TRANSPORTATION TECHNICAL COMMITTEE

ANNOTATED AGENDA

Date: Wednesday, February 9, 2005
Time: 8:30 a.m.
Place: COG Conference Room

I. PUBLIC PRESENTATIONS

This portion of the meeting is reserved for persons wishing to address the TTC on items within its jurisdiction but not on this agenda. **Note: Prior to action by the TTC on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to 3 minutes.**

II. CONSENT ITEMS

All items on the consent agenda are considered to be routine and non-controversial by COG staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

A. Executive Minutes of January 12, 2005

B. Transportation Development Act Preliminary Estimates

Summary: The Fresno County Auditor-Controller has provided a Local Transportation Fund (LTF) estimate of $27,500,000 for the fiscal year 2005/06. This represents a 9% increase over last years estimate. A preliminary apportionment table using the California Department of Finance 2004 population estimate is included in your agenda package. Member agency staff may use the table during their budget development process. The apportionment will be finalized in May when the 2004 population estimates are received.

A preliminary State Transit Assistance (STA) Fund estimate has not been received from the State Controllers office as of the date this agenda was distributed. However, preliminary estimates from the California Transit Association, who monitors the Governors proposed 2005/06 budget, indicate that the fund may increase to 1,920,982 from last years approved Governors budget estimate. However for your budget estimating numbers we will use last years approved Governors budget of $1,641,159 until the formal estimate arrives from the State Controllers office. [BESHEARS]

Action: Staff recommends approval of the preliminary apportionment tables for use in budget development.

C. Hazard Elimination Safety (HES) Program--Call for Projects

Summary: Caltrans is currently accepting applications for the next round of Hazard Elimination Safety (HES) Program funding. The HES Program provides funds for safety improvements on any public road, any public surface transportation facility, any publicly-owned bicycle or pedestrian pathway or trail, and for any traffic calming measure. These funds serve to eliminate or reduce the number and severity of traffic accidents at locations selected for improvement. Caltrans is now soliciting applications for the 2005/2006 federal fiscal year. Any local agency may apply for these safety funds. Read the enclosed HES Guidelines to see if your proposed project is eligible, and if it is, contact Chuck Garabedian, District 6 HES Coordinator, at (559) 445-5590 for an application. Applications are due to the Caltrans District 6 Office by April 15, 2005. For your information, a listing of the projects that were awarded grants in FY 2004/05 is enclosed. [DANSBY]

Action: Information/discussion item. Direction may be given at the discretion of the committee.

D. San Joaquin Valley Intelligent Transportation System Maintenance Plan

Summary: Released in 2001, the Federal Highway Administration (FHWA) Final Rule and the Federal Transit Administration (FTA) Policy require regions, which are using funds from the Highway Trust Fund, to establish a Regional ITS Architecture /Strategic Deployment Plan that complies with the National ITS Architecture. In response, the eight counties within the San Joaquin Valley adopted the San Joaquin Valley ITS Strategic Deployment Plan in September 2001. This plan received federal approval in January 2002. The plan fosters the integration of regional ITS systems and defines the system components, key functions, stakeholders, and information sharing. It also guides the development and deployment of ITS projects. Having a plan in place safeguards against the loss of future funding for projects.

The Final Rule/Policy also requires the development and implementation of an architecture maintenance plan. One of the components of the San Joaquin Valley ITS Strategic Deployment Plan is the regional ITS architecture. The regional ITS architecture should be periodically updated to reflect: new ITS regional needs; plans and priorities; projects; scope; and stakeholders. The regional ITS architecture was developed with a twenty-year planning horizon and as the architecture is updated, the timeline will be extended further into the future. The goal of maintaining the architecture is to keep an up-to-date regional ITS architecture that is relevant and accessible for deploying ITS projects within the San Joaquin Valley.

The eight regional transportation planning agencies in the San Joaquin Valley have been working with FHWA staff to develop the ITS Architecture Maintenance Plan which is required to be completed by April of 2005. Enclosed is the Draft ITS Architecture Maintenance Plan for you review.

Staff from the eight valley regional transportation planning agencies are still reviewing the document for any needed changes and an updated Draft Maintenance Plan may be returned in March for your review. Due to the upcoming deadline for the completion of the plan staff felt it was important to give our committees and the Policy Board a review of the work that has been produced thus far. [DANSBY]

Action: Information/discussion item. Direction may be provided at the discretion of the Committee.

E. Tranny Awards

Summary: The California Transportation Foundation (CTF) has issued a "Call for Nominations" for its Annual Tranny Awards. These awards recognize outstanding transportation achievements and the persons/organizations who have contributed to California's exceptional transportation projects and programs. Awards are available in four categories: Person, Program, Organization or Project. Deadline for submittal of the Award Nominations is March 1, 2005. Answers to questions and nomination forms are available at www.transportationfoundation.org. [BOREN]

Action: Information/discussion item. Direction may be provided at the discretion of the Committee.

F. Environmental Justice Task Force Update

Summary: The Environmental Justice Task Force has been meeting monthly since March of 2004 to assist COG in developing a process with which to assess and ensure compliance of Fresno COG's transportation planning efforts with Environmental Justice requirements.

In April, staff notified the COG committees that the Task Force has identified the target populations for our Environmental Justice study as minority, low-income, elderly, and disabled persons. The Task Force also recommended that a section of the Environmental Justice Report be devoted to farmworkers to include a discussion on the challenges of obtaining accurate data on this group and possible solutions, information on existing and on-going studies that are focused on farmworker transportation needs, as well as other information to be suggested by the Task Force.

This past January, the Task Force agreed to use eight transportation system criteria with goals and measures to evaluate how well the Fresno COG is meeting the requirements of Environmental Justice. The intent is to ensure that transportation system investments benefit all populations, without consistently burdening any single one. A spreadsheet is enclosed listing the agreed upon transportation system criteria, goals, and measures to be used in our environmental justice analysis. The COG will use our transportation model (modified for this purpose by a consultant) for the analysis. In addition, the Task Force recommended that staff include discussion within the Environmental Justice Report regarding transportation affordability.

This past January, the Task Force also agreed on the threshold that will be used to identify environmental justice traffic analysis zones for our analysis. Enclosed is a copy of a table describing the following threshold: *An environmental justice traffic analysis zone must have target populations exceeding 60% above county average and must have a population density of at least 5 persons per square mile.* The intent behind the above threshold is to focus on those areas that are predominately low-income, minority, elderly, and disabled in Fresno County.

The next meeting of the Task Force is scheduled for February 24th at 1:30 p.m. in the Fresno COG conference room. The focus of that meeting will be for the Task Force to review COG's existing Public Involvement Procedures and provide feedback on any recommended changes to enhance the document. For more information on the Task Force activities please contact COG staffer, Jennifer Dansby at (559) 233-4148 or email her at jenniferd@fresnocog.org. [DANSBY]

Action: Information/discussion item. Direction may be provided at the discretion of the Committee.

G. Initiation of the 2005 Unmet Transit Needs Process

Summary: The COG Policy Board must determine that public transportation needs within Fresno County will be reasonably met in Fiscal Year 2005-06 prior to approving claims of Local Transportation Funds for streets and roads. The COG's Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs. Each year the SSTAC begins the process of soliciting comments from the public by sending approximately 350 letters to agencies and individuals interested in providing feedback on their public transportation needs within Fresno County. The request for comments letters, in both English and Spanish, are to be sent in February.

In addition to the request for written comments, SSTAC will be holding three information-gathering meetings during the months of February and March 2005. The meetings will be held as follows:

Wednesday, February 9, 2005 - 2:00pm
Huron City Hall - Council Chambers
36311 Lassen Avenue
Huron, CA 93234

Tuesday, February 15, 2005 - 2:00pm
Kingsburg City Hall - Council Chambers
1401 Draper Street
Kingsburg, CA 93631

Thursday, March 3, 2005 – 6:30 to 7:30 PM

Caltrans in Manchester Center (Main Building)
2015 E. Shields, #100
Fresno, CA

Copies of the request for comments letters are included in your package. [DOWNS].

Action: This is an information/discussion item. Direction may be given at the discretion of the committee.

H. Odyssey Community Transit Project –Final Report

Summary: Staff provided a PowerPoint presentation to the TTC in November of 2004 summarizing the Final Report for the Community Transit Project: "*Better Access for Low-Income and Minority Residents through Transportation Planning: A Community-Based Needs Assessment*". The non-profit organization Odyssey conducted the study with participation from Fresno COG, San Joaquin Valley Air Pollution Control District, Fresno Area Express, Fresno County Rural Transit Agency, and Caltrans. The purpose of the study is to identify ways to promote participation of environmental justice populations (low-income and minority) in transportation planning and improve their use of existing transit services on the following seven transit lines: FAX's West Fresno Routes (30, 32, 34, and 38) and Route 12 and FCRTA's Southeast and Westside lines.

It was decided at the November meeting that there were questions that needed to be addressed by the consultant, Odyssey. In response, Odyssey attended the January 2005 TTC meeting to provide a presentation and answer questions. There was still not agreement to accept this report so Odyssey and the project advisory team will meet in

February to discuss the issues brought forth by the TTC members and will return to the TTC in March to provide clarification on this project. [DANSBY]

Action: Information/discussion item. Direction may be provided at the discretion of the Committee.

I. FCRTA Item Amendment to the 2004-05 Federal Transit Administration Section 5311 Operating Assistance Grant Application, FCRTA Resolution 2005-02

Summary: Included in the Agenda Package is a January 28th Memorandum. On October 6, 2004 FCRTA received a letter from Caltrans revising the Regional Apportionment estimate down to $420,927 ($1,468 less). Caltrans has requested that the COG's Regional Program of Projects (POP) be amended to reflect the reduced estimate. The COG is preparing a major amendment to their FTIP in March 2005, and will reflect this change. Federal Regulations require an amended FCRTA authorization Resolution to proceed with the actual Application submittal. Resolution 2005-02 is available for FCRTA Board action, following an opportunity for public comment.

Action: The FCRTA General Manager recommends approval of the amended Application by adopting FCRTA Resolution 2005-02. [WEBSTER]

III. ACTION/DISCUSSION ITEMS

A. Draft 2005-06 Overall Work Program and Budget

Summary: A summary memo and the draft 2005-2006 Overall Work Program (OWP) is included in the agenda package. Staff will provide a presentation on the document. Distribution of this draft OWP begins the review and comment period with adoption expected in May. The Intermodal Planning Group, the federal and state agency review committee, is scheduled to meet March 17, 2004 to review the OWP. [PETERSON]

Action: Staff recommends initiation of the 45day review.

B. Freeway Service Patrol Adjustments & Request for Proposal

Summary: The Freeway Service Patrol (FSP), currently in its twelfth year of operation, is a public/private partnership program among Caltrans, the California Highway Patrol, Fresno COG and a local towing company. The State provides 80% of the program cost, with local funds contributing the remaining 20%. The FSP provides free assistance to morning and evening peak-hour commuters along four separate "beats" comprising nearly 25 miles of freeway within the City of Fresno (enclosed exhibit, Freeway Service Patrol Existing Beats). Fresno's FSP program began in 1993 with two beats along SR41. A third beat, primarily along SR99, was added in 1999 and a fourth beat, primarily along SR180 and SR168, was added in 2002. By removing minor vehicle incidents rapidly, the FSP is able to reduce congestion, secondary accidents, and vehicle emissions. Where conditions permit, FSP tow truck operators provide quick-fix items such as furnish a gallon of gasoline or diesel fuel, change a flat tire, provide a "jump" start, temporarily tape cooling system hoses and refill radiators, and similar minor repairs. If the disabled vehicle cannot be repaired within 10 minutes, it is towed to a CHP-identified drop location.

Caltrans recently completed model runs intended to measure the benefit/cost ratio of each of the ten FSP programs in the state for 2002-03 program year. Unfortunately, the results of the model run for Fresno's program are not good, yielding an overall benefit/cost ratio for Fresno's four-beat program of 1.00. Only the one beat between Friant Road and Shields Avenue along SR41 with a ratio of 5.30, exceeds the acceptable ratio identified in the Statewide FSP Guidelines. Consequently, as required by the Guidelines, the FSP partners must provide an action plan and schedule to raise productivity, or a justification as to why changes are not needed.

Staff from the FSP partners met on two occasions to evaluate the information provided by Caltrans and to recommend an appropriate action plan and schedule. Representing Caltrans District 6 were Albert Lee and Warren Lum both from the Office of Traffic Operations. Representing the CHP Central Division were Sergeant Karen Barrows and Officers Gina Matteucci and Rod Nazario. Clark Thompson represented the Fresno COG, and Barbara Goodwin and Tony Boren also participated. The FSP partners have developed a recommendation with the following elements.

1. Reconfigure the program to eliminate those highway segments that have among the lowest Average Annual Daily Traffic (AADT), in the process reducing the number of beats from four to three (shown on the enclosed exhibit, "Freeway Service Patrol Proposed Beats"). Although Beat 3 along SR-99 experiences the lowest benefit/cost ratio, staff believes it should be retained because of the heavy truck volumes (between 20-25% in 2000) and the physical characteristics of the route compared to more recent freeway construction.
2. Revise and expand the number of hours per beat to better target peak-hour traffic levels. The program currently operates four hours per weekday (except holidays) from 6:30 to 8:30 a.m. and from 4:00 to 6:00 p.m. Staff proposes the program be expanded to operate four and one-half hours per weekday from 7:00 a.m. to 9:00 a.m. and from 3:30 p.m. to 6:00 p.m. Increasing the hours of operation will increase program costs, thereby affecting the benefit/cost ratio, reducing the number of beats from four to three is expected to result in a net cost reduction. And, increasing the hours of operation, even if by only one-half hour, may encourage additional interest in the program from towing companies in response to the Request for Proposals (RFP).
3. Include language in the RFP to allow for more than one towing provider for the program. Currently, there is one towing provider for all four beats. However, additional towing companies may be encouraged to submit proposals if they are not responsible for the entire program. This could result in additional competition, lower-cost towing contracts, and an improved benefit/cost ratio.

Another option for consideration, although one not recommended by staff, is to request that the existing four-beat program be retained because the benefit/cost ratio will improve due to the ever increasing traffic levels (and congestion) in the metropolitan area. While this will undoubtedly be true, it would nevertheless take several years to achieve the benefit/cost standard set forth in the Guidelines. This option would likely not be satisfactory to the other FSP programs that, with the exception of one other program, already exceed the standard and are constantly looking for additional funding to expand their programs. FSP agencies do not want to see programs that negatively impact the overall statewide benefit/cost ratio, thereby affecting their ability to secure additional state funds. Furthermore, it would be difficult to justify the continued use of local match funds to fund a low performing beat. The FSP partners continuously monitor the program and the growth in AADT and congestion levels on the metropolitan freeway system and will again recommend program expansion if and when warranted. [THOMPSON]

Action: Staff recommends approval for release of the Request for Proposals with revisions regarding the number and configuration of beats, the hours of operation, and the potential for multiple towing providers.

C. High-Speed Rail Authority Actions

Summary: The California High-Speed Rail Authority at its meeting on January 26, 2005 approved the preferred route alignments and station locations for the Final Program EIR/EIS for most segments of the proposed facility, but left open questions about how the trains would reach the San Francisco Bay Area from the Central Valley and whether they would stop between Fresno and Bakersfield. The preferred alignments and station location approved by the Authority for Fresno County and areas to the immediate north and south are described below. Also, a report identifying the preferred alignments and station locations for the entire 700-mile system is enclosed. The Authority approved all the staff recommendations, with some modification to the recommended language regarding the Fresno to Bakersfield alignment.

- North of Fresno to Merced, the preferred alignment is the BNSF.
- The UPRR alignment is the preferred alignment through Fresno. This would require a new alignment transition just north of Fresno from the BNSF to the UPRR. The Authority did not approve an express loop outside of Fresno. The Authority will seek agreements to utilize the existing rail right-of-way to the greatest extent feasible.
- Downtown Fresno is the preferred location for the high-speed train station to serve Fresno County and the surrounding areas.
- South of Fresno to Bakersfield, the BNSF alignment is the preferred alignment. However, recognizing the considerable public and agency comments received supporting the UPRR alignment with a Visalia Airport station stop, the Authority approved the following additional language: ***The (Authority) Board directs that additional study of an alignment option between Fresno and Bakersfield, or variations thereof, to serve a potential Visalia station located in an existing and/or planned urbanized area, is to be conducted prior to the commencement of project-level environmental documents for this segment and submitted to the Authority for any appropriate action, provided, however, that such additional study is to be undertaken only if sufficient funds to complete it are provided in the 2005/06 fiscal year state budget***.
- The Authority did not identify a preferred alignment between the Bay Area and the Central Valley. Instead, the Authority identified a broad corridor containing a number of feasible route options within which further study will permit the identification of a single preferred alignment alternative. This broad corridor is bounded generally by (and including) the Pacheco Pass (SR-152) to the south and the Altamont Pass (I-580) to the north, but not including alignment options through Henry Coe State Park and station options at Los Banos.

Authority approval of alignments and station locations within Fresno County is very consistent with Fresno COG official positions. In particular, COG positions support the utilization of existing railroad rights-of-way where possible; support the operation of all high-speed trains within the Fresno Metropolitan Area along the UPRR corridor; support the location of the high-speed train station in downtown Fresno; and, oppose high-speed trains through portions of the cities of Fowler, Selma and Kingsburg and the construction of lengthy overpasses and/or underpasses through these cities. The Authority will not address other COG official positions until commencement of the project level environmental document and development of the operational plan. These

other COG positions address level of service, freight capability, project phasing, and maintenance facility location.

The Authority intends to finalize and certify the Final Program EIR/EIS by the end of this fiscal year. Prior to certification, around the end of April, the Authority will reissue for public review the Draft EIR/EIS, which will include the response to comments. The Governor has proposed funding in the fiscal year 2005-06 State budget for environmental study of a Northern Mountain Pass alignment between the Bay Area and the Central Valley and for legal defense of the environmental process and documents. This additional study will not start until the Final EIR/EIS has been certified and the funding approved, most likely not until August. The Governor has also proposed to transfer high-speed rail administration to Caltrans and policy matters to the California Transportation Commission, although resolution of this issue is expected to take some time. The Littlie Hoover Commission met the last week in February to review the Governor's Plan and they will be issuing a report to the Legislature in March. Finally, as has been previously reported, the high-speed rail ballot initiative and subsequent bond issuance in the amount of $9.95 billion has been postponed from the November 2004 ballot to November 2006. [THOMPSON]

Action: Information/discussion item. Direction may be provided at the discretion of the Committee.

D. Rideshare Program Update--Valleyrides

Summary: Fresno COG's ridesharing program staff provides Transportation Demand Management (TDM) Services, information and support to individual commuters and employers in Fresno County. These TDM services facilitate higher vehicle occupancy rates and reduce traffic congestion by expanding the traveler's transportation choices in terms of travel method, time, route, costs and the quality and convenience of the travel experience. Federal requirements, through TEA 21—our federal transportation legislation—mandate that non-attainment areas shall have Rideshare/TDM programs. Additional transportation control measures are to be explored and implemented when reasonable, but TEA 21 distinguishes the Rideshare component as a mandatory element in order to maintain our air quality conformity status.

Staff is in the process of transitioning from the previous rideshare program name "Central Valley Ridesharing" to "Valleyrides." As you will see listed below, Fresno COG collaborated with California State University Fresno (CSUF) to develop an online ridematching website called Valleyrides.com. With CSUF's permission, Fresno COG is now going to "brand" the name "Valleyrides" as Fresno COG's rideshare agency name. This will clear up any confusion about how Fresno COG, Central Valley Ridesharing and Valleyrides all fit together and add focus to future rideshare promotions. We will be transitioning through the name change as materials are reprinted and as promotions continue.

The list below provides a brief overview of services available through Valleyrides:

Ridematching website, www.valleyrides.com:

- Established in October 2004 in a cooperative effort with CSUF's Transportation and Ridesharing Department
- Currently contains over 750 registered users in the online matchlist program
- Matches individuals with others who need carpool, vanpool or bike matching

partners
- Provides complete privacy to users
- Those without internet access may phone information in to Valleyrides staff
- Offers Fresno COG and CSUF avenues to communicate with Fresno County commuters open to alternative commuting solutions

Vanpooling:
- Has been instrumental in recruiting commuters for 12 City of Fresno Downtown Vanpool Program Vanpools
- Continues promoting and recruiting participants for the city vanpool program.
- Maintains waiting lists and resolves issues between participants, and often act as gateway of communication between FAX, Enterprise Ridesharing and the vanpoolers
- Expects to begin recruiting vanpoolers to fill 12 additional vanpools in Spring 2005
- Meets with employers/employees from around the valley to promote vanpooling

Valleyrides Promotions conducted over the past 18 months:
- Billboards space d(donated from the Air District) promoting website and services.
- Fresno State Rideshare Department's promotional items
- Referrals from other websites
- Rideshare promotional opportunities such as health fairs, employer promotions, presentations and vanpooling recruitment
- Logo and slogan developed by rideshare staff—name Valleyrides now adopted
- Promotional items recently designed and purchased by Fresno COG's Valleyrides program

Additional Services:
- Referrals
- Fresno County Bikeway Maps
- San Joaquin Valley member of California Bicycle Advisory Committee and the Transportation Management Technical Advisory Committee
- Coordinate efforts with other agencies [LAUCHNER]

Action: Information/discussion item. Direction may be provided at the discretion of the Committee.

E. State Route 180 Measure C Passing Lanes Project

Summary: Caltrans staff will provide an update regarding the status of this project at the meeting. [CALTRANS]

Action: Information/action item. Direction may be provided at the discretion of the Committee.

F. Future Measure C Status Report/Background Information

Summary: Staff will provide a verbal report on the current mediation effort.

Action: Information/discussion item. Direction may be provided at the discretion of the Committee.

G. Federal Transit Agency Section 5310 2005 Application Process

Summary: In its State designated role as the Regional Transportation Planning Agency for Fresno County, the Council of Fresno County Governments serves as the Regional Evaluation Committee for Section 5310 grant applications. The purpose of the 5310 program is to provide annual capital grants for the needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate. Eligible applicants include private nonprofit corporations, public agencies where no nonprofit corporations are readily available to provide the proposed service and public agencies that have been approved by the State to coordinate services for elderly persons and persons with disabilities.

The State deadline for FY05 grant applications is March 4, 2005. COG staff is establishing an earlier deadline of February 14, 2005 to allow time for staff to complete a regional review process. This will allow COG to check applications for completeness before they are submitted to Caltrans Headquarters in Sacramento. In addition to providing input to the applicants, the development of a "Regional Priority List" must be provided to Caltrans by May 6, 2005. This list must be reviewed and approved by the COG Governing Board prior to this date. COG staff is scheduled to develop the "List" in late February 2005 and it will be provided to the appropriate COG bodies for final review and approval in March 2005. [VILLENEUVE]

Action: Information/discussion item. Direction may be provided at the discretion of the Committee.

H. Programming Issues Related to the Transportation Enhancements (TE) Program

Summary: At the January TTC meeting, Lynn Gorman requested staff report back on programming issues related to the Transportation Enhancement program, particularly with regard to TE projects in the STIP. Staff will report verbally on these issues. [PETERSON]

Action: Information/discussion item. Direction may be provided at the discretion of the Committee.

I. Fresno COG One Voice Status Report

Summary: The "One Voice" delegation of 26 individuals including elected officials, local agency staff, and community stakeholders are preparing for their trip to Washington D.C. February 12th -17th to lobby for federal funds for a selection of regionally significant projects.

Included in your agenda package is a current list of the "One Voice" trip participants, a table listing the chosen regionally significant projects, and a copy of the summary sheets that describe the individual projects in more detail. Also enclosed, is a *Draft* Trip Agenda for your review. [DANSBY]

Action: Information/discussion item. Direction may be provided at the discretion of the Committee.

J. California Transportation Commission Annual Report to the Legislature

Summary:. Each year the California Transportation Commission publishes its annual report to the California Legislature. The report identifies and discusses key transportation issues for the upcoming year and also reviews accomplishments during the year just-completed. The annual report is also required to include a summary and discussion of loans and transfers between transportation funds and the General Fund, as well as their impact on cash flow and project delivery.

The tenor of this year's report is grim indeed. California's transportation program is on the verge of collapse. Our highways are growing ever more congested while California continues to add population at the rate of approximately 1.2 % annually. The resultant vehicle miles traveled continues to climb at an even faster rate. Our aging road and transit infrastructure continues to deteriorate with funding for maintenance and rehabilitation ever more difficult to come by. Sadly, while our needs for transportation infrastructure expansion and repair are expanding geometrically, the State has been ***reducing*** its investment to meet these transportation needs dramatically. This failure to invest in transportation is jeopardizing the future of California's economy, reducing the mobility of both people and goods. It is reducing productivity, increasing user costs, increasing system operating and maintenance costs, and leading to the loss of jobs. In this year alone, the construction work being held back for lack of funding will mean the loss of well over 50,000 jobs.

The report states that an effective transportation program requires stable and reliable resources because it usually takes several years of planning, design, and right-of-way work to get a transportation project ready for construction. Until just five years ago, the state had a stable program, funded primarily by user fees that were protected by the California Constitution. Today, however, we have a highly unstable program, that relies heavily on the promise of motor vehicle fuel sales tax revenues—revenues that have been held back for each of the last four years to meet General Fund needs. This reliance on funds that may be (and consistently have been) withheld has brought the state transportation program to a "breaking point". Make no mistake about it, the report clearly states that California cannot continue to base our planning and project development on resources that never materialize. The viability of the entire state transportation program is at stake.

Issues for 2005

- The near elimination of the state transportation construction program over the past two years is unprecedented - the result of a basic structural problem in California's system of transportation financing. For the last two years the CTC has been forced to curtail new allocations to projects from all three of the major components of the State Transportation Improvement Program (STIP), State Highway Operation & Protection Program (SHOPP), and the Traffic Congestion Relief Program (TCRP).

- Cities and Counties have not been receiving the state subventions committed to them in statute for local road rehabilitation and repair and State Transit Assistance (STA).

- In total, between all of the various programs, approximately $2.6 billion in state and local transportation projects should be going to construction this year but <u>will not</u> for lack of funding.

- Reduced spending on pre-construction work means the delay of billions more in future years. This represents a loss to California's economy in terms of reduced productivity, increased congestion, increased user costs and increased system operating and maintenance costs.

- Some projects in the STIP and the TCRP have been kept on schedule by means of borrowing, either through the advancement of funds by local agencies in return for the promise of later repayment or through the Commission's issuance of bonds against future federal transportation fund apportionments. However, the capacity for such borrowing is reaching its limit as current transportation funding is cut off and future funding is placed in greater doubt.

- The backlog of pavement and other rehabilitation needs on the State highway system is growing, and the cost to meet those needs is increasing as more and more work is deferred.

- As important as the changes and uncertainties in federal revenue may be, their effects on the State Transportation Improvement Program pale in comparison to the impacts of state budget actions in recent years.

The issues identified in this annotated staff report represent just a small fraction of the overall challenges that faces both the California Transportation Commission and the state of California as a whole. A complete copy of the 125 page report can be found at www.catc.ca.gov. [BOREN]

Action: Information/discussion item. Direction may be provided at the discretion of the Committee

K. Caltrans Monthly Report

Summary: Caltrans staff will provide an update on Caltrans activities. [CALTRANS]

Action: Information/discussion item. Direction may be provided at the discretion of the Committee.

IV. OTHER BUSINESS

A. Items from Staff
B. Items from Members

Items listed as information still leave the option for guidance/direction actions by the Committee.