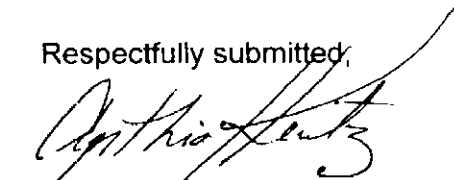


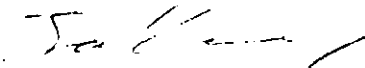
In addition, on October 25, the Council requested a list of funding sources for transportation and how this funding is allocated. This list is included as Attachment A.

Respectfully submitted,



Cynthia J. Kurtz
City Manager

Prepared by



- Jason Kruckeberg
Assistant to the City Manager

**City of Pasadena
Transportation Funding**

Pasadena collects and spends approximately \$6.7 million in transportation funding annually. Of this amount, about \$3.7 million, or 56 percent, is spent on on-going operations and maintenance and the remaining \$2.9 million, 44 percent, is spent on capital projects.

Funding Source	Average Revenue	Average Expenditures	Percent
Gas Tax	2,685,401	901,372	31%
		1,982,948	69%
		2,884,320	
Commercial Development Fee	1,044,900	0	0%
		677,719	100%
		677,719	
Proposition C Local Transit Fund	2,333,124	2,808,151	94%
		191,667	6%
		2,999,818	
Surface Transportation Program (STP)	425,070	0	0%
		11,150	100%
		11,150	
Street Occupation Rental Fees	144,665	0	0%
		28,333	100%
		28,333	
TDA Article 3/Bikeway Fund	72,733	0	0%
		45,000	100%
		45,000	
TOTAL REVENUE	\$ 6,705,892	\$ 6,646,340	
		3,709,523	56%
		2,936,818	44%

Note: The figures shown represent the average revenue collected, O and M expenditures and capital appropriations over the last three fiscal years. Because STP can only be used on select system streets it is used in varying sums each year.

Rodriguez, Jane

From: Robert Wittry [wittry@datast.net]
Sent: Tuesday, October 26, 2004 12:13 AM
To: Bill Bogaard; Jane Rodriguez
Cc: Cynthia Kurtz
Subject: Summary of Council Comment - TAZ area development

Dear Bill & City Council,

In quick summary of what I stated this evening, GARBAGE IN, can only produce GARBAGE out.

The Transportation model was based on existing development in 2000 for the TAZ areas (Transportation Analysis Zones). By a careful block by block comparison, using the existing FAR and 2000 Census housing units, it is determined that the Commercial & Institutional floor area in each zone is substantially different than what was given to the traffic consultant for modeling. Similarly, the housing units were substantially different than what the traffic consultant analyzed.

We also have data for what the city considers "likely net-new development" in each TAZ area, both for Non-Residential square footage, and dwelling units. This also substantially disagrees with the development intensities that the city is allocating on the maps.

Thus the data needs to be revised to remove the inconsistencies, and the analysis properly done for the actual conditions.

Regardless, analyzing less than 12% of the critical intersections is not acceptable.

We don't need to adopt "overriding considerations", there is an alternative presented that can mitigate the majority of the impacts to "less than significant" level. And even if PM10 cannot be reduced to less than significant impact for our regional air quality, that is no excuse to allow additional unnecessary air pollution.

The city keeps stating that "growth must be targeted", but they keep forgetting that growth is to SERVE the NEEDS of the COMMUNITY!!!!

- Robert Wittry
(626)791-7974
244 Flower St.
Pasadena, CA 91104