



TRANSPORTATION ACTION/DISCUSSION ITEMS
AGENDA ITEM III. A.

TRANSPORTATION FUNDING CLAIMS

Resolution 2006-37
Resolution 2006-39

County of Fresno
City of Clovis

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2006-37

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE COUNTY OF
FRESNO, 2006-07

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the County of Fresno has submitted a Transportation Funding Claim for its 2006-07 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by Fresno County has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the County of Fresno has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 22, 2006 the COG Board approved Resolution 2006-17 which found that public transportation needs within the County of Fresno and its sphere of influence will be reasonably met in 2006-07.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the County of Fresno and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 26th day of October, 2006.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

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

Date: 10/3/06

Claimant: County of Fresno

**TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: 2006/07**

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: Fresno County Department of Public Works and Planning
Address: 2220 Tulare Street, 6th Floor, Mail Stop 214
City: Fresno Zip Code: 93721
Contact: Catherine Crosby Phone: 262-4385

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment	\$	<u>5,465,711</u>
Surplus (Prior Years)	\$	<u> </u>
Unexpended, Held by Claimant	\$	<u> </u>
Other Agency	\$	<u> </u>

State Transit Assistance Fund

Estimate	\$	<u>1,469,805</u>
Prior Year Carryover	\$	<u>205,157</u>
Unexpended, Held by Claimant	\$	<u> </u>

Other

Audit Exception/Impairment (required General Fund Payback)	\$	<u> </u>
Other	\$	<u> </u>
TOTAL	\$	<u>7,140,673</u>

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

Seven Million One Hundred Forty Thousand Six Hundred Seventy Three Dollars
(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: _____



ATTEST:

Title: Chairman, Board of Supervisors

BERNICE E. SEIDEL, Clerk
Board of Supervisors

Date: OCT 03 2006

Page 1

By Sharon Evans
Deputy

Date: 10/3/06

Claimant: County of Fresno

TRANSPORTATION FUNDING CLAIM DETAIL

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ <u>109,314</u>	
Additional Sidewalks Funding (Art. 8a)	\$ <u>1,665,978</u>	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
		SUB-TOTAL \$ <u>1,775,292</u>
		SUB-TOTAL \$ <u>152,657</u>
2. Regional Transportation Planning		
3. Public Transportation (Art. 4)	\$ _____	
(Art. 8c)	\$ _____	
Other Agency ()	\$ _____	
Other Agency ()	\$ _____	
State Transit Assistance Funds	\$ _____	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
Other, specify ()	\$ _____	
		SUB-TOTAL \$ _____
		SUB-TOTAL \$ _____
4. Community Transit Service (CTSA, Art. 4.5)		
5. Streets & Roads (Art. 8a)	\$ <u>2,485,077</u>	
Audit Exceptions (General Fund Payback)	\$ _____	
Unexpended Funds Held By Claimant	\$ _____	
		SUB-TOTAL \$ <u>2,485,077</u>
6. To Be Claimed By: (Fresno County Rural Transit Agency)	\$ <u>774,330</u>	
(Consolidated Transp. Serv. Agency)	\$ <u>267,820</u>	
Other (FAX)	\$ <u>1,666,154</u>	
Other (Clovis Transit)	\$ <u>19,343</u>	
		SUB-TOTAL \$ <u>2,727,647</u>
		SUB-TOTAL \$ _____
7. Reserved in Fund Pending Further Claiming		

GRAND TOTAL	\$ <u>7,140,673</u>
(Claim Total Must Agree With Total On First Page)	
Minus All Unexpended Funds Held By	\$ _____
GRAND TOTAL PAYABLE TO CLAIMANT	\$ <u>7,140,673</u>

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Date: 10/3/06Claimant: County of Fresno**BICYCLE AND PEDESTRIAN FACILITIES**

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description		Project Cost
1. (Generic)	Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ 1,775,292
AND/OR		
1. (Specific)		\$
2. (Specific)		\$
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ 1,775,292

Revenue Source & Amount	
LTF (Article 3)	\$ 1,775,292
LTF (Article 8a)	\$
Other:	\$
Other:	\$
Audit Exception - G.F. Payback	\$

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description		Project Cost
1. (Generic)	Development, Construction and Maintenance of Facilities	\$ 2,485,077
AND/OR		
1. (Specific)		\$
2. (Specific)		\$
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ 2,485,077

Revenue Source & Amount	
LTF (Article 8a)	\$ 2,485,077
Other:	\$
Other:	\$
Audit Exception - G.F. Payback	\$

Date: 10/3/06

Claimant: County of Fresno

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

() **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout..... \$ Amount of Add'l
the claimant's jurisdiction funds made available
in current FY.

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

() **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
() **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1.

2.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ _____

(X) **ARTICLE 8, STREETS AND ROADS**

Project Title & Brief Descriptions

Project Cost

1. Development, Construction and Maintenance of Facilities..... \$ Amount of Add'l
throughout the claimant's jurisdiction funds made available
in current FY.

AND/OR

1.

(add sheets if necessary)

TOTAL PROJECT COSTS \$ Surplus Available

CERTIFICATE OF DELIVERY OF DOCUMENT

I am employed by the County of Fresno as a Deputy Clerk of the Board of Supervisors. On October 3, 2006 I delivered a copy of Transportation Funding Claim (Item no. 22) to the Chairman of the Fresno County Board of Supervisors.


Sherrie Evans
Deputy Clerk

BEFORE THE BOARD OF SUPERVISORS
COUNTY OF FRESNO
STATE OF CALIFORNIA

IN THE MATTER OF
TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR 2006-07

RESOLUTION REQUESTING THE
COUNCIL OF FRESNO COUNTY
GOVERNMENTS TO ALLOCATE THE
SPECIFIED FUNDS FROM THE LOCAL
TRANSPORTATION FUND AND THE
STATE TRANSIT ASSISTANCE FUND
TO THE COUNTY OF FRESNO

WHEREAS, the County of Fresno hereby submits a Transportation Funding Claim from the Local Transportation Fund of Fresno County for Fiscal Year 2006-07 and

WHEREAS, the County of Fresno agrees to reserve the sum of \$1,666,154 and \$19,343 from its Local Transportation Fund Allocation and State Transit Assistance Fund to be claimed by the City of Fresno and the City of Clovis, respectively, as payment for providing transit services to the unincorporated areas within the Fresno-Clovis Metropolitan Area; and

WHEREAS, the County of Fresno agrees to reserve the sum of \$774,330 from its Local Transportation Fund Allocation to be claimed by the Fresno County Rural Transit Agency to provide transit services to the rural areas within Fresno County; and

WHEREAS, the Council of Fresno County Governments has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Administrative Code; and

WHEREAS, the Council of Fresno County Governments encourages interjurisdictional coordination of transportation needs and increased coordination of transportation implementation plans; and

WHEREAS, the County of Fresno has made a commitment to unmet transit needs through adoption of a Transportation Development Plan for the County and participation in a Joint Powers Agreement between the County and the cities and communities in the rural portions of the County to provide transit services so that

1 allocation of funds to finance the Joint Powers Agreement satisfies the requirement for
2 establishing a schedule for transit implementation; and

3 WHEREAS, there are no additional unmet transit needs within the County.

4 NOW, THEREFORE, BE IT RESOLVED that the County of Fresno hereby
5 requests the Council of Fresno County Governments to allocate \$1,666,154, \$19,343
6 and \$774,330 from the Local Transportation Fund to the named applicants for Fiscal
7 Year 2006-07 for the purposes allowed under ARTICLE 3 and ARTICLE 8 respectively
8 of the Transportation Development Act of 1971, as identified in the attached claim and
9 which is in accordance with the adopted Regional Transportation Plan.

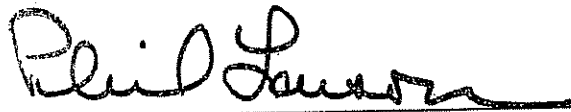
10 BE IT FURTHER RESOLVED that the named applicants further agree to
11 provide the Council of Fresno County Governments with such information as may be
12 necessary to support their Annual Transportation Claims.

1 THE FOREGOING was passed and adopted by the following vote of the
2 Board of Supervisors of the County of Fresno this 3rd day of October, 2006, to-
3 wit:

4 AYES: Supervisors Perea, Case, Anderson, Waterston, Larson

5 NOES: None

6 ABSENT: None

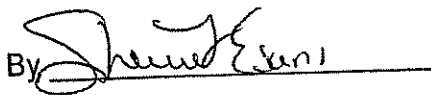
7
8
9 

10 CHAIRMAN, Board of Supervisors

11
12
13 ATTEST:

14 BERNICE E. SEIDEL

15 Clerk, Board of Supervisors

16
17
18 By 

19 Deputy

20
21 AGENDA #22

22 RESOLUTION NO. 06-584

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2006-39

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF CLOVIS,
2006-07

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Clovis has submitted a Transportation Funding Claim for its 2006-07 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Clovis has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Clovis has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 22, 2006 the COG Board approved Resolution 2006-17 which found that public transportation needs within the City of Clovis and its sphere of influence will be reasonably met in 2006-07.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the City of Clovis and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 26th day of October, 2006.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

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

Date: 9-12-2006

Claimant: CITY OF CLOVIS

TRANSPORTATION FUNDING CLAIM
FOR FISCAL YEAR: ~~2005/06~~
2006/07

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: CITY OF CLOVIS
Address: 1033 FIFTH STREET
City: CLOVIS, CA Zip Code: 93612
Contact: JAMIE HUGHSON Phone: (559) 321-2106

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund		
Apportionment	\$	2,832,437
Surplus (Prior Years)	\$	0
Unexpended, Held by Claimant	\$	0
Other Agency	\$	21,478
		19,343
		6,918
State Transit Assistance Fund		
Estimate	\$	769,198
Prior Year Carryover	\$	0
Unexpended, Held by Claimant	\$	0
Other		
Audit Exception/Impairment (required General Fund Payback)	\$	0
Other	\$	0
TOTAL	\$	3,630,031
		3,627,896

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

THREE MILLION SIX HUNDRED THIRTY THOUSAND AND THIRTY ONE DOLLARS
(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature: _____

Title: _____

Date: _____

CITY MANAGER

SEPTEMBER 12, 2006

RECEIVED

UCT 11 2006

BY: _____
FRESNO COG

Date: 9-12-2006

Claimant: CITY OF CLOVIS

TRANSPORTATION FUNDING CLAIM DETAIL

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ 56,649	
(Art. 8a)	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	56,649
		SUB-TOTAL \$
2. Regional Transportation Planning		79,110
		SUB-TOTAL \$
3. Public Transportation (Art. 4)	\$ 1,960,473	
(Art. 8c)	\$	
Other Agency (CNTY ART 4) TARPETY RU SERVICE	\$ 21,478	19,343
Other Agency ()	\$ 769,198	
State Transit Assistance Funds	\$	
Audit Exceptions (General Fund Payback)	\$ 0	
Unexpended Funds Held By Claimant	\$	2,749,014
Other, specify ()	\$	~~2,751,149~~
		SUB-TOTAL \$
		145,707
		SUB-TOTAL \$
4. Community Transit Service (CTSA, Art. 4.5)		
	\$ 407,782	
5. Streets & Roads (Art. 8a)	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	407,782
		SUB-TOTAL \$
6. To Be Claimed By: (Fresno County Rural Transit Agency)	\$	
(Consolidated Transp. Serv. Agency)	\$	
Other (FAX CONTRACT)	\$ 188,769	
Other (AUDIT)	\$ 865	189,634
		SUB-TOTAL \$
		0
		SUB-TOTAL \$
7. Reserved in Fund Pending Further Claiming		
		3,627,896
		~~3,630,031~~
	GRAND TOTAL	\$
(Claim Total Must Agree With Total On First Page)		0
Minus All Unexpended Funds Held By		\$ 3,627,896
		~~3,630,031~~
	GRAND TOTAL PAYABLE TO CLAIMANT	\$

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Date: 9-12-2006

Claimant: CITY OF CLOVIS

BICYCLE AND PEDESTRIAN FACILITIES

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description		Project Cost
1. (Generic)	Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ 56,649
AND/OR		
1. (Specific)		\$
2. (Specific)		\$
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ 56,649

Revenue Source & Amount

LTF (Article 3) \$
 LTF (Article 8a) \$
 Other: \$
 Other: \$
 Audit Exception - G.F. Payback .. \$

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description		Project Cost
1. (Generic)	Development, Construction and Maintenance of Facilities	\$ 407,782
AND/OR		
1. (Specific)		\$
2. (Specific)		\$
(add sheets if necessary)		
TOTAL PROJECT COSTS		\$ 407,782

Revenue Source & Amount

LTF (Article 8a) \$
 Other: \$
 Other: \$
 Audit Exception - G.F. Payback .. \$

Date: 9-12-2006

Claimant: CITY OF CLOVIS

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM CLAIM FOR OPERATING AND CAPITAL EXPENSES

Project Description **Project Cost**

General Transportation Service (Proposed) TOTAL \$ 1,664,853
(Prior Year) \$ 1,409,645

Percentage Change 18 %
(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	Operating	Capital
LTF (Article 4)	\$ 1,023,703	\$
LTF (Article 8)	\$	\$ 384,599
STA	\$ 107,600	\$
Fares	\$ 148,451	\$
Other: MEASURE C	\$ 500	\$
Other: INTEREST	\$	\$
Unexpended, Held By Claimant	\$	\$
Audit Exception - G. F. Payback	\$	\$

Project Description **Project Cost**

Elderly/Handicapped Service (Proposed) TOTAL \$ 1,426,010
(Prior Year) \$ 808,603

Percentage Change 76 %
(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	Operating	Capital
LTF (Article 4)	\$ 936,770	\$
LTF (Article 8)	\$	\$ 384,599
STA	\$ 49,500	\$
Fares	\$ 54,641	\$
Other: MEASURE C	\$ 500	\$
Other: INTEREST	\$	\$
Unexpended, Held By Claimant	\$	\$
Audit Exception - G. F. Payback	\$	\$

Project Description **Project Cost**

Consolidated Trans Service Agency (Prop.) TOTAL \$ 323,793
(Prior Year) \$ 258,667

Percentage Change 25 %
(Information needed per PUC 99266, which states no moneys may be allocated in excess of 15% above preceeding year unless claim is accompanied by supporting documentation)

Revenue Source & Amounts	Operating	Capital
LTF (Article 4.5)	\$ 145,707	\$
LTF (Article 8c)	\$	\$
STA	\$ 16,500	\$
Fares	\$ 161,586	\$
Other: MEASURE C	\$	\$
Other:	\$	\$
Other:	\$	\$
Unexpended, Held By Claimant	\$	\$
Audit Exception - G. F. Payback	\$	\$

Date: 9-12-2006

Claimant: CITY OF CLOVIS

PUBLIC AND SPECIALIZED TRANSPORTATION SERVICE CLAIM SUMMARY SHEET

REQUIRED OPERATING/FAREBOX CALCULATIONS

General Transportation Services:

1. Total Operating Expenses Minus Exclusions*	\$ 1,280,254
(Amount Excluded \$	
2. Farebox Revenues	\$ 107,600
3. Other Local Support	\$ 148,451
4. Total Local Support (add lines 2 & 3)	\$ 256,051
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	% 8%
6. Required Minimum Ratio	% 20%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	% 20%
8. Required Minimum Ratio	% 20%

Elderly/Handicapped Service:

1. Total Operating Expenses Minus Exclusions	\$ 1,041,411
(Amount Excluded \$	
2. Farebox Revenues	\$ 49,500
3. Other Local Support	\$ 54,641
4. Total Local Support (add lines 2 & 3)	\$ 104,141
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	% 5%
6. Required Minimum Ratio	% 5%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	% 10%
8. Required Minimum Ratio	% 10%

Consolidated Transportation Service Agency Service:

1. Total Operating Expenses Minus Exclusions	\$ 323,793
(Amount Excluded (\$	
2. Farebox Revenues	\$ 16,500
3. Social Service Agency Match	\$ 161,586
4. Total Local Support (add lines 2 & 3)	\$ 178,086
5. Farebox Revenue/Operating Expense Ratio (divide line 2 by line 1)	% 5%
6. Required Minimum Ratio	% 5%
7. Total Local Support/Oper. Expense Ratio (divide line 4 by line 1)	% 55%
8. Required Minimum Ratio	% 55%

Summary Totals

1. Total of All Operating Expenses Plus Exclusions	\$ 2,645,458
(All excluded costs should be added back to the total)	
2. Total of All Capital Projects	\$ 769,198
3. Grand Total	\$ 3,414,656

Revenue Source and Amount

	LTF Art. 4	LTF Art. 4.5	LTF Art. 8c	STA	MEASURE C Local Support	UNEXPENDED FARES & Fed/State Grants	INTEREST Other	TOTAL
OPERATING	1,960,473	145,707	0	0	364,678	0	174,600	2,645,458
CAPITAL	0	0	0	769,198	0	0	0	769,198
TOTAL	1,960,473	145,707	0	769,198	364,678	0	174,600	3,414,656

Date: 9-12-2006

Claimant: CITY OF CLOVIS

CONTINGENCY PROJECT LISTING

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

() **ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**

Project Title & Brief Descriptions

Project Cost

1. Various Bicycle and Pedestrian facilities throughout..... *\$ Amount of Add'l funds made available in current FY.*
the claimant's jurisdiction

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

() **ARTICLE 4, PUBLIC TRANSPORTATION**
OR
() **ARTICLE 8C, PUBLIC TRANSPORTATION**

Project Title & Brief Descriptions

Project Cost

1. \$

2. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

() **ARTICLE 8, STREETS AND ROADS**

Project Title & Brief Descriptions

Project Cost

1. Development, Construction and Maintenance of Facilities..... *\$ Amount of Add'l funds made available in current FY.*
throughout the claimant's jurisdiction

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

Date: 9-12-2006

Claimant: CITY OF CLOVIS

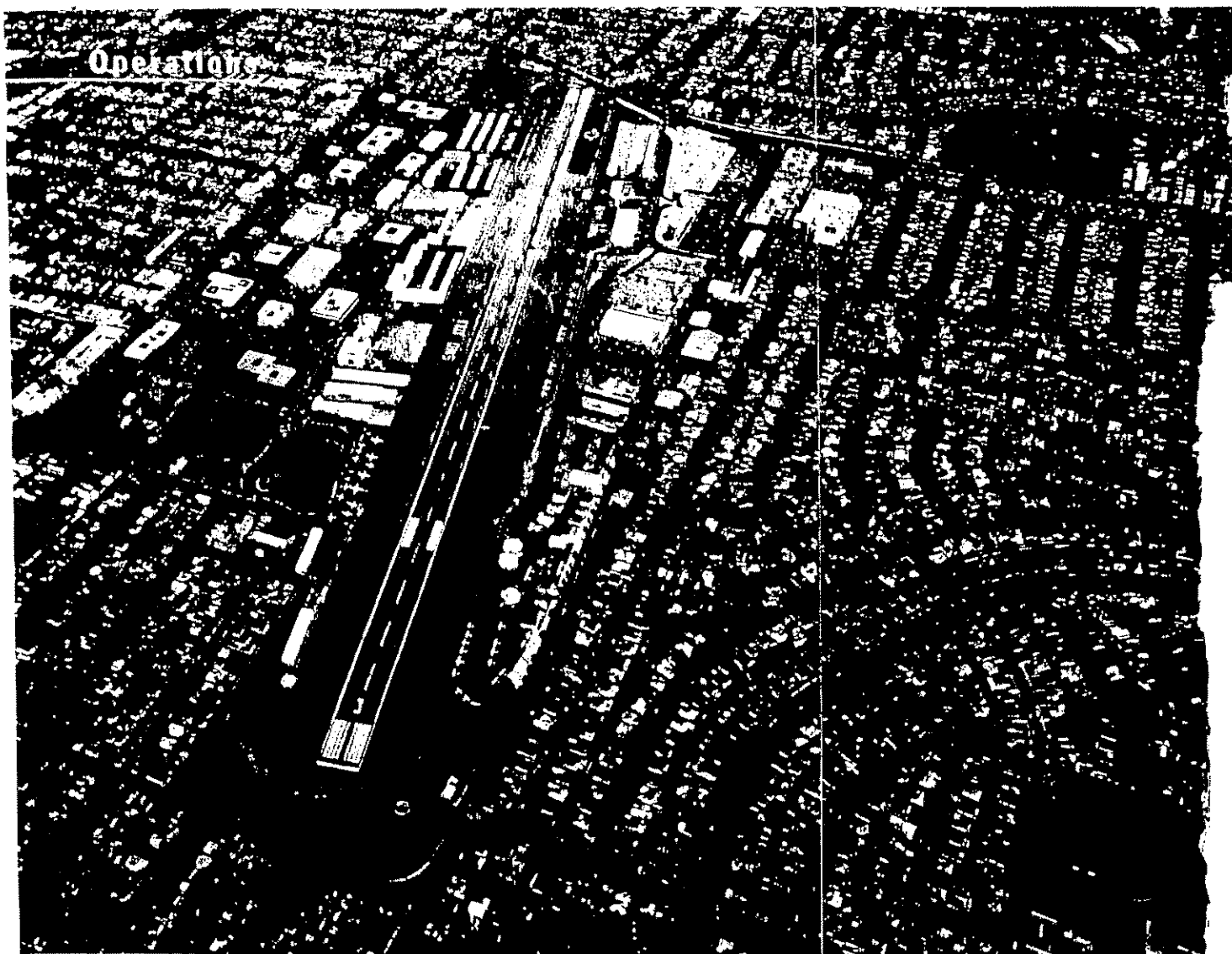
SUPPLEMENTAL INFORMATION REQUIRED OF TRANSIT CLAIMANTS (CCR 6632)

Attached to the claim are submitted the following documents:

- (1) Budget (or proposed budget) for the (2006/07) year
- (2) Statement for prior year revenues and expenditures (projections acceptable)
- (3) California Highway Patrol Certification pursuant to PUC 99251 (No claim may be approved unless accompanied by this certification). Date on this certification must be within 13 months of the proposed claim approval date.
- (N/A) Transit Efficiency Calculation - PUC 99314.6

ATTACHMENT 4

FAX CONTRACT



Why Your Community Needs Its Airport

Because once it's gone, it's gone forever.

By David Esler

A dearth of open space suitable for urban development has combined with the need for cash-strapped municipal governments to seek short-term tax revenues, creating a "perfect storm" in the ongoing assault on general aviation airports.

Last year, *B&CA* reported the targeting of general aviation airports by real estate

developers (see "How to Save Your Airport," March 2005) in order to gain land for new housing, offices and stores as a growing trend. However, in the intervening months, it appears to have gained sufficient momentum to be reclassified as an accepted practice by the land-development industry. For financially beleaguered city and county governments — as well as politicians soliciting PAC campaign contributions — these proposals can appear extremely attractive.

According to Henry Ogradzinski,

president and CEO of the National Association of State Aviation Officials (NASAO), these developers are "the enemy" when it comes to general aviation airports, "because they are looking for large plots of land to turn into housing and strip malls, anything that they can make a buck on. They very often convince the local politicians that the airport is a drag on the tax base, and 'Boy, wouldn't it be better if we could put up 1,500 condos or attract some industry to put on that land?' So it is the developers who are often the 'first

Santa Monica Municipal Airport (SMO), from the air. Interstate 10 runs from the top center to the upper left; Clover Park is the green patch to the left of the airport. SMO's right (south) side is actually the border between Santa Monica and Los Angeles. Corbis/Douglas Stone

movers' in this scenario." NASAO and its state aeronautics members devote much of their energies to defending airports, especially general aviation relievers.

The second mover is the politicians. "They may be convinced that it's better for the community's tax base," Ogrodzinski continued, "or they may, in their self-interest, be angling for a campaign contribution, so sometimes they are honestly convinced, and at other times, they're brought over by a slick developer with a nice rich PAC at his disposal."

'Aviation-Haters'

The third group of players in the airport endgame is an amalgamation of anti-noise advocates and "people in the community who either hate the airport or aviation in general — they are way beyond being just 'NIMBYs' ['not in my back yard'] — who agree with the developers and see them as saviors of sorts," Ogrodzinski observed. "They would rather have anything there than the airport."

On the other hand, as it did at Buchanan Field (CCR) in Concord, Calif., this constituency may realize the proposed construction replacing the airport "will screw up their lives in other ways, like creating unbearable congestion, and that the airport and its noise isn't such a bad idea after all," Ogrodzinski said. When a major West Coast developer proposed replacing CCR with 6,500 residences, a collection of malls and offices, and a college campus, anti-noise advocates in the already congested San Francisco Bay-area bedroom community were persuaded to become partisans for the airport. Described in our report last year, the proposal was ultimately rejected by the airport's operator, Contra Costa County, which had assumed its ownership as an obligated land-grant airport after World War II. An enhancement plan to improve the airport is currently under way.

"So you have a number of things going on there," Ogrodzinski continued, "some rational, some based on enlightened self interest, and some deriving from plain greed and irrational dislike of aviation. Nevertheless, I don't think most people get up in the morning with the idea that they're going to close the local airport."

But it's not just general aviation airports that are under a seemingly relentless chipping away throughout the country.

Steve Brown, the NBAA's vice president for operations and a former FAA deputy administrator, claimed that the state of U.S. general aviation fields "is only part of a slow deterioration that places pressure on all classes of airports across the country. In general, because the overall economy has been reasonably healthy, whether you're talking about an air carrier airport, a general aviation reliever, even a military field, all categories of airports are being subjected to huge pressures from real estate developers eying the land they occupy. And as local authorities make short-term decisions in the hope of gaining some tax revenues, this places all airports under more pressure than ever before."

Historically, more private-use airports succumb to the developers' bulldozers every year, but this doesn't relieve the pressure on public-use facilities. "The military would say the same thing, as would representatives of the airlines," Brown said. "They're all engaged, to the best of their abilities, in trying to protect the airport facilities they still have. There are some places where airports can be expanded, but they are typically not where the capacity is needed the most."

Unprotected

Brown cited the late Meigs Field, arguably one of the most beautifully sited airports in the nation prior to Chicago Mayor Daly's midnight raid on the facility a few years back, as "clearly the most visible closure in recent memory. Beyond losing the field entirely, though, what was tragic about Meigs was the fact that its closure sent a terrible signal to other mayors and city councils around the country. Fortunately, so far, we haven't had any others that have come up like that."

Meigs fell under the plow because Chicago had no federal obligations to keep it open, the city's Department of Aviation having never accepted FAA Airport Improvement Program (AIP) grants on behalf of the field. At the time and as we reported last year, it was generally assumed that airports that had applied for and accepted AIP funding with its binding agreements were protected from closure for at least 20 years — per grant. And that's federal law. But since then, dangerous precedents have been set in which airport authorities in at least two states have used congressional intervention to essentially annul FAA requirements to either keep fields open or not restrict their operations

Composing a 'Values Checklist' for Your Airport

A good way to get started with an airport-advocacy program is by composing a "values checklist" listing the strengths and weaknesses of the facility. Here are some areas to consider when getting started:

► Is the airport really serving the community or region in its present state? Using the guidelines stated in this report (both the main story and sidebars, especially those describing state aeronautical programs) justify all the reasons why the airport benefits your community. (See also next point.)

► In today's Darwinian economic paradigm, an airport has to be an "engine" for commerce. How is your airport generating or otherwise supporting commerce in your community or region? If not, why not? Are all the regionally based corporations and businesses in your area aware of the airport's potential value as a node in the national air transportation system? What about public-service agencies, e.g., police, fire and EMS operators?

► For that matter, is your airport truly part of the national transportation system? How easy is it to access the airport with surface transportation?

► What are the safety and noise issues connected with keeping the airport open? How is it situated in terms of residential development? If noise is a continuing issue, what is the airport management doing to allay residents' complaints? How clear, or otherwise unobstructed, are the approaches? What is the airport's safety record up to now? Has there been a pattern of accidents? If so, are there changes that could be made to reduce accidents and still retain the airport?

► What is the condition of the airport's facilities? FBO(s)? Other support businesses, e.g., repair stations, avionics shops, restaurant, etc.? Runway and ramp condition? Hangar space? Landing and nav aids? Control tower? Fire protection and security (as given, in the post-9/11 environment). Is it worth it to apply for FAA Airport Improvement Program (AIP) grants? How difficult would the process be in the individual case of your airport?

if they're encumbered with open obligations from AIP grants.

In the first instance Jackson Hole, Wyo., was successful in instituting noise restrictions at its airport (JAC) after the state's congressional delegation inserted language into an unrelated House bill stipulating that the airport could bar access to Stage 2 aircraft despite FAA nondiscrimination rules. This gives one pause to wonder if the move emboldened the city of Rialto, Calif., to employ the same tactic in order to close Art Scholl Memorial/Rialto Municipal Airport (L67) for real estate development.

"This one represents a really scary precedent," AOPA Vice President Bill Dunn told *B&CA*, "as local development interests were able to go over the FAA's head on an AIP obligation by appealing to their congressman, Representative Jerry Lewis [R-Calif.]. In the waning hours of the 2005 congressional session, he attached an amendment to the Federal Highway Transportation Bill allowing the city of Rialto to close the airport and sell the land to developers."

It seems FAA grants were originally used to purchase more than half of the 453-acre

facility's property. "And get this," Dunn said angrily, "although \$15 million in AIP funding has been invested in the airport, *the spoils of the sale don't go to the FAA* — 55 percent goes to the city and 45 percent to San Bernardino International Airport [a converted U.S. Air Force base]. So the FAA gets back the unamortized portion of the airport development grants, less the acquisition of the land... [or] about \$300,000 on the sale of property, which has been valued at more than \$4 million! The good news, if there is any, is that it literally took an act of Congress to close the airport. These vehicles don't come along that often. For them... a lot of things aligned at the right time to make this happen. There are 153 based aircraft at that airport which will now have to be relocated."

In their defense, Rialto officials claim Art Scholl Memorial is a "money pit" and that the city can no longer afford to operate it. However, the AOPA believes the municipality intentionally allowed the field to deteriorate to the state where it cannot support itself through traditional forms of revenue like ramp and hangar rents and fuel flowage fees.

"Most elected officials have never seen a

ALL CATEGORIES OF AIRPORTS ARE BEING SUBJECTED TO HUGE PRESSURES FROM REAL ESTATE DEVELOPERS EYING THE LAND THEY OCCUPY.

development plan they don't like," Dunn said. "In many instances, what we're finding is the flat land of the airport is the last developable property in most communities. Instead of having to level a hilltop, all they have to do to make an airport into a shopping center is bulldoze what's there and start over."

Clear Need for Capacity at Existing Airports

Looking at the bigger picture beyond the real-estate crunch and the threat it poses to the general aviation relievers in terms of potential closures, there is a clear need across the board for more capacity at the nation's busiest airports. With sales picking up, more than a thousand aircraft are being added to the overall fleet every year, and operators are flying more than ever before, increasing the pressure on airport infrastructures for more runways and runway extensions, better lighting and additional nav aids.

"In the places where that is needed, like Los Angeles, it is a virtual impossibility," the NBAA's Brown said. "In fact, what is normally happening is that there are proposals for enacting even more constraints, so it is going in the wrong direction in that respect, [and] that's largely a failure of local zoning."

The New York metropolitan area is a similar story. While the Port Authority of New York and New Jersey has brought some improvements to Teterboro (TEB) in the form of new taxi configurations, run-up areas and ramps, and revised approach procedures designed for more efficiency, Brown claimed "there is really no prospect of lengthening runways or adding additional ones there or at any of the primary air carrier airports."

Consequently, business aviation advocates must be alert to local initiatives limiting the usefulness of airports or restricting their operations, "because we can't afford to lose any of the access we have," Brown pointed out. "Any time there is an opportunity through technology or some limited airport

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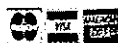
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grants to improve the service, capacity or efficient use of the existing infrastructure, people need to get behind that and optimize what we have."

Returning the spotlight to Los Angeles, Brown cited Van Nuys (VNY), ranked the world's busiest general aviation airport and, with more than 450,000 operations annually, among the top 20 busiest U.S. facilities, as a prime example of the wrong-way trend to limit capacity. Of the 800 aircraft based at VNY, more than 120 are jets.

"Van Nuys was in the middle of orange groves in the 1940s and -50s, and now there isn't buildable space within a seven-mile radius of the airport," Brown said. So with no room for expansion and thousands of homes and businesses butted up to the fences, considerable pressure is being placed on the field's operator, Los Angeles World Airports (LAWA), to limit operations.

This culminated in 2005 with the commission of an FAR Part 161 noise study. Ongoing, the study, required by the Airport Noise and Capacity Act (ANCA) when an airport operator desires to institute proprietary noise controls (i.e., a noise limit specific to the airport), is expected to continue for at least another year. "They are looking at the potential economic benefit and cost of limiting operations at Van Nuys," Brown said.

"I was there [in June] to meet with the LAWA and city reps, their contractors doing the study, and our members based on the airport. Basically, we got a sense of where they are in the process, the kind of public outreach they will take and its schedule, and how they will gather the economic information on the costs and benefits. I was satisfied that the people engaged in performing the study are qualified and professional."

On the other hand, Brown wasn't satisfied that all the factors that should be considered in the VNY Part 161 study — the "impact points" — have been put on the table. "That will be the role of the NBAA and our members. At Van Nuys, a lot of the people we talked to say they regularly operate nonstop between the East and West Coasts, and one of the things under consideration is a reduction in the hours of operation of the airport. This measure, if adopted, would reduce the working day and limit the flexibility of those operators, thereby diminishing the usefulness of the airport."

If the number of operations is lowered at VNY, Brown predicted, fewer tax revenues will flow to the city from the businesses that depend on the airport. Ironically, LAWA itself claims the airport contributes a whopping \$1.2 billion annually to the Southern California economy and that the facility "creates job, promotes business and

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The FAA's Position on Acts of Congress to Close Airports

B&CA asked the FAA's Airport Safety and Standards Division director, David Bennett, what the aviation authority's position was regarding the use of congressional legislation to override federal grant obligations so airports could either be restricted or shut down. Here's his response:

"We think the general laws relating to airport access are very clear and support the FAA's position in enforcing reasonable access to airports and keeping them open in accordance with federal obligations such as AIP funding and surplus property disposal," Bennett said. "I think the exceptions you cite [the Jackson Hole Stage 2 ban and Rialto airport closure] show that it takes a law to do that [i.e., discriminate against a class of aircraft or close an obligated airport]. Only two or three airports per decade are released from these obligations, so it's very rare. The acts of Congress show that that's what it takes. It would be of interest to us, however, if it became widespread."

Concerning encroachment outside the fence lines, Bennett admitted that this "can be a problem. Incompatible land use adjacent to the airport can act to restrict the utilization of the airport. We agree with NASAO [National Association of State Aviation Officials] that local governments should not condone land use that will ultimately restrict airports. We have put out model standards that we encourage local governments to adopt and assist them in a number of ways, all of it short of control by the federal government. But we do expect local jurisdictions to do all they can for their airports, communities and the NAS."

Pressure Points

When a general aviation airport is closed, B&CA asked, is additional pressure placed on other airports in an area, particularly the commercial hubs? "If an airport is federally obligated," Bennett answered, "it is because we have found it to be an important part of the national airport system, both in terms of

access and, in many cases, to relieve commercial airports of GA traffic. But we also understand that they can be important just for access to the community as well as reducing congestion at the bigger airports."

Bennett cited the FAA's National Plan of Integrated Airport Systems as the linchpin of the U.S. airports system and the basis for identifying candidates eligible for AIP grants. In that regard, NPIAS currently recognizes more than 3,300 airports deemed significant to national air transportation and thus qualified to apply for the funding. It also includes estimates of the amount of AIP money needed to underwrite infrastructure development to raise airports to current design standards and add capacity to those considered congested. The FAA is required to provide Congress with a five-year estimate of AIP-eligible development every two years.

The current report, covering 2005-2009, states that 98 percent of the U.S. population resides within 20 miles of an NPIAS-funded airport, based on data from the 2000 census. Quoting from the report: "The NPIAS is comprised of all commercial service airports, all reliever airports and selected general aviation airports. It includes 3,344 of the 5,280 U.S. airports that are open to the public. . . ."

Concerning the density of NPIAS airports in terms of their accessibility by the general population, the report claims that "Commercial-service airports are within 20 miles of 66 percent of the population (77 percent when reliever airports are included). When general aviation airports are also included, 98 percent of the population is within 20 miles of a[n] NPIAS airport. Of the total U.S. population of 287 million people, all but 5.4 million live within 20 miles of a[n] NPIAS airport."

The full report can be found in the airports section of the FAA Web site at www.faa.gov.

provides vital general aviation and emergency services."

If You Can't Ban 'Em, Restrict 'Em

Meanwhile, at nearby Santa Monica Airport (SMO), local authorities, goaded by ongoing noise complaints, have been agitating for some time to shorten the field's single 5,000-foot runway (3/21). "The reality here, though," Brown pointed out, "is that they want to limit the size of aircraft that can access the airport to reduce both noise and the number of operations."

According to Brown, the need for more capacity among Los Angeles' airports also "reinforces the tragedy" of the loss of El Toro Marine Air Station in Orange County to aviation when the base was closed in 1999 and the space approved for mixed development. "There we had all the infrastructure we needed to expand in the Basin, and the elected officials just couldn't get it together to do it."

Still in the Golden State, Oceanside, just

north of San Diego, is framing its attack on its airport in an alternative land use study intended to decide "the highest and best use" of the property occupied by its airport (OKB). As in Rialto, the city claims it can't afford to operate the airport, but the AOPA believes the city government is determined to neglect the field.

"There was some discussion that one of the 'big box' stores wanted to build an outlet there," the AOPA's Dunn said. "Two of the five members of the Oceanside City Council support keeping the airport open, and three want to close it and reuse the land. [One council member also serves as mayor.] We're working closely with the Oceanside Airport Association, and I'm heading out there in a couple days and will spotlight these issues in the local media."

The airport has received AIP grants, but according to Dunn, the "party of three" thinks it can pay the FAA back. "It's an uphill battle. I think it's a winnable issue, though, as there's an election later this year for two of the council seats."

Another threat to airports of all stripes is incompatible land use around airfields, resulting in encroachment that creates all sorts of problems, ranging from potential safety risks to noise complaints and restricted operations. Some airport advocates believe that in cases where local governments have been unable to close airports outright, allowing incompatible land use (e.g., building homes and commercial structures along the fence lines), is evolving into a tactic to ultimately gain control of the land for development. As John Sibold, Washington state's director of aviation, pointed out to B&CA, permitting encroachment is often the first step in an orchestrated plan to close the airport.

This apparently is what's going on at still another Southern California airport, Jacqueline Cochran Regional in the desert community of Riverside, where the county that owns the field is considering a proposal by developers to modify the land-use compatibility agreement with the airport so

they can build 883 residences on 279 acres of buffer property.

"The expected impact, based on our experience in these issues," Dunn said, "will be complaints about safety and noise and attempts to enact curfews and limit aircraft types accessing the field. It's an obligated airport, but they will still try. Like so many local governments, [the entities that run these airports] are infatuated by the short-term money and lose sight of the value of the long-term airport."

Creating Tension

Washington's Sibold observed that "allowing things in that don't sit well in an airport environment, you will create tension between the airport and the community." This then increases the likelihood of encouraging even more public opposition, stoking an adversarial climate, which is just the opposite of what the airport needs.

"If you allow a garbage facility next to a residential area, you will create tension," Sibold said. "So why do that when you can zone for compatible uses? In cases where it does happen [in Washington], then we say, 'OK, then you need to cluster it and provide open areas of green space.' We look at safety data, and where aircraft might lose an engine or have a problem in the pattern."

Ratcheting up the density of housing in the airport area is then guaranteed to produce more complaints from residents. And despite how quiet modern aircraft are under Stage 3 and 4 rules, noise then becomes a "perception issue." This can all be avoided with proper planning and zoning, Sibold believes from his own experience running Washington's DOT Aviation Division.

Despite the California examples cited here, Dunn and others interviewed for this report believe that the state has put together one of the best systems in the country for preventing inappropriate land use around its airports. (Sibold said Washington has patterned its successful airport-defense program after California's.) That's especially good since in 2004, California was host to 263 public-use airports, the third highest in the United States behind Texas (369) and Alaska (312). The California system requires every county in the state to have an airport land-use commission, or ALUC, and to maintain a comprehensive use plan for acreage within two miles of an airport that specifies what is or is not compatible with the facility.

"At Cochran Field, Riverside County is trying to get the land-use plan changed to allow higher [building] densities in response to the developer's plan," Dunn explained.

"It is NASAO's position that inappropriate land use around airports hastens the

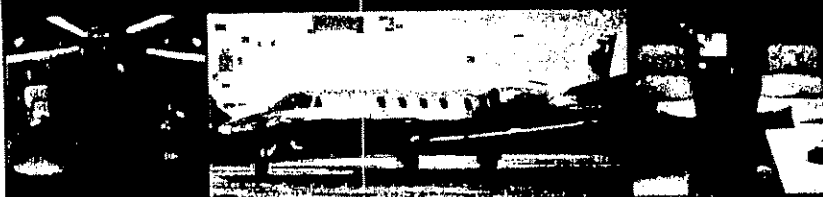
injury or demise of those airports," Ogradzinski said. "If you allow encroachment up to the fences or industry to erect a tower at the end of the runway, you are endangering your airport. Many times, I've gone to the FAA and pointed these things out, and they've responded that 'Zoning is not our business — it is the locality's business.' So I knew this would become a difficult row to hoe [as] ... there

were limits to what both the federal government and the states could do."

So three years ago, NASAO and the FAA began working together on a land-use initiative intended to create a national framework for protecting land around airports from inappropriate use. "Both organizations compiled a joint statement of agreement on the subject. It's not just about noise," Ogradzinski said, "it's about

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compatibility. What could be built nearby that would detract from the airport's safety and usefulness? Remember, these are essential public facilities. You have to protect them as such."

Do You Really Need Your Airport?

With modern city governments being pulled in so many directions by ever-escalating — and often conflicting — demands for services from residents and business, with declining tax bases, unemployment issues, crime, educational needs and all the other problems that fill our nightly news reports, how can they be convinced of the importance of retaining a cash-neutral or cash-draining municipal airport when developers are telling them how much money they can rake

in by replacing it with condos and strip malls? How do you persuade a community that it needs its airport as a fully functional, unencumbered public asset?

First, as NASAO's Ogradzinski observed, "If the airport doesn't have a 'champion,' it's toast." He meant someone like Toyota Motors Gulfstream captain Pat Carey, who took on the leadership role in the late 1990s to save Hawthorne Airport (HHR) in Los Angeles. (In recognition of his efforts, Carey received a *B&CA* Vision Award in 2002.)

Then the champion — either an individual or a group — must begin an organized campaign to educate local officials, residents, and business and industry as to the value of the airport as a public asset. The first place to start is by compiling a

"values" checklist. Then a liaison must be established with the public to show how the airport and general aviation not only touch their lives personally but what it represents to the future growth of the area, that it's a long-term asset benefiting the overall economy and quality of life.

The AOPA has long described general aviation airports as portals to the larger world, and Ogradzinski agrees. "I'm very often on the road, and when I'm talking about GA airports, I describe them as local gateways to the world — with your airport you can get anywhere in the world, you have access not only to the National Airspace System but the international airspace system. If you order something on line and don't live in a metropolitan area, you will in

Practicing 'Airvangelism' in Oklahoma

Out in Oklahoma — the birthplace of business aviation, according to state aviation director Vic Bird — they practice what they call "airvangelism."

"Airvangelism is an awareness campaign, letting average citizens know just how important the aerospace industry is in our state," Bird told *B&CA*. "The second part of it involves telling them how important their GA airports are. I simply make people aware of something they take for granted."

Aerospace is one of Oklahoma's top three industries, providing more than 140,000 jobs, a \$5 billion payroll and industrial output of \$12 billion a year. "From the time of Clyde Cessna, who started in Oklahoma, aviation has been important here," Bird said, proudly. "We are recognized as one of the six major centers in the world for MRO, and accordingly, American Airlines has established its largest maintenance base in Tulsa. Additionally, we have the U.S. Air Force Logistics Center at Tinker Air Force Base, employing 26,000 people and providing a \$3.5 billion impact in the state."

But it was the 111 general aviation airports distributed throughout Oklahoma that Bird wanted to talk about, especially about their value in attracting both industry and business aviation to the state.

"For example, Idabel, Okla., in the southeast corner of the state, hosts significant Weyerhaeuser Forest Products and Tyson Foods operations, employing 2,300 people, and one of the reasons why both of these companies sited there is because of the presence of the airport [404] with its 5,000-foot runway. The town is not close to any commercial airport: It's at least 2.5 hours from DFW, at least three hours from Fort Smith, and four hours from Oklahoma City. Being able to get there in a business jet is important to those two companies."

Business Jets Replace Greyhounds

"And we have examples of that all over our state," he continued, "major corporations like Michelin and Dollar General, which have, respectively, a plant and a distribution center in Ardmore collectively employing 2,000. Ardmore has two jet-capable airports [ADM and 1FO], and both companies have identified those airports as reasons for being there. Business doesn't come calling in a Greyhound bus

today — it arrives in a business jet."

There was a time when Idabel had some concern about sponsor commitment at its airport, Bird said, "but 10 years ago there was a strong focus on what the airport could mean in terms of economic development in that community, and since then, it has been well protected. My predecessor assisted in that regard, but it was a grassroots recognition of the role the airport played that saved it. Those fields are truly a way to the world for communities like this, a real lifeline."

Oklahoma hasn't been greatly confronted by airport closure threats of late, but Bird did mention one field that he has concerns about. "The airport at Grand Lake [309], a major tourist attraction, has fallen into the hands of a private individual," he said, "and that has caused concern with us and the FAA, because together, we have about \$1.5 million invested there. We want to get it back under public control. There is massive development in that area, lots of home building, and we'd feel better if it's back in public hands because there are developers who'd like to get that land."

Grand Lake had been owned jointly by the county and a public trust. As part of a settlement following a series of lawsuits involving the trust, it wound up being conveyed to the airport manager. "He's said he intends to keep it public but has to make money from it," Bird said. "He wants to construct 'hangar-homes,' which the FAA adamantly opposes, and so we don't know what his next move might be. The AOPA has weighed in on it on behalf of us, as did the EAA [Experimental Aircraft Association], and the NBAA adopted a resolution supporting our efforts to get it back to a public facility. We are pursuing this in both federal and state courts."

Bird contends that the birthplace of business aviation was Oklahoma as a direct result of the oil boom centered in the Tulsa area in the early 20th century. "Companies like Phillips Petroleum chartered Wiley Post to fly their executives around," he said, "and they learned quickly that they could get there faster by aircraft. All of the refiners started flight departments here in the 1920s and 1930s. We have really deep aviation roots. It's a legacy we aim to protect."

all likelihood have to rely on a FedEx, UPS or DHL general aviation aircraft bringing your package to your local airport. So the airport is a hub of commerce and your community's front door to the world."

The public-service argument is even more compelling, especially in the wake of last year's hurricanes that devastated the Gulf Coast. "Look at the aftermath of those storms," Ogrodzinski said. "General aviation airports became staging areas for the National Guard, the Red Cross and other NGOs [non-governmental organizations]. I spoke to several airport operators after Katrina and Rita, and those airports became places where people went because the airport had fuel, or it had large buildings still standing that could be used for shelter. So they gravitated naturally to the airport to find it not only a place of comfort and solace but their lifeline to emergency services, because there was nothing left in the community to fill that gap."

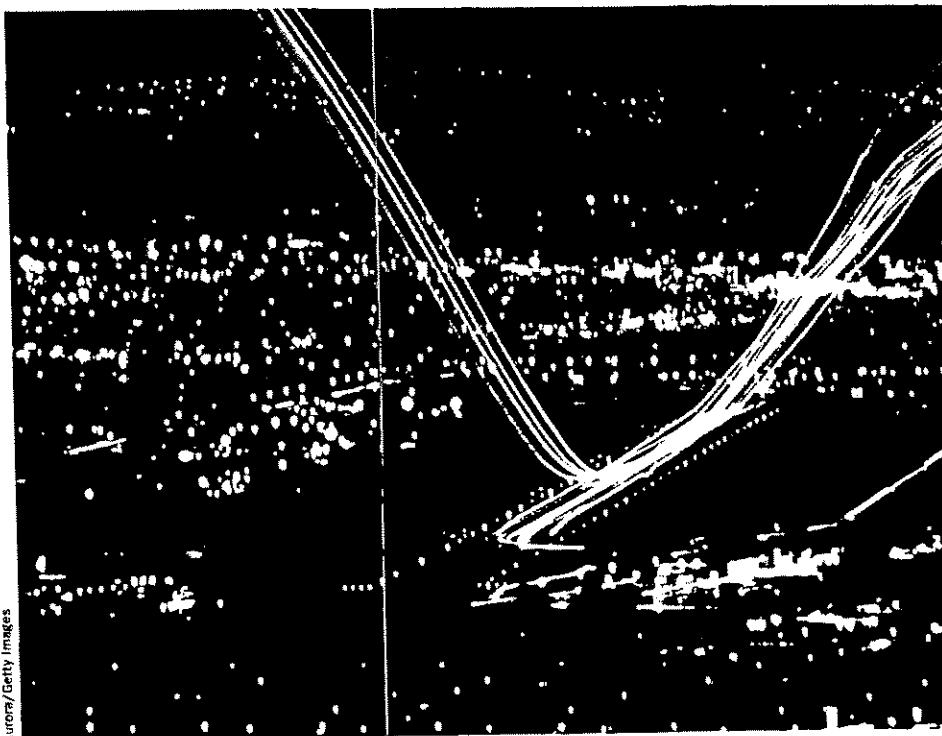
And since every airport is part of a larger network, "aviation alphabet organizations" were able to arrange critical resources and services to be transported from other unaffected airports to those requiring assistance.

"My point," Ogrodzinski concluded, "is that clearly in terms of natural disasters, hurricanes, fires, flooding or heavy rains, these airports serve as lifelines. How are we going to get supplies in or evacuate people if we don't have airports?"

At the NBAA, the business aviation lobby is taking the approach in its airport-advocacy efforts of promoting the fact that airports exist for reasons other than just tax benefits and are part of essential infrastructure, serving a broad range of purposes. "It's a never-ending crusade as to why it's important to keep visible the full value of airports on a local and national basis," Brown said. "We are often seen as a small special interest as compared to the broader public and all of their issues, so we need to develop a public understanding of the value of airports to their lives in the same context as highway and rail infrastructure."

So what do you tell cash-poor municipal governments struggling to provide basic services to their communities? Why should they avoid the siren call of the developers who promise them a short-term financial solution to their problems in exchange for their airport's land?

"I try to find out what the community thinks of its airport and of itself," Ogrodzinski said. "For example, some communities are tourist destinations interested in luring people to the area, or they often talk about tax breaks to attract business to the area. I will remind them that the CEO of that company they want to give the tax break to so it will put its plant there



Aurora/Getty Images
Airplanes illuminate the night sky while coming and going from Van Nuys Airport, California.

will fly into the community's airport in a company aircraft. In other words, the airport is an important business asset to support sustainable local development.

"It's important to tell people who are not aviation oriented that we have a national system of airports," he continued, "and that if they are, for whatever their reasons, interested in closing their local airport, they need to know they are pulling an important brick out of their wall, that is, disconnecting themselves from a national transportation system."

Dunn at the AOPA added, "What we ask them is if they want to close the interstate off-ramps to their communities. We tell them the NAS is an interstate system in the sky, that one mile of asphalt on a road takes you one mile, while a mile of runway will take you anywhere in the world. The U.S. Department of Commerce recently updated the impact of GA airports in its 'RIMS-II' economic model and discovered that, for every dollar generated on an airport, another \$2.53 is generated in the community it serves, and that equates to jobs and payroll. Many businesses will locate a facility based on the presence of a GA airport."

"If they have a developer in their midst who's committed tens of millions of dollars to the city treasury, sure, it's an uphill battle," Dunn continued. "It's always a challenge. But the message we have got to get across is that whether your airport is a

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How Washington State Encourages Compatible Land-Use Planning Around Its Airports

It's not just the land within the airport boundaries, stupid. As ever more airports are saddled with noise and operational restrictions due to encroachment by homes and commercial properties, the importance of compatible land-use planning has never been more obvious.

As John Sibold, Washington state's aviation director, pointed out to *B&CA*, often allowing encroachment of inappropriate real-estate development signals the first step toward ultimately closing the field. Consequently, encouraging proper land-use planning is a major component in the Washington DOT's airport preservation program.

"The best way to describe our role is that we are tasked with preserving the state aviation system, with the understanding, of course, that the airports are controlled by local ownership," Sibold said. "Because of that fact, our job can be difficult, and we approach it several ways." In addition to providing money and resources to airports, especially smaller fields that can't qualify for federal grant money, the state vigorously pushes a compatible land-use program. "I'm the [airport] custodian here," Sibold explained. "I don't own the system, so I have to encourage local jurisdictions to protect their public assets."

Thus, Washington's airports program isn't as much about advocacy as it is a vehicle for presenting airports as transportation assets and providing assistance to local jurisdictions for proper land-use planning. "We try to convince them not to adopt land-use measures incompatible with the airport, often the first step to closure," Sibold continued. "So in the 1990s, the Washington DOT Aviation Division, following a model developed in California, was able to convince the state legislature to pass a law requiring local jurisdictions to protect airports as essential public facilities."

The second step was an amendment to that legislation recognizing that, for certain assets deemed to be essential public facilities, like airports, a higher standard of protection was needed. "The legislature accepted how difficult it is to [site new airports] . . . in these times, so it is essential to protect what you already have."

So the legislators gave the Aviation Division authority to provide technical assistance to land-use authorities, counties and cities. "It requires that when they are updating their comprehensive land-use plans and get to aviation, they are required to contact us so that we can come in and give them advice as to what has to be protected. We have done that in the majority of counties in the state — 60 of them."

In the case of airports and land use, the Aviation Division approaches local jurisdictions, and attempts to work with their officials and planners to develop policy and zoning that meets the intent of the law. "Different approaches are taken with each airport, as every situation is unique," Sibold said. "In urban environments, for example, it's more difficult because the land is more valuable. What we ask of them is to zone it for aviation and light industrial use so there won't be a negative impact by building the wrong structures close to the airport."

Development Attracts Development

Being able to affect this process is essential for the long-term health of the airport because, as Sibold put it, when you allow certain development to occur, it will attract other development. "Since small airports are often unable to pay for themselves with the business that's generated on the field, municipalities don't see them as high in value, so they'd rather take that land and develop it. So it's important to get a head start at airports that don't yet have land-use problems so they can be zoned for protection and to keep their operators focused on that pro-airport philosophy. Where you have airports closing, it's where there is a lot of urban pressure." Although Washington recently lost privately owned Evergreen Airport in Vancouver, Sibold claimed the program has been generally successful in defending the state's other fields.

For cases where a jurisdiction disagrees with the state's airport land-use policies, a mechanism has been written into the law allowing airport users to file complaints with the state's Growth Management Hearings Board if they believe that the airport's policy doesn't follow the intent of the law. "The

Hearings Board takes cases from individuals from both sides of the argument as to whether or not the policies of the airport comply with the intent of the law," Sibold said. "In all of our cases where these complaints were filed, the jurisdiction was required to go back and revise its policies to do a better job of protecting the airport from incompatible land use."

"The state has the authority to file, as well," he continued, "but we rarely do, as we believe it's the public's responsibility. The legislature was clear — they don't want Big Brother in there, they want people to negotiate with each other [since] they recognize that every issue is different. Every jurisdiction has to get public comment from our agency on our plan. We're only addressing land-use outside the airport boundaries. All land use within the boundaries, if it's federal, is subject to approval through the master plan process."

The "problem" state aeronautical commissions face in these times of restricted municipal budgets boils down to this, Sibold said: "If you have an extreme urban environment and are running out of land, any property like the airport is an important tax base, maybe the only one. If you can't figure out the value of the airport in a way that makes sense, then there's pressure to close it."

But public assets don't always have a financial rate of return — there may be cost associated with them that must be absorbed or justified by the long-term value they return to the community, in the case of general aviation airports, as key components in the transportation infrastructure. "One big mistake that we [as a nation] made in the past was selling off our rail systems," Sibold pointed out, "and look what happens now when you want to build a light-rail system."

"When people argue with me on the money and jobs issues," he continued, "I tell them that it's not about the 'rich pilots with their toy airplanes,' it's about the transportation asset. You're supposed to be thinking about the future. There may be cases where there are multiple airports [in one location], but you have to think long and hard about giving even one of them up." In

Washington, the compatible land-use program is the primary tool in Sibold's toolbox for creating awareness of that present and future value.

Get Involved in the Process

Sibold said airport backers can assist the state in protecting these public assets by getting involved carefully and intelligently in the political decision-making process — that is, not being adversarial but working with local jurisdictions as advocates for transportation. This can take the form of appointments to boards or even running for office. "When communities take away airports, where do they think these airplanes are going to go? You have to plan for the future, and if you're turning the landing fields into retail development, those facilities will never come back. The aviation opposition votes and gets onto city councils, so if you're worried about that, you'd better run for office."

When Sibold and his people approach a community engaged in discussions to chuck the airport for strip malls and big box stores, "we find the pro-aviation council members who will sway the others. You have to find reasonable people who understand it, and you have to understand that it gets political." So it's to the airport advocates' advantage to get involved in the master planning process and offer acceptable compromise solutions.

But again, the approach that airport advocates, especially pilots, take must be carefully considered to avoid polarizing the situation; i.e., it's a good idea to work with people, not against them, toward a compromise that preserves the airport and allays the reservations of the anti-aviation factions within the community. Yes, this is hard work and always tedious, but according to Sibold, you get more by being a positive force for the future of transportation in your area than by opposing the process.

Sibold, an active pilot who flies his own Cessna 180 on "slick" floats, occasionally gets frustrated with activist pilots who, just like the city councils that see only the short-term profits to be reaped from replacing the airport with development, fixate only on the airport and not on the future and the challenges facing the community.

"They don't look at the big picture," he said. "You have to be involved in the modern-day issues, what needs to be done to allow airports to survive. In public parks, they're doing multiple-use activities, in one case up here combining a seaplane base with a lakeshore park. That's a good model for airport advocates to look at — that is, multiple use that is compatible with the airport. You gotta' be smart about this, and it takes work."

Pilots must be sufficiently savvy to understand that "in today's environment, you have to be careful and politically sensitive — you don't want to create a problem that didn't exist before," Sibold warned. "Pilots and operators and advocacy groups have to understand how to 'work' the community and be aware of the sensitivities around the airport. You can't all of a sudden raise enormous issues about the airport; you have to be in step with the community when you talk about further development of the airport, to work with them and have public meetings so people fully understand what you're doing. You can't do any of this in a vacuum any more."

Sibold cited Blaine Airport (4W6) on the Canadian border, whose management put together a master plan to extend the runway, "and when the master plan went out for comment, people objected to all the money that was going to be dumped into [an] airport 'with very little usefulness.' What got published was what it was going to cost, and that's all people saw, not the arguments in favor of the airport and the future of aviation in the area. You can't look at the value of the airport today — you have to project the need, say, 20 years out. . . . The public should have been more involved along the way. You can't just go and raise major issues around the airport that will create consternation without first working hand in hand with the community."

So Sibold urged airport supporters to "figure out the ways to make the airport valuable to your community. If the numbers don't support it, you have to show people the public asset value that the airport represents. It's about how the government has to provide certain public resources."

large one or a small GA field, you have single-engine piston aircraft being delivered at a higher rate than ever per quarter, more people are flying, and we have to keep the airports open."

Maintaining the Status Quo

It being nearly impossible to expand an airport today, let alone site a new one, just retaining what we have is a full-time job for all stakeholders. "[It] requires vigilance and the willingness to step forward and be active with local officials and city councils to make it apparent how valuable airports are in terms of social values," Brown at the NBAA said. "When you look at post-Katrina and the role those airports [on the Gulf Coast] played to help preserve the economic fabric of those areas, you see the value of the community airport."

Brown cited a panoply of airport advocacy resources the NBAA makes available to its members to assist them in articulating those values to the government entities controlling the destiny of their airports. Listed on the organization's Web site (www.nbaa.org), they include an airport advocacy CD that enumerates the aforementioned values airports provide the community and suggestions on how to develop airport support groups that can work with local government as well as citizen neighbors to develop broad-based support.

From the alphabet groups to state aeronautics departments vested with preserving their aviation assets to individuals engaged in the front lines of the ongoing fight, everyone *B&C* talked with said community involvement is the key to success.

In his peregrinations around the country, Ogrodzinski said he's seen examples of airports getting "adopted" by local groups in exchange for having use of some of the facilities for their meetings. "Not only that, but they get exposed to aviation and learn about what it does for the community. Some airport managers will open their hangars for community affairs. This is true community outreach. You have to build a network of support and then engage the local media, which is always looking for newsworthy stories."

This support can also counter news from the pro-development side explaining why the airport should be deep-sixed in favor of big-box stores and subdivisions. The more people get to know their airport — its expanses, its typically light activity, its relative quiet — the better they can appreciate its merits against its would-be successor. And just as the citizens of Concord discovered, in the end the airport looks like a pretty neighbor, just the way it is. *B&C*



San Joaquin Valley Air Pollution Control District

COMPLIANCE ASSISTANCE BULLETIN August 2006

Regulation VIII – Fugitive PM₁₀ Prohibitions Requirements on Paved and Unpaved Public Roads

District Rule 8061 (*Paved and Unpaved Roads*) of Regulation VIII (*Fugitive PM₁₀ Prohibitions*) specifies the design criteria for constructing new or modifying existing paved roads and the types of control measures required for limiting fugitive dust emissions from unpaved roads and shoulders. Several compliance dates and deadlines described in the rule apply specifically to city, county, and state agencies. The purpose of this bulletin is to summarize the new requirements for public agencies that own or maintain paved and unpaved roads. The entire rule may be found at www.valleyair.org/rules/1ruleslist.htm - reg8.

- **Constructing New Unpaved Roads:** Effective October 1, 2004, constructing a new unpaved road is prohibited in all urban areas unless the unpaved road is used for a temporary activity that does not exceed six months of use over a consecutive three-year period. Temporary activities may include construction access roads, special events, or traffic detours. The unpaved surface must be maintained in a stabilized condition at all times in order to control fugitive emissions.
- **PM₁₀-Efficient Street Sweepers:** These requirements apply to the routine cleaning of existing paved public roads within urban areas. Effective July 1, 2005, an agency or its contractor may only purchase PM₁₀-efficient street sweepers for their fleets and at least one sweeper must be placed into service by July 1, 2008. PM₁₀-efficient street sweepers are to be used along routine street sweeper routes, which have been predetermined and prioritized by the agency as having paved curbs with the greatest actual or potential for dirt and silt loading. If an agency cannot meet these provisions due to budgetary constraints, a statement of financial hardship must be submitted to the District and the USEPA for review and approval.
- **Cleaning Paved Roads after a Storm Event:** Within 24 hours of discovery, the agency or contractor responsible for maintaining the roadway must remove the accumulated mud and dirt from the paved road or restrict vehicles from traveling over the mud and dirt until the materials can be removed. This requirement applies if the accumulated mud and dirt is a result of wind or water erosion and runoff, is at least one inch thick, and covers an area of at least 50 square feet. Cleanup may be performed manually with a shovel and broom, or with a conventional or PM₁₀-efficient street sweeper, but must be performed in a manner that minimizes fugitive dust. Using a blowing device or a dry rotary brush or broom is prohibited. Redirecting traffic is one way to restrict vehicles from traveling over the mud and dirt. Upon agency notification, the District may approve an extension of the 24-hour cleanup requirement if restricting vehicles is deemed unsafe and removing the mud and dirt is not possible within 72 hours because crews are not available over a weekend or holiday.

- **Posting Speed Limit Signs on Unpaved Roads:** Effective October 1, 2005, public agencies must establish a maximum speed limit of 25 miles per hour for the unpaved roads under their jurisdictions. This requirement applies to the unpaved road segments where vehicle traffic reaches or exceeds 26 annual average daily trips (AADT). At a minimum, agencies are to post at least one speed limit sign in each direction for every mile of unpaved road located within an urban area, and one sign in each direction for every two miles of unpaved road within a rural area. For example, an unpaved road located within an urban area that is ½ mile long and exceeds 26 AADT requires at least one sign posted in each direction. The unpaved surface must be maintained in a stabilized condition at all times in order to control fugitive emissions.
- **Paving Existing Unpaved Roads and Paving or Stabilizing Unpaved Shoulders:** On January 1, 2005, agencies provided the District with a report listing each unpaved road located within an urban area and each paved road with unpaved shoulders within urban and rural areas. On July 1, 2005, agencies provided a report listing each unpaved road located within a rural area. These reports include the length in miles and the AADT for each subject road and unpaved shoulder within the agency's jurisdiction.

As of January 1, 2005, agencies are to pave an annual average of 20 percent of the unpaved roads listed in their urban area unpaved road report, thereby paving 100 percent of these unpaved roads by January 1, 2010. This requirement does not apply to rural unpaved roads.

In urban areas, agencies are to pave or stabilize at least four-feet of unpaved shoulders on at least 50 percent of the existing paved roadways having the highest AADT. In rural areas, this is required on at least 25 percent of the existing paved roadways with the highest AADT. Compliance with these provisions must be complete by January 1, 2010.

If an agency cannot meet these provisions due to budgetary constraints, a statement of financial hardship must be submitted to the District and the USEPA for review and approval.

- **Incremental Progress Reports:** Due on April 1 of each year, from 2006 through 2010, agencies must report their incremental progress to the District by reporting the total miles of urban unpaved roads that were paved over the previous calendar year, the total miles of unpaved shoulders that were paved or stabilized over the previous calendar year, and the percentage of cumulative miles treated relative to the original reports.

For more information please contact the Compliance Department of the District office nearest to you. Information on Regulation VIII is available on the District's website at:

www.valleyair.org

LET'S TALK TRAINS

Help Develop a Strategic Business Plan for the San Joaquin Rail Corridor

Background

The San Joaquin rail corridor service has four round trips daily between Oakland and Bakersfield and two between Sacramento and Bakersfield and carries 752,000 passengers annually. While this is an impressive number and the San Joaquin service is the fifth busiest intercity corridor in the Amtrak national system, it can be even better. Better on-time performance, shorter travel times and more destinations could attract more customers and make it an even more attractive alternative to the auto.

The Central Valley's population will grow from 3.5 today to 9.0 million by 2046. What can the San Joaquin intercity rail service do to capture more trips from this growing market? More rail service is a way to meet this explosive growth and relieve the already severe roadway congestion. Therefore, the Caltrans Division of Rail and the San Joaquin Valley Rail Committee are preparing a Strategic Business Plan that will provide an overview, purpose, need and vision for the San Joaquin rail corridor.

The Need for a Strategic Business Plan

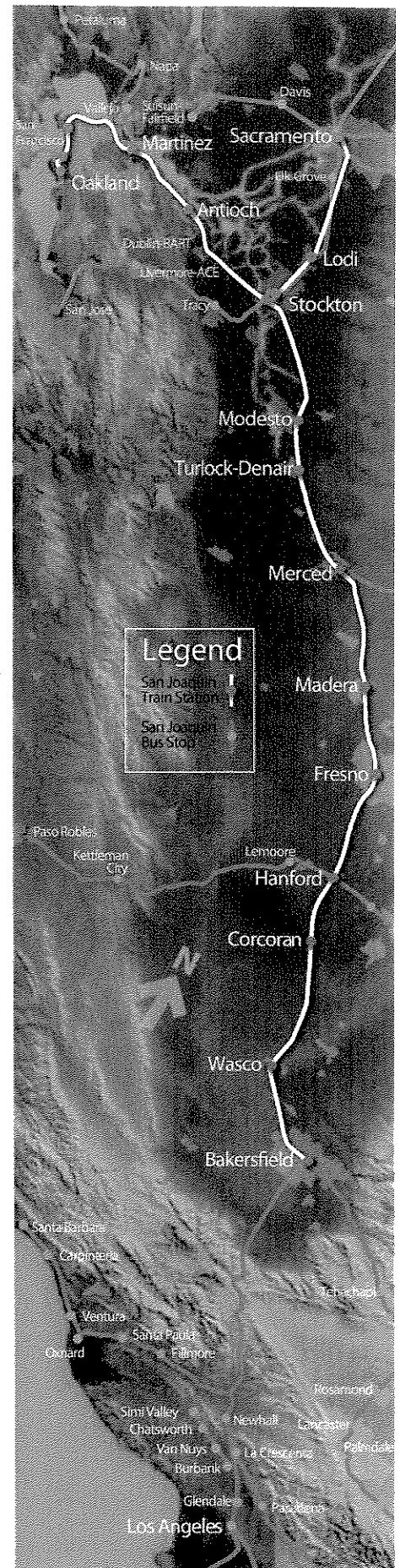
A Strategic Business Plan for the San Joaquin Route will chart the course for the future development of the corridor based on the goals and priorities set during the planning process. The goals for the corridor include improved on-time performance, more round trips, improved safety and reliability, better schedules and more destinations. Some of the issues that might be important to local communities could include:

Bay Area - Stockton

- Connections to BART and other local transit providers
- A future direct connection to San Francisco
- Increased service to and from Stockton

Sacramento

- Shorter travel times to the Central Valley and Los Angeles
- More station locations like Elk Grove on the corridor
- More daily service to the Central Valley



Help Develop a Strategic Business Plan for the San Joaquin Rail Corridor *(continued)*

Merced

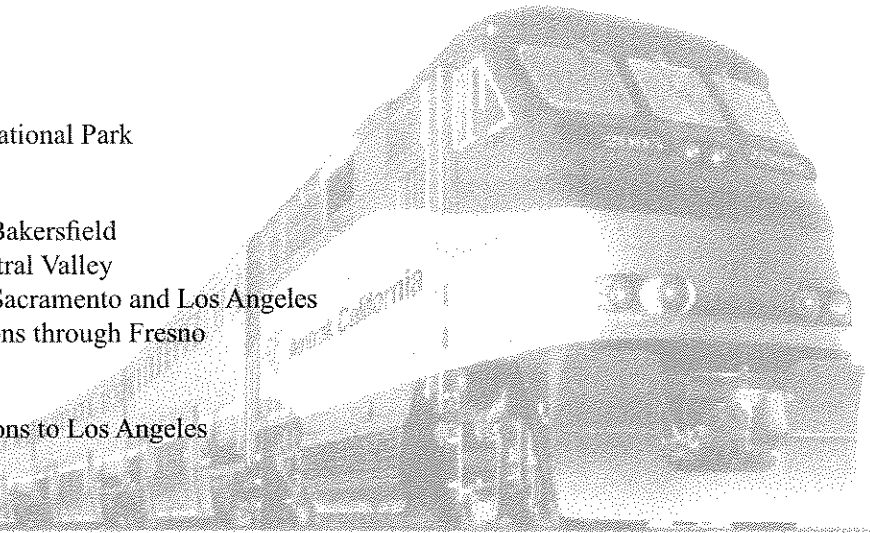
- Mobility for the UC Merced Campus
- Preventing regional traffic congestion
- Serving as the gateway to Yosemite National Park

Fresno - Hanford - Visalia

- Increased service to Sacramento and Bakersfield
- More destinations throughout the Central Valley
- Shorter travel times to the Bay Area, Sacramento and Los Angeles
- Rail consolidation and grade separations through Fresno

Bakersfield - Southern California

- More convenient and shorter connections to Los Angeles
- Direct rail service to Los Angeles
- Increased service to Sacramento



How Will the Plan Be Developed?

A comprehensive public outreach program is being implemented with guidance from the San Joaquin Rail Corridor Technical Advisory Committee, whose members include representatives of Caltrans, Amtrak, the host railroads - Union Pacific Railroad and BNSF Railway, the San Joaquin Valley Rail Committee, local government and others. Caltrans has retained a consultant team to bring specific experience in rail corridor strategic planning and public outreach to coordinate this process. Public meetings will be publicized and held throughout the Valley, and other opportunities for public input are being developed.

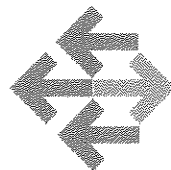
Who Will Benefit?

With improved passenger service, you and other travelers on this corridor will have a viable alternative to driving. More efficient railroad freight service is another expected benefit.

How Can You Help?

Get involved. Give us your suggestions on how improvements can be made to ensure safe, reliable, and convenient rail transportation. What would make you choose to travel by train rather than by air, auto, or bus? How can you and the railroads become better neighbors in your community? Come to a public workshop. Call the Hotline toll-free (877) 464-4350. Contact the Public Outreach Coordinator to get workshop dates, times, and locations. Write a letter or send email to Hotline@buethepr.com. Write to Public Outreach Coordinator, P.O. Box 773, Stockton, CA 95201-0773. Your suggestions and questions will be acknowledged and shared with the entire project team. Thank you for your support.

See <http://www.amtrakcalifornia.com> for more information about Amtrak and the San Joaquin Corridor.



Amtrak California
A Partnership between Caltrans and Amtrak





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Fresno, California 93721

Telephone (559) 233-4148 ♦ FAX: (559) 233-9645
Website Address: www.fresnocog.org

FRESNO COG RAIL COMMITTEE

Meeting Announcement and Agenda

Date: Wednesday, November 8, 2006
Time: 1:30 p.m.
Place: COG Sequoia Conference Room, Second Floor
2035 Tulare Street, Suite 201
Catty Corner from Old COG Offices, above Club
One. Entrance off Tulare St.

ADA ACCESSIBILITY: IF YOU REQUIRE AN AUXILIARY AID SUCH AS A SIGN LANGUAGE INTERPRETER, PLEASE CONTACT COFCG AT LEAST FIVE DAYS IN ADVANCE SO THE NECESSARY ARRANGEMENTS CAN BE MADE (559-233-4148).

<u>Agenda Items</u>	<u>Enclosure</u>	<u>Action</u>
1. Welcome and Self-Introductions		
2. Public Presentations – This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but not on this agenda. Note: Prior to action by the Committee on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to 3 minutes.		
3. Workshop – San Joaquin Rail Corridor (Amtrak) Strategic Business Plan Note: This is an important workshop. It is relevant to other ongoing planning programs, including the California Partnership for the San Joaquin Valley and the Blueprint Planning Program. It is an opportunity for Fresno County to insure that our concerns regarding rail passenger service are incorporated and addressed. (An evening workshop, oriented more to the general public, has also been scheduled for today, from 5:00 to 7:00 p.m., at the State Building, located at 2550 Mariposa Mall, across from Fresno City Hall)	Yes	Info/Discussion/ Possible Action
4. November 7 Election Results for Rail	No	Info/Discussion
5. Updates		
a. High-Speed Rail	No	Info/Discussion
b. Merced-Visalia-Bakersfield Amtrak Service on the UPRR	No	Info/Discussion
c. City of Fresno "Wayside Horn" Proposal	Yes	Info/Discussion
6. Fresno COG Rail Committee Membership	Yes	Action
7. Other Business		
8. Adjournment		

Please contact COG staffperson Clark Thompson at (559) 233-4148 if you have any questions.
Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County



***TRANSPORTATION CONSENT ITEMS
AGENDA ITEMS II. A. - H.***

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

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
				Local	State	Federal				
FRE070701	Lump Sum 130-Railroad Grade Crossing Protections Program. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	PE RW Const		1,000,000	2,000,000				Cost/Scope/Sch. Change ***** Version 6 - 10/03/2006 ***** ***** Version 5 - 04/24/2008 ***** ***** Version 4 - 03/25/2005 ***** ***** Version 3 - 06/16/2004 *****	
STPR-L 1.01 Caltrans	\$ 3,000,000 FTIP Amend 1.00	Total		1,000,000	2,000,000				Prior Current 3,000,000	

Demonstration Projects

Demonstration Projects												
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						
FRE070203	State Route 41 Off Ramp at O Street. Widened off-ramp from 2 to 4 lanes at intersection with O Street. Signalize ramp intersection.	PE RW Const		1,500,000						New Project HR 3058 Earmark- ID# CA 767 ***** Version 1 - 08/26/2006 *****		
DEMO-ST/CITY 5.02 Fresno, City of	\$ 1,500,000 FTIP Amend 1.00	Total		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	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		
FRED0401		Lump-Sum Hazard Elimination Safety Program. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		PE RW Const	1,047,800	672,000						Cost/Scope/Sch. Change ***** Version 4 - 09/26/2006 ***** ***** Version 3 - 07/06/2008 ***** ***** Version 2 - 08/29/2005 ***** ***** Version 1 - 06/16/2004 *****	
STPG-L/AGENCY' 1.06 Caltrans		\$ 4,331,200 FTIP Amend 1.00		Total	1,047,800	3,283,400						Prior 104,800 943,00 Current 328,300 2,955,10	

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

1. 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)

Revenue	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	\$10,694	\$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
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	\$152,129	\$57,651	\$93,456	\$228,057

1. 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)

Revenue Vs. Programmed	2006/07	2007/08	2008/09	TOTAL
State Highway Account Funds (State & State FHWA Funds)				
SHOPP (State Cash)	\$0	\$0	\$0	\$0
SHOPP (AC)	\$0	\$0	\$0	\$0
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				
Federal Lands Highway Program ¹	\$0	\$0	\$0	\$0
High Priority Projects Program	\$0	\$0	\$0	\$0
High Priority Projects Program Adv. Con. Conversion	\$0	\$0	\$0	\$0
Demonstration - TEA21	\$0	\$0	\$0	\$0
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	\$0	\$0	\$0	\$0
Other (Describe)	\$0	\$0	\$0	\$0
Federal Transit Administration Funds				
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$0	\$0	\$0	\$0
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0
5309 - Bus and Bus Facility Grants	\$0	\$0	\$0	\$0
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	\$0	\$0	\$0	\$0
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	\$0	\$0	\$0	\$0
Local city/county/agency	\$0	\$0	\$0	\$0
Measure C	\$0	\$0	\$0	\$0
Total programmed	\$151	\$146	\$39	\$336

1. 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

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		
FRE020106	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.		Fiber Optic	Shaw	Willow	Villa
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	Herndon 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	Vineland Ave.	Siskyou 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	SR 160
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 (068)	Overlay Overlay Overlay	Brookhaven Peach Villa	Basow Sierra Shaw	Clovis Magill Santa Ana
FRE020605	Coalinga	Various AC Overlays/Reconstruction	In Coalinga - Lump-Sum Various AC 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. Consistent w/ 40 CFR etc.	5069(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 Nees 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 Calltrans 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 Herndon 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 Signal	Polk Avenue McKinley at Echo	Shaw	

[illegible]

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	SR 41	North Ave.	North of San Joaquin River
					In Fresno - Cedar Avenue to Ventura Avenue and from Clinton Avenue to San Joaquin River - install fiber optic system	SR 41	Ashlan Ave. Cedar Ave. Clinton Ave.	Bullard Ave. Ventura Ave. San Joaquin River
					In Fresno - at Wahoke Creek (Bridge #42-0078) - rehabilitate bridge (scour)	SR 99		
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 Fowler - Merced undercrossing to Central overcrossing - replacement planting (required mitigation)	SR 180	Merced undercrossing	Central overcrossing
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 Mendota - Kamm Avenue to 0.4 miles south of Panoche Road - rehabilitate pavement	SR 99	Kamm Ave.	Panoche Rd.
					Near Arden - north of Route 145 to Kamm - pavement preservation	SR 99	Route 145	Kamm
					In Fresno - South Fresno Viaduct to the Madera County line - pavement preservation	SR 41		
					In Fresno - Van Ness Avenue to Shields Avenue; also Route 180 west of 1st Street (PM 57.5/58.0) - highway planting restoration	SR 41	Van Ness Ave. SR 180	Shields Ave.
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.		Near Coalinga - Coalinga/Avondale Safety Roadside Rest Area - rest area improvement	SR 15		
					In Fresno - El Dorado Street to Kerman Branch Underpass; also on Route 99 from 180 to North Fresno Overcrossing - highway planting restoration	SR 99		
					Near Fresno - at Wahoke Creek (Bridge #42-0078) - stabilize bridge piers	SR 180		
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 Aubrey - approximately 2 miles west of Aubrey Road - remove debris, reconstruct roadway	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 99 to 0.6 miles south of Aubrey Road Undercrossing - install median barrier.	INTERSECTION OF BLACKSTONE AVE. AND DAYTON AVE.		
						SR 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 Protection Program. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	7571851	Eliminate hazards at railroad grade crossing at the intersection of Central Avenue and UPRR in the unincorporated portion of Fresno County.	In the County of Fresno at the intersection of Central Avenue and UPRR.		
				0283553	Eliminate hazards at railroad grade crossing at the intersection of West Avenue and BNSF in the City of Fresno.	In the City of Fresno at the intersection of West Avenue and BNSF.		
				028352R	Eliminate hazards at railroad grade crossing at the intersection of Fresno Avenue and SJVR in the City of Fresno.	In the City of Fresno at the intersection of Fresno Avenue and San Joaquin Valley Railroad.		
				028355L	Eliminate hazards at railroad grade crossing at the intersection of 1st Street and SJVR in the City of Fresno.	In the City of Fresno at the intersection of 1st Street and San Joaquin Valley Railroad.		
				028381B	Eliminate hazards at railroad grade crossing at the intersection of Clovis Avenue and SJVR in the City of Fresno.	In the City of Fresno at the intersection of Clovis Avenue and San Joaquin Valley Railroad.		
				028381P	Eliminate hazards at railroad grade crossing at the intersection of Cedar Avenue and SJVR in the City of Fresno.	In the City of Fresno at the intersection of Cedar Avenue and San Joaquin Valley Railroad.		



TRANSPORTATION ACTION/DISCUSSION ITEMS
AGENDA ITEM III. B.

Jeffrey M. Reid Government and Civic

Jeffrey M. Reid is a partner with the Fresno based law firm of McCormick Barstow, where he concentrates on real estate and business transaction matters.

Prior Government Service

Deputy Secretary and General Counsel to the California Business, Transportation and Housing Agency.

Undersecretary, California Business, Transportation and Housing Agency. The BT&H Agency oversees the policies and administration of 13 Departments of California government, which included over 30,000 employees with budgets totaling in excess of \$7 Billion.

Member, San Francisco Bay Development and Conservation Commission.

Member, California Major Risk Medical Insurance Board.

Alternate Member, California Housing Finance Agency.

Alternate Member, California High Speed Rail Commission.

Member, Fresno County Assessment Appeals Board.

Member, Council of Fresno County Governments, Policy Advisory Committee.

Mr. Reid's most recent government service was as City Manager of Fresno, where he served Mayor Patterson during the City's transition to the Executive Mayor form of government.

Prior Civic Activities

Member, Fresno County Economic Development Commission, Executive Committee.

Chair, Fresno Chamber of Commerce Legislative Affairs Committee.

Member, Fresno Chamber of Commerce FRESPAC political action committee.

Member, City of Fresno Central Area Planning Committee.

Member, Leadership Fresno Class Number 4.

Board Member, Carden School of Fresno.

Wampum Bearer and Tally Keeper of the Calumet Nation, YMCA Indian Guides program.

Current Civic Activities

Mr. Reid currently serves on the Steering Committee of the Fresno County Bar Real Estate Roundtable, and as an active member of the Valley Taxpayers Coalition. He also serves on the Citizen's Bond Oversight Committees for the Central Unified School District and the State Center Community Colleges District. He is also a member of the Steering Committee of the State Bar Real Property Law Section Zoning and Land Use Subsection--North.

Education

Mr. Reid attended Claremont McKenna College, and graduated with a cum laude B.A. in 1981, with a double major in Economics and Political Science. His Senior Honor's Thesis was entitled California Local Government Finance in the 1980s, which examined the issues of local government finance raised by the 1978 adoption of Proposition 13's Property Tax Reforms. He also graduated with a JD from U.C. Berkeley, Boalt Hall School of Law in 1984.



TRANSPORTATION ACTION/DISCUSSION ITEMS
AGENDA ITEM III. E.

Rough Ride In The City

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

October 2006

TRIP

1726 M Street, NW, Suite 401

Washington, DC 20036

Phone: (202) 466-6706

Fax: (202) 785-4722

www.tripnet.org

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

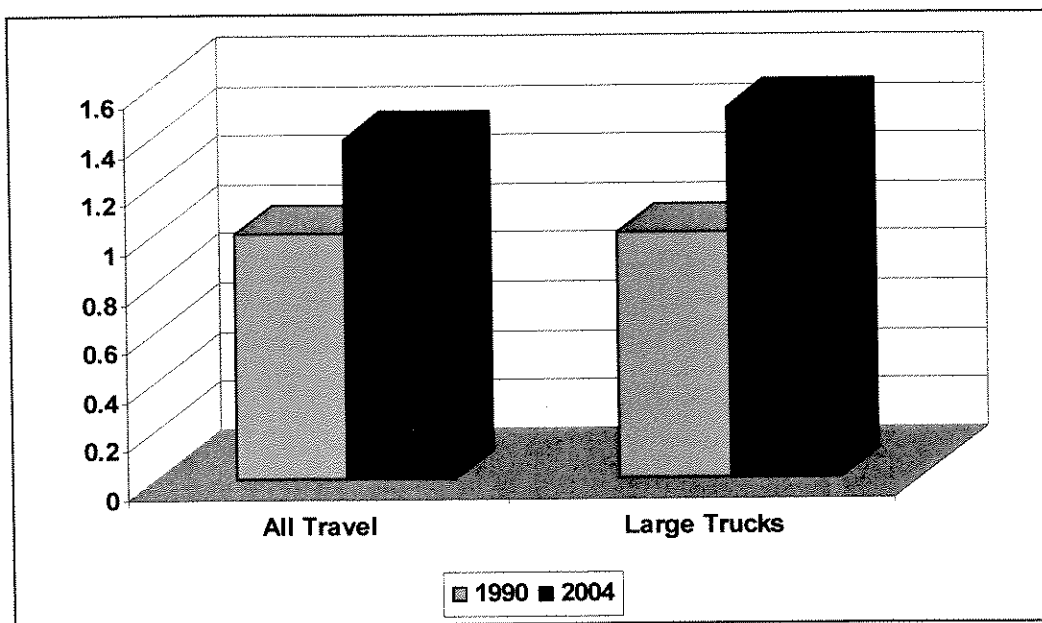
states, the urban roads and highways, for which condition data are provided in this report, may be maintained by state or local governments.

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

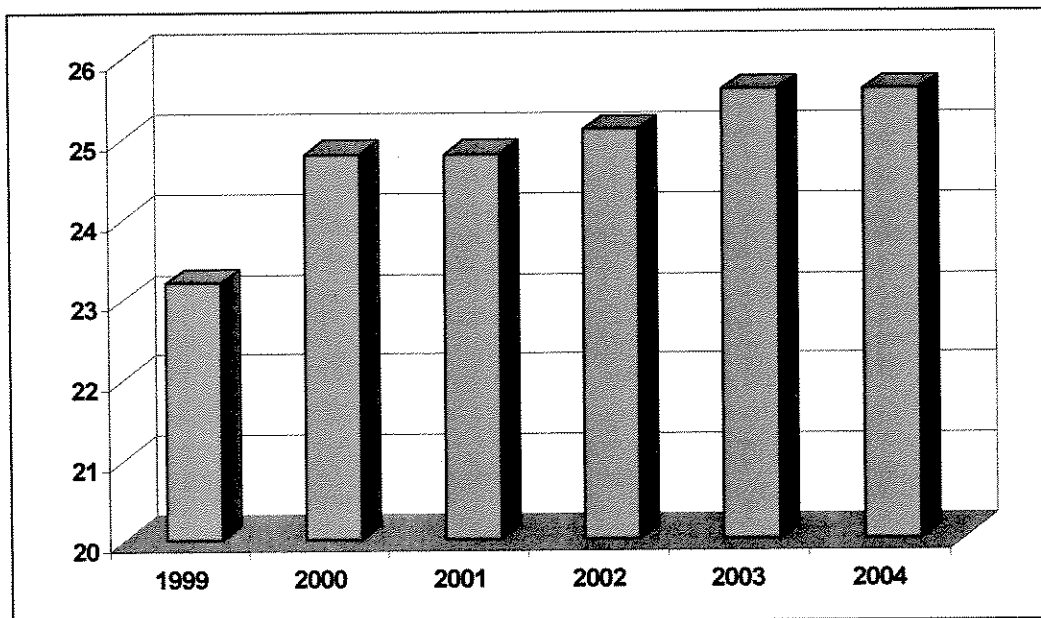
Source: TRIP, based on FHWA data

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.

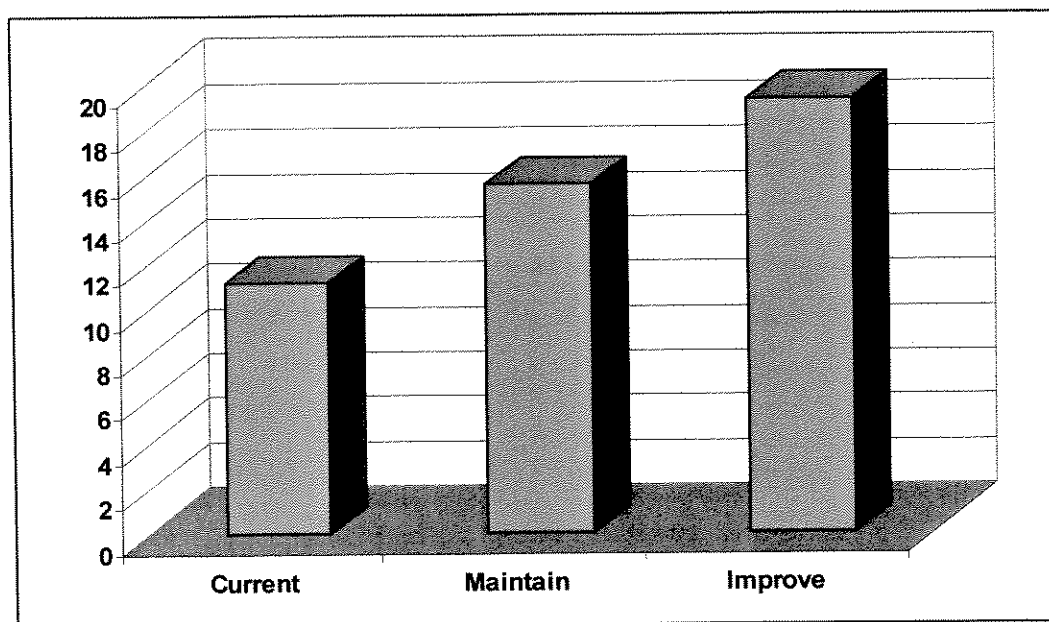
Funding Level Required to Improve Urban Road Smoothness

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.

###

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%	18%	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	Percentage	Percentage	Percentage	
	Poor	Mediocre	Fair	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

#

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

For more information: www.transportationca.com



TRANSPORTATION ACTION/DISCUSSION ITEMS
AGENDA ITEM III. H.

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,

WILL KEMPTON

For Director

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

*"Caltrans improves mobility across California"***RECEIVED**

OCT 06 2006

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