need of repair costs the average urban driver \$383 annually in extra vehicle operating costs.¹⁵ Individual driver operating costs may be somewhat higher or lower depending on the type of vehicle driven, as larger vehicles tend to have greater increases in operating costs due to substandard roads, and the amount of travel by an individual driver.

San Jose area drivers incur the greatest annual extra vehicle operating costs due to driving on rough roads. The other urban regions where drivers pay the most because of

rough roads are Los Angeles, San Francisco-Oakland, Kansas City, San Diego, Sacramento, New Orleans (pre-Katrina), Oklahoma City, Omaha and St. Louis.

Chart 6. Urban Areas (population of 500,000 or more) with highest annual additional vehicle operating cost per motorists as result of driving on roads with unacceptable ride quality

URBAN AREA	ADDITIONAL VEHICLE OPERATING COSTS PER DRIVER
San Jose	\$705
Los Angeles	\$693
San Francisco - Oakland	\$654
Kansas City	\$651
San Diego	\$618
Sacramento	\$608
New Orleans	\$603
Oklahoma City	\$568
Omaha	\$560
St. Louis	\$559

Source: TRIP analysis based on Federal Highway Administration data

Strategies for Smooth Roads

Improving the smoothness of the nation's highways and roads is a key priority for transportation agencies. Significant progress has been made over the last decade in pavement materials, the design of roadway surfaces and in the maintenance of pavements.

Increasingly, state and local transportation agencies are using improved pavement materials and construction practices to increase the long-term durability of pavements.

Transportation agencies also are putting more emphasis on providing earlier maintenance of pavement surfaces to extend their service life and delay the need for costly and traffic-delaying reconstruction. While these techniques may result in a higher initial cost, it is likely that this approach to pavement management will result in smoother pavements and lower long-term costs.

A solid, stable and consistent foundation below the surface of a road or highway is critical in maintaining a smooth driving surface.¹⁶ When constructing or reconstructing a roadway, it is critical that the pavement's sub-base be adequate to support the roadway surface upon which cars and trucks will be driving. If a roadway's foundation is deficient, it will reduce pavement smoothness and increase the rate of pavement deterioration.

Once a new pavement has been built, some transportation agencies are putting greater emphasis on doing early, preventative maintenance on these pavements to extend the lifespan of roadway surfaces and to delay the need for more significant pavement rehabilitation. These initial surface treatments include sealing a road surface to prevent moisture from entering cracks in the pavement, or applying thin pavement overlays, which improve ride quality, correct small surface irregularities and improve surface drainage and friction. For pavement preservation strategies to be effective, they must be applied while the pavement surface is still in good condition, with no apparent deterioration.

The timing of the maintenance and rehabilitation of road surfaces is critical, affecting the cost-effectiveness of the repairs and ultimately the overall quality of a regional road network. It is estimated that a preventive maintenance program can

reduce the life cycle costs of a pavement surface by about one-third over a 25-year period.¹⁷ The preventive maintenance approach may require several applications of minor sealing or resurfacing to a pavement surface over its lifetime, but reduces costs by delaying the need for more costly reconstruction.

A recent U.S. Department of Transportation report recommended that transportation agencies adopt a pavement preservation strategy for the maintenance of the nation's roads and highways.¹⁸ Instead of a reactive approach to roadway pavement maintenance that provides repairs to the road surfaces in the worst condition, the report recommends using a proactive approach that provides initial maintenance to pavements still in good condition, to significantly delay the need for costly reconstruction.

The U.S. DOT report noted that preventive maintenance can only be performed on road surfaces that are structurally sound. All other road and highway surfaces first need to be reconstructed before a preventive maintenance approach will be effective. The report recommends that transportation agencies implement a preventive maintenance program for roads and highways that are structurally sound and in good condition. The report suggests that transportation agencies should continue to make surface repairs to roads and highways that are not structurally sound to maintain them in reasonable condition until there is adequate funding for the reconstruction of these roads, at which point transportation agencies can then implement a preventive maintenance program for these improved roads.¹⁹

Improved Pavement Materials

Since the late 1980s, significant research has gone into developing pavement materials and construction practices that will provide a road surface that is more durable and can better withstand various climates and traffic loads. These pavements have been found to last longer, require less maintenance and have a lower life cycle cost.²⁰ A variety of pavement designs and materials since then have been developed that can be tailored to the individual requirements of various sections of roads and highways, including high performance concrete pavements and improved hot mix asphalt pavements. Some pavement designs now call for thicker bottom layers, which resist bottom-up cracking and provide a sturdier base for the top layer of pavement, which can be resurfaced periodically.

Increasingly, states are specifying new pavement designs and materials to achieve more durable road surfaces. In 2005, 36 state departments of transportation responded in a survey that they require the use of improved pavement materials on all state projects and another 12 states reported that they require improved pavement materials on high-volume roads and highways.²¹ Local governments, which maintain many critical local roads and highways, still lag behind state governments in the use of improved pavement materials. Only 20 states responding to the same 2005 survey said that local governments required the use of improved pavement material on some projects.²²

The Best Way to Repair Potholes

When a road or highway deteriorates to the point where potholes form, care should be taken to insure that the repair will last as long as possible, which will delay the need to again divert traffic while the road is repaired. Some pothole repairs quickly show signs of cracking or fail completely, creating the need for repeated repairs, causing continued traffic delays.

The FHWA studied a variety of pothole repair techniques to determine the best practice. The study was based on assessing 1,250 pothole patches at eight locations under varying weather conditions over a four-year period. The study found that 56 percent of the repairs were still functioning by the end of the study period.²³ The report also found that the most critical issue in pothole repair is the quality of the materials used to fill in the pothole. "The cost of patching the same potholes over and over because of poor-quality patching material quickly offsets any savings from the purchase of less expensive mix," the FHWA report concluded.²⁴ Higher grades of pothole patching material typically have aggregate mixes that are less susceptible to moisture damage and are more durable. More durable pothole patching materials are more expensive than other patching materials.

Other key variables impacting the effectiveness of pothole repair include adequate compaction of pothole fill material following the repair, the preparation of the site for repair by removing loose material and underlying moisture, the subsequent levels of precipitation at the location, and the amount of and vehicle mix of traffic on the road.

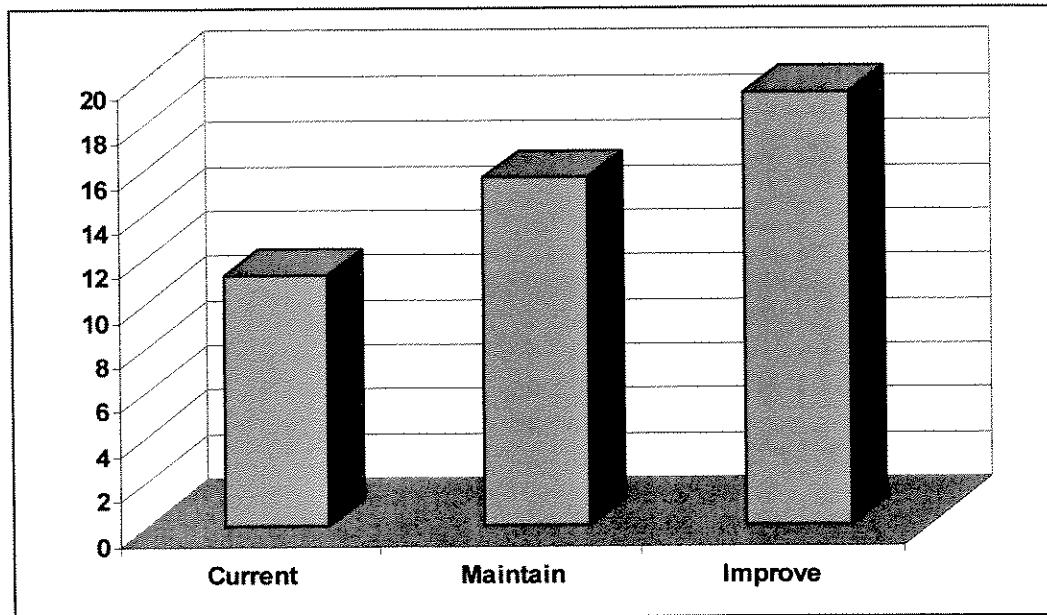
Funding Level Required to Improve Urban Road Smoothness

The U.S. Congress requires the U.S. Department of Transportation to provide a semi-annual comprehensive report on the condition, use and funding needs of the nation's surface transportation program. The most recent report, the 2004 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance, found that current levels of investment by all levels of government in maintaining the physical condition of urban roads is inadequate.

The DOT report estimated the current level of investment in preserving urban roads and highways and calculated what level of annual investment would be required through 2022 to either maintain physical conditions at their current level or to improve physical conditions.

The report found that all levels of government spent \$11.2 billion in 2004 to preserve the physical condition of urban arterial and collector roads and highways, which includes all Interstates, freeways and major roads.²⁵ The DOT estimates that the annual investment needed to maintain urban arterial and collector roads and highways in their current condition is \$15.6 billion annually, and that the needed annual investment in urban arterial and collector roads and highways to improve conditions is \$19.3 billion annually.²⁶ An annual investment of \$19.3 billion, adjusted in future years to account for inflation, would allow all economically justifiable improvements to be done by 2022 to improve the physical condition of urban roads and highways, including providing future repairs that become necessary because of future deterioration.²⁷

Chart 7. Current annual funding, annual funding needed to maintain conditions and needed annual funding to improve conditions of urban roads, highways and bridges (in billions)



Source: TRIP analysis of 2004 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance, U.S. Department of Transportation

Thus, at the current level of investment in urban roads, overall pavement conditions can be expected to get worse, unless funding is increased, based on the findings of the 2004 U.S. DOT report to Congress. Keeping urban roadway conditions in their current condition would require a 40 percent increase in funding and making progress in improving the physical condition of urban roadways would require a 73 percent increase in funding, the 2004 U.S. DOT report found.²⁸ Through 2022, the U.S. faces a \$76 billion shortfall in the cost to maintain urban roadways in their current condition and a \$138 billion shortfall in the cost to make significant improvements to urban roadways.²⁹

The shortfall in needed future revenue to repair the nation's urban roads and highways may be further increased by the tremendous increase recently in the costs of

roadway materials. The U.S. Bureau of Labor Statistics reports that from June 2005 to June 2006, the price of materials used for road and highway construction in the U.S. increased by 16 percent. This significant increase in highway construction costs was spurred by increases in the cost for asphalt, concrete and diesel fuel.³⁰

A further challenge to improving the condition of the nation's roads is the declining balance in the highway account of the Federal Highway Trust Fund. The Federal Highway Trust Fund, which is the source of funding for numerous road and highway improvement projects, is funded largely by revenues from the federal tax on motor fuels. Based on the current projections of the U.S. Treasury, revenues into the highway account of the Highway Trust Fund will be unable to fully fund the federal highway program, beginning in 2006. The current \$10.2 billion balance in the highway account of the Federal Highway Trust Fund is expected to decrease to \$2.4 billion by the year 2008 and will have a \$2.3 billion deficit in 2009, based on revenue projections by the U.S. Treasury.³¹

Recommendations for Smoother Urban Roads

Increasing the smoothness of urban roads, thus reducing the additional vehicle operating costs paid by motorists for driving on deteriorated roads, requires that transportation agencies pursue an aggressive program of constructing and reconstructing roads to high smoothness standards, conducting maintenance before roadways reach unacceptable condition and using the best practices for repairing damaged pavements.

TRIP offers the following recommendations for providing a smooth drive.

- ✓ Implement and adequately fund a pavement preservation program that postpones the need for significant rehabilitation by performing initial maintenance on road surfaces while they are still in good condition.
- ✓ When critical routes are constructed or reconstructed, consider using pavement materials and designs that will provide a longer-lasting surface.
- ✓ Resurface roads in a timely fashion using pavement material that is designed to be the most durable given local climate and the level and mix of traffic on the road.
- ✓ Maintain an aggressive pothole repair program that uses the best patching material available.
- ✓ Invest adequately to insure that 75 percent of local road surfaces are in good condition.

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Endnotes

¹ Highway Statistics 1990, 2004, VM-1. Federal Highway Administration.

www.fhwa.dot.gov/policy/ohpi/hss/index.htm

² Ibid.

³ The VMT projection is based on an annual increase of 2.08 percent as forecast in the 2004 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance, U.S. Department of Transportation. P. 9-10. The estimated increase in large commercial truck travel is based on the Freight Analysis Framework, developed by the U.S. Department of Transportation.

⁴ At The Crossroads: Preserving our Highway Investment, 2005. U.S. Department of Transportation/Federal Highway Administration. P. 5.

⁵ 2002 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance, U.S. Department of Transportation. P. 3-6.

⁶ A Statistical Analysis of Factors Associated With Perceived Road Roughness by Drivers, K. Shafizadeh, University of Washington, F. Mannering, Purdue University, (2002).

⁷ TRIP analysis of 1999, 2000, 2001, 2002, 2003 and 2004 Federal Highway Administration data, Highway Statistics. HM-63, HM-64.

⁸ Ibid.

⁹ Why We Must Preserve our Pavements, D. Jackson, J. Mahoney, G. Hicks, 1996 International Symposium on Asphalt Emulsion Technology.

¹⁰ TRIP analysis of 2004 Federal Highway Administration data.

¹¹ TRIP analysis of Federal Highway Administration data.

¹² Highway Development and Management: Volume Seven. Modeling Road User and Environmental Effects in HDM-4. Bennett, C. and Greenwood, I. 2000.

¹³ Your Driving Costs. American Automobile Association. 2006.

¹⁴ Updated Fuel Consumption Estimates for Benefit-Cost Analysis of Transportation Alternatives, Texas Transportation Institute, 1994.

¹⁵ The average additional VOC among drivers in urban areas of at least 500,000 population.

¹⁶ T. Kuennen, Better Roads, March 2003. New Technologies Boost Pavement Smoothness. P. 37.

¹⁷ Galehouse, L., Moulthrop, J., Hicks, G. Principles of Pavement Preservation, TR News, October 2003. P. 6-7. Transportation Research Board.

¹⁸ At The Crossroads: Preserving Our Nation's Highway Investment, 2005. U.S. Department of Transportation, Federal Highway Administration.

¹⁹ Ibid. P. 31.

²⁰ Transportation Research Board, 2005. Performance By Design: Final Report of TRB Superpave Committee. P. 1.

²¹ Ibid. P. 4.

²² Ibid. P. 4.

²³ Pothole Repair, FHWA-RD-99-202, Federal Highway Administration, www.tfhrc.gov

²⁴ Ibid.

²⁵ 2004 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance, U.S. Department of Transportation. P. 6-21. TRIP Has estimated a 2004 investment level by calculating the share of 2002 total U.S. capital highway expenditures spent on urban roadway preservation and applying the same share to 2004 total U.S. highway capital expenditures.

²⁶ Ibid. TRIP has adjusted estimates made in 2002 dollars to 2004 dollars, by applying inflation estimates based on the U.S. consumer price index.

²⁷ Ibid.

²⁸ TRIP estimate based on data in the 2004 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance, U.S. Department of Transportation.

²⁹ Ibid.

³⁰ Bureau of Labor Statistics, 2006. Percentage Changes in Producer Prices for Construction Materials and Components, 2001 – 2006. BLS Series 1D.

³¹ Basso, Jack. "The Future of the Highway Trust Fund.", American Association of State Highway and Transportation Officials. Presentation to the Institute of Transportation Engineers, August, 2006.

Appendix A
500 K and Greater -- Percentage

	Percentage	Percentage	Percentage	Percentage
	Poor	Mediocre	Fair	Good
Akron, OH	17%	17%	31%	35%
Albany	28%	26%	16%	30%
Albuquerque	34%	27%	15%	24%
Allentown, PA	19%	35%	28%	18%
Atlanta	0%	4%	8%	88%
Austin	21%	21%	19%	39%
Baltimore	44%	23%	12%	21%
Birmingham	15%	34%	29%	22%
Boston	43%	30%	15%	12%
Bridgeport, CT	18%	30%	15%	37%
Buffalo	20%	35%	12%	33%
Charlotte	7%	19%	16%	58%
Chicago	18%	23%	18%	41%
Cincinnati	12%	27%	15%	46%
Cleveland	23%	31%	17%	29%
Columbus, OH	9%	22%	17%	53%
Dallas-Fort Worth	28%	34%	21%	16%
Dayton, OH	12%	16%	16%	55%
Denver-Aurora	21%	24%	21%	33%
Detroit	33%	39%	6%	22%
El Paso, TX	24%	40%	23%	14%
Fresno, CA	31%	33%	22%	13%
Grand Rapids	27%	25%	17%	32%
Hartford	19%	36%	20%	25%
Honolulu	22%	47%	17%	13%
Houston	27%	29%	20%	24%
Indianapolis	37%	26%	9%	28%
Jacksonville, FL	7%	13%	11%	69%
Kansas City	58%	22%	10%	10%
Las Vegas	8%	20%	25%	47%
Los Angeles	65%	26%	6%	3%
Louisville, KY	12%	41%	25%	22%
Memphis	18%	26%	16%	39%
Miami	6%	18%	14%	61%
Milwaukee	19%	31%	18%	33%
Minneapolis-St. Paul	20%	34%	20%	26%
Nashville	7%	23%	15%	55%
New Haven, CT	11%	35%	14%	39%
New Orleans	56%	17%	12%	16%
New York	45%	26%	14%	15%
Oklahoma City	43%	26%	12%	19%
Omaha	46%	29%	12%	13%
Orlando	2%	10%	9%	80%
Oxnard-Ventura, CA	37%	52%	10%	1%
Philadelphia	40%	32%	16%	13%
Phoenix-Mesa	2%	8%	14%	76%
Pittsburgh	24%	36%	22%	18%
Portland, OR	10%	30%	16%	42%
Providence, RI	29%	30%	19%	22%
Raleigh, NC	7%	16%	20%	57%
Richmond	22%	36%	23%	19%
Riverside-San Bernardino, CA	40%	44%	12%	4%
Rochester	32%	23%	14%	32%
Sacramento	50%	39%	4%	7%
Salt Lake City	2%	27%	35%	37%
San Antonio	30%	30%	11%	30%
San Diego	54%	30%	6%	10%
San Francisco-Oakland	58%	28%	10%	3%
San Jose	66%	26%	6%	2%
Sarasota, FL	4%	27%	11%	58%
Seattle	17%	18%	15%	50%
Springfield, IL	13%	26%	18%	43%
Springfield, MA	18%	62%	8%	12%
St. Louis	46%	21%	13%	19%
Tampa-St. Petersburg	3%	11%	14%	72%
Toledo, OH	14%	19%	20%	47%
Tucson, AZ	24%	43%	14%	19%
Tulsa	37%	30%	14%	19%
Virginia Beach	23%	27%	26%	24%
Washington, DC	34%	31%	14%	22%

Appendix B
500 K and Greater
Additional Vehicle Operating Costs

Akron, OH	\$	292
Albany	\$	401
Albuquerque	\$	480
Allentown, PA	\$	360
Atlanta	\$	36
Austin	\$	340
Baltimore	\$	534
Birmingham	\$	338
Boston	\$	522
Bridgeport, CT	\$	325
Buffalo	\$	351
Charlotte	\$	182
Chicago	\$	298
Cincinnati	\$	256
Cleveland	\$	374
Columbus, OH	\$	207
Dallas-Fort Worth	\$	452
Dayton, OH	\$	219
Denver-Aurora	\$	344
Detroit	\$	474
El Paso, TX	\$	436
Fresno, CA	\$	462
Grand Rapids	\$	385
Hartford	\$	349
Honolulu	\$	395
Houston	\$	420
Indianapolis	\$	485
Jacksonville, FL	\$	151
Kansas City	\$	651
Las Vegas	\$	202
Los Angeles	\$	693
Louisville, KY	\$	334
Memphis (TN-MS-AR)	\$	320
Miami	\$	167
Milwaukee	\$	341
Minneapolis-St. Paul	\$	382
Nashville	\$	197
New Haven, CT	\$	264
New Orleans	\$	603
New York	\$	531
Oklahoma City	\$	568
Omaha	\$	560
Orlando	\$	74
Oxnard-Ventura, CA	\$	549
Philadelphia	\$	508
Phoenix-Mesa	\$	82
Pittsburgh	\$	396
Portland, OR	\$	245
Providence, RI	\$	416
Raleigh, NC	\$	176
Richmond	\$	395
Riverside-San Bernardino, CA	\$	551
Rochester	\$	418
Sacramento	\$	608
Salt Lake City	\$	193
San Antonio	\$	437
San Diego	\$	618
San Francisco-Oakland	\$	654
San Jose	\$	705
Sarasota, FL	\$	174
Seattle	\$	261
Springfield, IL	\$	267
Springfield, MA	\$	402
St. Louis	\$	559
Tampa-St. Petersburg	\$	106
Toledo, OH	\$	253
Tucson, AZ	\$	416
Tulsa	\$	527
Virginia Beach	\$	379
Washington, DC	\$	461



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FOR RELEASE MONDAY, OCTOBER 2

Editors: This is a companion release to news from a TRIP report released today. Urban pavement conditions and extra vehicle operating costs for all urban regions with 500,000+ residents are listed in TRIP's appendices A and B. The report is available at www.tripnet.org

CALIFORNIA 'S BUMPY ROADS PUT STATE AT TOP OF WORST ROADS LIST . . . AGAIN

Transportation California says State is finally
making headway in addressing problems

SACRAMENTO, October 2, 2006 – California motorists are footing the bill as five of the state's metropolitan regions rank in the Top Ten urban areas with the roughest pavements in the nation.

In a report released today, TRIP, a national transportation research group, found that among large urban regions (500,000+ population), the areas with the greatest share of major roads and highways with pavements in poor condition are: San Jose, Los Angeles, San Francisco-Oakland, Kansas City, New Orleans (pre-Katrina), San Diego, Sacramento, St. Louis, Omaha and New York City.

TRIP found that a quarter of the nation's major metropolitan roads – interstates, freeways and other critical local routes – have pavements in poor condition, resulting in rough rides. By contrast, in California cities on the top 10 list, one-half to two-thirds of pavements are rated poor.

These poor roads create additional vehicle operating costs (accelerated vehicle deterioration, additional maintenance needs and increased fuel consumption). In California's biggest urban areas, poor roads cost the average motorist more than \$600 a year, and approximately \$700 a year in the San Jose and Los Angeles areas. That compares with a \$383 national average. Five California urban areas ranked in the top six costliest: San Jose, Los Angeles, San Francisco-Oakland, Kansas City, San Diego, Sacramento, New Orleans (pre-Katrina), Oklahoma City, Omaha and St. Louis.

- more -

"Our failure to keep up our transportation system has hurt motorists directly in the pocketbook and weakened our economy," says Mark Watts, executive director of Transportation California, the state's leading education and advocacy group for transportation. "It is critical that we follow through on the steps that have been taken over the past two years to overcome decades of neglect. The longer we wait, the more costly it will be to shape up our roads."

Watts says the State has made considerable strides by fully funding Proposition 42 (the sales tax on gasoline, which had previously been diverted to the General Fund) in the last two State budgets, and now by putting two measures on the November ballot to significantly improve roads and bridges.

"California has begun to overcome the slumlord mentality that has allowed the disintegration of our transportation infrastructure," Watts says. Proposition 1A, which directs a substantial amount of funding to local streets and roads, would provide better protection so that the sales tax on gasoline would be harder to divert away from transportation. Proposition 1B would allow the state to issue bonds for \$19.9 billion in transportation programs over the next 10 years.

According to the TRIP report, the continuing increase in urban traffic is putting significant wear and tear on the nation's urban roads. Overall travel on urban roads increased by 38 percent from 1990 to 2004; urban travel by large commercial trucks grew at an even faster rate, increasing by 51 percent from 1990 to 2004. Large trucks place significant stress on road surfaces. Overall vehicle travel is expected to increase by approximately 33 percent by the year 2020 and the level of heavy truck travel nationally is projected to increase by approximately 39 percent by 2020.

With current funding, TRIP says pavement conditions are likely to worsen. A U.S. Department of Transportation (DOT) report to Congress indicates that through 2022 the nation will fall short of the cost of maintaining current urban pavement conditions by \$76 billion and will fall short of making significant repairs by \$138 billion. Maintaining urban roads in their current condition would require increasing current funding for road repairs by 40 percent and it would take a 73 percent increase to significantly improve urban pavement conditions.

"Smoother roads are ahead for us in California if we continue in the direction with full Proposition 42 funding, renewed investment in maintenance and rehabilitation, and focused projects to address the state's vigorous growth in goods movement and traffic congestion – both of which exact a toll on our roads," Watts predicts.

- more -

Next: A chart of conditions on California's major urban roadways.

California's Bumpy Roads/add-2

California Urban Areas 500,000 and Greater					Additional Vehicle Operating Costs
	Percentage Poor	Percentage Mediocre	Percentage Fair	Percentage Good	
San Jose	66%	26%	6%	2%	\$705
Los Angeles	65%	26%	6%	3%	\$693
San Francisco-Oakland	58%	28%	10%	3%	\$654
San Diego	54%	30%	6%	10%	\$618
Sacramento	50%	39%	4%	7%	\$608
Riverside-San Bernardino	40%	44%	12%	4%	\$551
Oxnard-Ventura	37%	52%	10%	1%	\$549
Fresno	31%	33%	22%	13%	\$462

For additional TRIP report findings, see www.tripnet.org

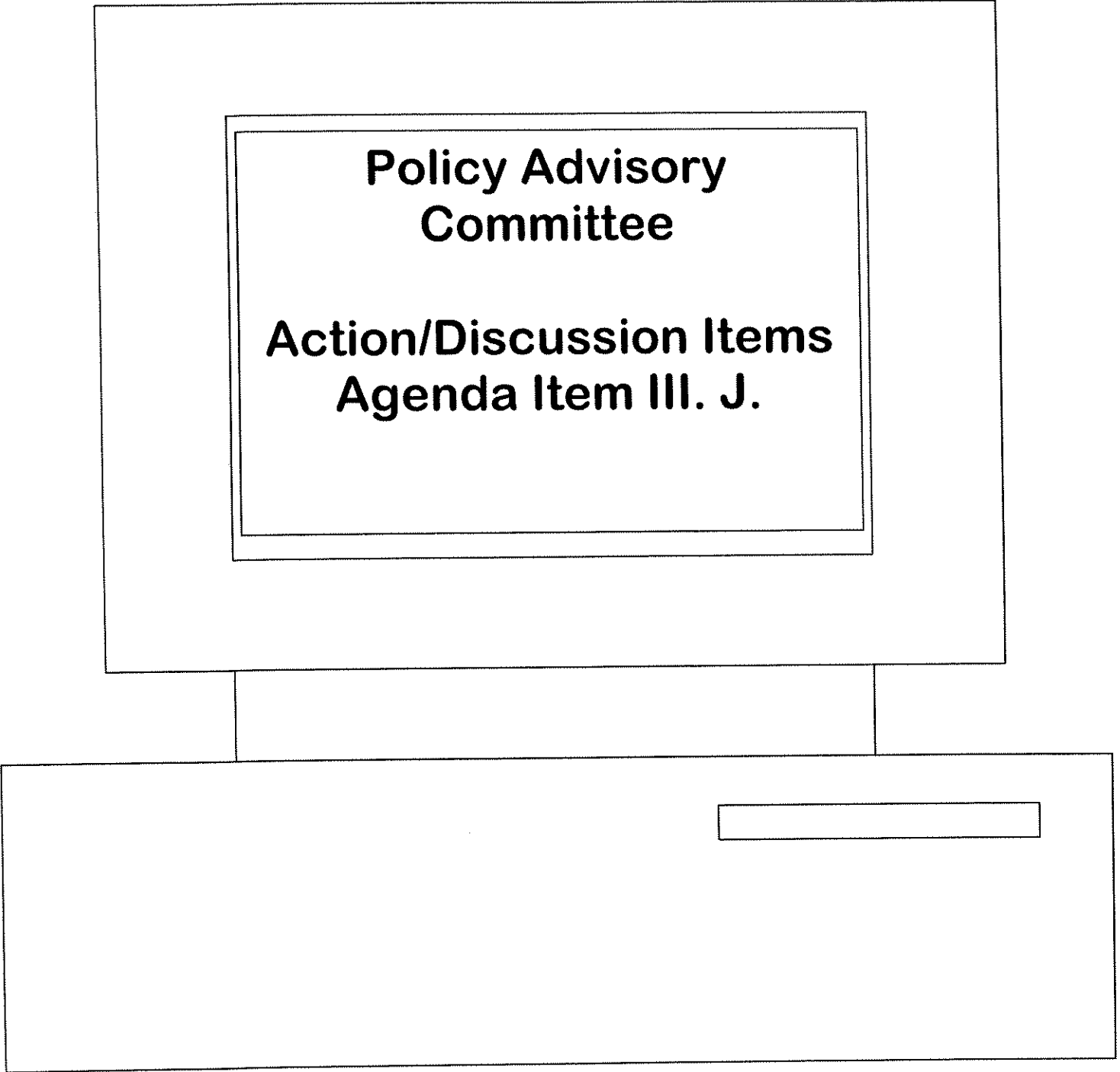
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Transportation California is a collaboration of business, labor and government organizations interested in promoting sound transportation policies.

For more information: www.transportationca.com

**Policy Advisory
Committee**

**Action/Discussion Items
Agenda Item III. J.**



Survey

Regional Housing Needs Allocation Plan (For the January 1, 2006 to the June 30, 2013 Planning Period)

The purpose of this survey is to gather information regarding local government infrastructure, housing market, and other local conditions that will influence the development of a methodology for distributing the existing and projected regional housing need to cities within Fresno County and to the County itself. The methodology used in the development of earlier RHNA Plans included both objective and subjective (also known as manual adjustments) components. Information developed from this survey may be most appropriately utilized in the subjective component of the methodology. Other sources of information will also be utilized including, for example, the COG Traffic Model, which has information on jobs/housing ratios. None of the information received in response to this survey may be used as a basis for reducing the total housing need established for the region. It is always important to emphasize that the distribution of regional housing need to a jurisdiction represents a planning objective, not a construction quota.

To the extent that sufficient, readily-available data is available, please address the following factors:

1. Would you say your jurisdiction is different than, or pretty much the same as, other jurisdictions in Fresno County regarding existing and projected jobs and housing relationship? If different, indicate how.
2. Opportunities and constraints to development of additional housing:
 - a. Is there a lack of capacity for sewer or water service due to state laws, regulations or regulatory actions, or supply and/or distribution decisions made by a sewer or water service provider other than the local jurisdiction that precludes your jurisdiction from providing necessary infrastructure for additional development during the planning period? If so, please explain.
 - b. Is there available land suitable for urban development or for conversion to residential land use, including underutilized land use and opportunities for infill development and increased residential densities, within your jurisdiction and sphere of influence? If not, indicate why. [Note: In developing the RHNA Plan, COG may not limit its consideration of suitable housing sites or land suitable for urban development to existing zoning ordinances and land use restrictions of a locality, but shall consider the potential for increased residential development under alternative zoning ordinances and land use restrictions.]

- c. Are there lands within your jurisdiction that are preserved or protected from urban development under existing federal or state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis? If so, please identify.
 - d. **For Fresno County only.** Are there county policies to preserve prime agricultural land within the unincorporated area? If so, what are they?
3. **For Fresno COG only.** What is the distribution of household growth assumed for purposes of a comparable period of regional transportation plans and what are the opportunities to maximize the use of public transportation and existing transportation infrastructure?
4. Do you believe the market demand for housing in your jurisdiction, relative to the market demand for housing in other Fresno County jurisdictions, will change significantly between January 1, 2006 and July 1, 2013? If so, explain.
5. **For Fresno County only.** Do agreements exist between the county and the cities in the county to direct growth toward incorporated areas of the county? If so, please explain.
6. Has there been a loss of units contained in assisted housing developments that changed to non-low-income use through mortgage prepayment, subsidy contract expirations, or termination of use restrictions.
7. Do you think that high housing costs are more of a burden in your jurisdiction than they are in other jurisdictions in Fresno County?
8. Do you think that the housing needs of farmworkers are a more serious issue in your jurisdiction than in the other jurisdictions in Fresno County.
9. Are there any other factors which in your view should be incorporated into the methodology that allocates regional housing needs to the individual jurisdictions?

DEPARTMENT OF TRANSPORTATION

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*Flex your power!
Be energy efficient!*

September 29, 2006

Ms. Barbara Goodwin
Executive Director
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Ms. Goodwin:

Marla Day faxed to me a copy of your letter to Chairperson Bergeson requesting support for the State Route 180 project (Clovis Avenue to Temperance Avenue).

We share your concern over the forecasted shortage of aggregate from existing sources at a time when we are working diligently to expedite essential transportation improvement projects. We appreciate your support for the State Route 180 project which will improve the ability of the two new aggregate suppliers to support the Fresno area's aggregate needs reduce the impacts of hauling materials from outside the area, and minimize construction costs.

The project's plans, specifications and estimates are currently in our Headquarters Office Engineer for a final review. The target date for being ready for advertising is December 2006. As soon as funds become available, the project will be promptly advertised, awarded, and constructed.

Our District 6 Project Management staff will be monitoring the project's progress and will ensure that it is kept on track. If you have any questions on the project please feel free to contact me, or Neil Bretz, District 6 Project Manager, at (559) 243-3465.

Sincerely,

A handwritten signature in dark ink, appearing to read "Will Kempton".

WILL KEMPTON

For Director

c: Bob Pieplow
Bob Buckley
John McMillan
Karla Sutliff
Ross Chittendon
Neil Betz, D06

"Caltrans improves mobility across California"

RECEIVED

001 06 2006

BY: _____
FRESNO COG

