



Telephone: 209 558-7830

CONSOLIDATED PLANNING COMMITTEE

10th Street Place, 1010 Tenth Street
Room 2008, Second Floor
Modesto, CA
June 27, 2006 – 10:00 A. M.

TECHNICAL ADVISORY COMMITTEE

CERES CITY HALL
Council Chambers, 2210 Magnolia Street
Ceres, CA
June 29, 2006 – 2:00 P. M.

California Brown Act Requires:

This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans With Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact CJ Johnson, at (209) 558-7830, during regular business hours, at least twenty-four hours prior to the time of the meeting.

Notice Regarding Non-English Speakers:

Pursuant to California Constitution Article III, Section IV, establishing English as the official language for the State of California, and in accordance with California Code of Civil Procedures Section 185, which requires proceedings before any State Court to be in English, notice is hereby given that all proceedings before the StanCOG Policy Board shall be in English and anyone wishing to address the Board is advised to have an interpreter or give StanCOG a 48 hour notice so that StanCOG can provide an interpreter from any language not English into the English language.

PUBLIC PARTICIPATION

Matters not on the posted agenda may be addressed by the general public at the beginning of the regular agenda and any off-agenda matters before the Committee for consideration. However, California law prohibits taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Committee. Any member of the public wishing to address the Committee will be limited to five minutes or the discretion of the Chair.

Questions: Contact CJ Johnson at (209) 558-7830

AGENDA

1. PUBLIC PARTICIPATION

These matters may be presented only by interested persons in the audience. Discussion is limited to five minutes, or at the discretion of the Chair.

2. CONSENT CALENDAR

(NONE)

3. PRESENTATIONS

(NONE)

4. PUBLIC HEARINGS

(NONE)

5. ORAL REPORT ITEMS

- | | |
|--|------------|
| A. Stanislaus County Circulation Element Draft Final Report | MOTION |
| B. Adoption of 2007 Federal Transportation Improvement Program | MOTION |
| C. Adoption of the 2006 Air Quality Conformity Analysis for 2007 Federal Transportation Improvement Program (FTIP) and 2004 Regional Transportation Plan (RTP) | MOTION |
| D. Transportation Needs Assessment | DISCUSSION |
| E. Election of Chair and Vice-chair for 2006/07 | MOTION |

6. INFORMATIONAL ITEMS

The following items are for information only.

- A.** 30-Year Countywide Transportation Financial Expenditure Plan – City Approvals
- B.** Social Services Transportation Advisory Council (SSTAC) Priorities
- C.** San Joaquin Council of Governments (SJCOG) Ramp Metering and High Occupancy Vehicle (HOV) Lane Study Update

7. STANISLAUS COUNCIL OF GOVERNMENTS ADVISORY COMMITTEES

- A.** Citizens Committee Minutes (05.31.06)

8. CALTRANS REPORT

9. EXECUTIVE DIRECTOR'S REPORT

- Transportation Sales Tax Update

10. ITEMS FROM THE FLOOR

Topics may be presented, but no action may be taken except to place an item on a future agenda

ADJOURNMENT

Next regular meeting scheduled for:

Consolidated Planning Committee

July 25, 2006 10:00 AM

10th Street Place, 1010 Tenth Street

Room 2008, Second Floor

Modesto, CA

Technical Advisory Committee

July 27, 2006 2:00 PM

Ceres City Hall

Council Chambers

2210 Magnolia Street

Ceres, CA

* No Attachment



Item 5A

City of Ceres • City of Hughson • City of Modesto • City of Newman • City of Oakdale • City of Patterson
City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus

TO: Technical Advisory Committee
Consolidated Planning Committee **Staff Report Discussion**

THROUGH: Vince Harris, Executive Director *VH*

FROM: Lark Downs, Senior Regional Planner *LD*

DATE: June 22, 2006

SUBJECT: Stanislaus County Circulation Element Final Report

Background

On June 12, 2002, the StanCOG Policy Board approved \$150,000 of Regional Surface Transportation Program (RSTP) funds to allow the County to prepare a focused General Plan amendment for the purpose of incorporating the Regional Expressway System into their Circulation Element. In their approving action, the Policy Board specifically required that the County complete the project in a timely manner, placing a \$50,000 withholding clause into the agreement. The Policy Board also directed the StanCOG Technical Advisory Committee to supply oversight responsibilities and further required the County to provide quarterly progress reports to the Committee.

Discussion

On April 18, 2006, the Stanislaus County Board of Supervisors adopted the focused General Plan Update, resulting in a successful completion of the project. The project utilized approximately \$100,000 of the total RSTP funding made available to the project.

Debbie Whitmore of the County Planning Department will present the General Plan Update to the StanCOG Policy Board at the next scheduled meeting of July 12, 2006.

Attachment

Larkdowns@StanCOG.org



DEPARTMENT PLANNING AND COMMUNITY DEVELOPMENT

1010 10TH Street, Suite 3400, Modesto, CA 95354
Phone: 209.525.6330 Fax: 209.525.5911

June 19, 2006

TO: Stanislaus Council of Governments

FROM: Stanislaus County Planning and Community Development Department

**SUBJECT: FINAL REPORT ON GENERAL PLAN AMENDMENT APPLICATION
NO. 2004-03 - FOCUSED GENERAL PLAN UPDATE OF THE
STANISLAUS COUNTY CIRCULATION ELEMENT AND OTHER
RELATED ELEMENTS**

ISSUE

In June 2002, the StanCOG Policy Board approved \$150,000 of Regional Surface Transportation Program (RSTP) funds to prepare a focused amendment to the County's General Plan to incorporate the Regional Expressway System. As a condition of approval, StanCOG withheld \$50,000 contingent upon timely completion of the project by July 2004. In addition, the Technical Advisory Committee is to "be given oversight responsibility" for the project through regular, quarterly status reports. The most recent status report was submitted in November 2005. On April 18, 2006, the Stanislaus County Board of Supervisors adopted the Focused General Plan Update, resulting in successful completion of this project. The project utilized approximately \$100,000 of the total RSTP funding made available to the project. A final invoice for the project will be submitted at the end of this fiscal year.

BACKGROUND

The current Circulation Element of the Stanislaus County General Plan was adopted by the Board of Supervisors in 1994. It is one of the seven State-mandated elements of any general plan. As such, it must comply with State standards and also be internally consistent with other elements of the entire general plan. The purpose of the Circulation Element is to:

- build a regional transportation system that provides seamless integration between internal and external systems thereby facilitating the movement of both people and goods;

- identify the goals, policies and implementation measures that ensure compatibility between land use, infrastructure and transportation modes;
- depict the corridors for public mobility and access which are planned to meet the needs of the existing and anticipated population of Stanislaus County;
- protect future rights-of-way from encroachment by structures and other personal property; and
- comply with California Government Code Section 65302(b), which requires each county and city to prepare, as part of their general plan, a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

The California General Plan Guidelines state that the “circulation element is not simply a transportation plan. It is an infrastructure plan addressing the circulation of people, goods, water, sewage, storm drainage, and communications.” The circulation element has direct relationships with housing, open space, noise and safety elements. The General Plan Guidelines encourage local agencies to review their general plans each year and undertake a comprehensive update every five years, as necessary, to address the changing needs of the community.

PURPOSE OF THE PROPOSED UPDATE

The Focused General Plan Update was initiated by the County to improve the consistency and coordination of the County’s Circulation Element with the Regional Transportation Plan adopted by the Stanislaus Council of Governments (StanCOG) (originally adopted in 2002 and readopted in 2004), and the circulation elements adopted by each of the nine cities in Stanislaus County. The reason this is so important is the County’s transportation network provides critical inter-city and interregional connections between the cities and neighboring counties, as well as the travel needs of County residents and businesses. The County is also responsible for maintaining and improving the transportation system within the spheres of influence of the cities, areas that are planned to be annexed to the cities in the near future. As such, it is important that the County protect transportation right-of-ways and implement transportation improvement projects in a manner that is consistent with the standards of the cities and consistent with regional transportation improvement plans designed to facilitate goods movement and inter-city travel.

Like StanCOG’s Regional Transportation Plan, the County’s Circulation Element is a countywide plan. It describes the type of transportation facilities that need to be built to accommodate future traffic demand at an acceptable level of service for the entire County, not just the traffic demand generated by land uses in the unincorporated area. The Focused General Plan Update is intended to address traffic needs into the future to the year 2030. StanCOG projects that the population will grow approximately 85% between 2000 and 2030, from a population of 445,315 in 2000 to 821,715 in 2030. Most of this growth will occur within the cities. Between 2005 and 2030, the

unincorporated area is expected to grow approximately 8% while the incorporated cities are expected to grow approximately 80%. The corresponding growth in traffic will result in a 79% increase in vehicle trips, from approximately 1.2 million trips in 2000 to more than 2.1 million in 2030. A large portion of these trips utilize County roadways outside of incorporated cities every day. By the year 2030, roughly 10% of the total vehicle trips generated in the entire County will come from development in the unincorporated area. The lion's share, or 90% of the vehicle trips, will be generated by development located within the cities.

In addition to identifying the transportation system necessary to accommodate projected growth at an acceptable level of service, the proposed amendment establishes roadway standards, policies, and measures to guide implementation of proposed transportation improvements, and defines how future development should occur to support the development and efficient operation of the County's transportation facilities.

Preparation of the Focused General Plan Update has been guided by three Circulation Element goals. The first two goals, included in the 1994 General Plan, are to support the land use needs of the County and to support a broad range of transportation modes. In recognition of the County's role in protecting, maintaining and developing significant portions of the regional transportation system, the County adopted a third goal to "maintain a balanced and efficient transportation system that facilitates inter-city and interregional travel and goods movement."

Another guiding force behind this update is Board of Supervisor's priority to establish a well-planned infrastructure system that is adequately funded and implemented to support the healthy growth of the community and its economy. The Regional Transportation Plan identifies a \$180 million shortfall in the funding available to implement transportation projects that the region needs to build over the next 30 years to support the population and economic growth. For the past several years, the State has siphoned off locally-anticipated transportation revenues from the State Highway Account to balance the State budget. This has resulted in a significant delay in implementing major transportation projects that are needed to meet the goals of the Regional Transportation Plan, as well as the Stanislaus County General Plan. As a consequence, not only are communities being deprived of needed transportation improvements now, but they will face even higher project costs as construction and right-of-way costs increase over time. Some projects have been pushed well beyond the financial reach of many communities because of these funding delays. Unfortunately, for communities like Stanislaus County that do not have an alternative revenue source, local transportation revenues are not adequate to fill the funding gap to keep these critical projects on track and within budget.

A key step in securing the funds necessary to implement a well-planned, integrated regional transportation system is incorporating these projects into the local general plan. This would allow the County to play a role in protecting transportation corridors for encroachment by development, secure right-of-way through the development approval process, and put funding mechanisms in place to pay for these needed improvements. General plan consistency is required to pursue transportation infrastructure funding through

local funding mechanisms, and federal and State programs. State law requires the County make specific findings of consistency with the General Plan before approving its Capital Improvement Program which must be adopted each year to utilize revenues from various local, State and federal sources.

UPDATE PROCESS

Throughout the process of updating the County's General Plan, staff coordinated with StanCOG and the cities by providing regular, quarterly status reports to the Technical Advisory Committee, and with the staffs of each of the cities in Stanislaus County in a number of one-on-one meetings. An environmental impact report was prepared for the project, circulated for a 45-day public review period, and subsequently certified by the Stanislaus County Board of Supervisors on April 18, 2006, after a noticed public hearing.

OVERVIEW OF THE CHANGES

Changes adopted in the General Plan primarily occur in two chapters of the General Plan - the Circulation Element and the Noise Element. The report to the Board of Supervisors is available for download at:

<http://www.co.stanislaus.ca.us/BOS/Agenda/2006/20060418/PH645.pdf>

The original text changes (without amendments identified in the staff report) can be downloaded at:

<http://www.co.stanislaus.ca.us/planning/tmpAmendGP.htm>

The changes made to the General Plan text are summarized below:

Chapter 2, Circulation Element:

New functional classification system for County roads that includes expressways and standard intersection configurations to provide for left and right turning lanes.

New Circulation Diagram that includes changes to County roadway designations consistent with StanCOG Regional Transportation Plan and city general plans, including changes in designation required to comply with proposed mitigation measures identified in the draft Final Program Environmental Impact Report.

Ten study areas identified for portions of the transportation system that require the development and adoption of Official Plan Lines by the County. These study areas are located predominantly within the cities' Spheres of

Influence and will require the cooperation of the cities and other agencies to prepare the Official Plan Line.

New goals, policies, and implementation measures to ensure that the County's transportation system is balanced and supports inter-city and inter-regional travel and goods movement.

New implementation measures to ensure that city standards are applied within the Spheres of Influence of the cities.

New implementation measures to ensure that the expressway access policies are implemented in a manner that balances existing property access rights with public safety.

New and enhanced policies and implementation measures for bikeways, ridesharing, transit, clean-fuel vehicles, and other alternative transportation modes to assist in the San Joaquin Valley's fight against air pollution consistent with the Regional Transportation Plan and city general plans.

**Chapter 4,
Noise Element:**

The full text is provided in the attachment. Highlights include:

Updated information regarding the noise impacts of road traffic.

Revised performance standards to assess noise impacts for development and transportation projects based on the current state-of-the-practice.

A traffic impact study was prepared for the proposed Circulation Element to identify potential traffic impacts, to provide the information necessary to prepare the Noise Element, and to prepare the noise and air quality assessments for the Program Environmental Impact Report. A full copy of the traffic study is provided in the Support Documentation for Chapter 2, Circulation Element, and can be downloaded from the Department's web page.

CHANGES IN THE CIRCULATION ELEMENT

The portion of the Circulation Element that consistently draws the greatest attention is the Circulation Diagram and its associated roadway classifications. Upgrading roadway classifications, and particularly upgrades that require more right-of-way, has direct implications for personal and public property, as well as the environment. The proposed Circulation Diagram was extensively reviewed, checked and double-checked by representatives from each city and StanCOG to ensure that the designations are consistent with their respective plans. These agencies also had the opportunity to work with the County in developing the roadway classification definitions included in the

element.

The most notable change in the Circulation Element is the introduction of several new roadway classifications - the 4-lane Expressway, 6-lane Expressway, and the 6-lane Major. These routes are designated in light or dark blue in Figure 2-2 extracted from the General Plan document. Access control classes (Figure 2-3) define the restrictions on access to an Expressway from adjacent land uses (via driveways) and from intersecting roadways. A "Class A" Expressways looks very much like a freeway. Full access is only provided at grade-separated interchanges spaced at a minimum of one-mile intervals and no driveways are permitted between interchanges. A "Class B" Expressway provides access at interconnecting roads every mile via signalized intersections, but no driveways are permitted. and intersecting roads between intersections are permitted every quarter- to half-mile with right-in, right-out turns only. A "Class C" Expressway allows driveways every 300 feet and full-access intersections at quarter- to half-mile intervals. These designations have been applied within the unincorporated area consistent with cities' general plans and the StanCOG RTP.

The access control designations depicted in Figure 2-3 are required to create a transportation facility that can more safely handle higher traffic volumes at higher speeds over longer distances. The highest level of access control, Class A, handles more traffic, more efficiently than the lower levels, Class B and Class C. In turn, Class B handles more traffic, more efficiently than Class C. The Class A and Class B designations generally apply to roadway designations within the spheres of influence of cities (to match the designation designated in the city's general plan) and to certain State Highways (such as the Oakdale Bypass, or State Route 120, in Oakdale from Valley Home Road to a new connection at State Route 108 just east of the Stanislaus River). Interstate 5 and State Route 99 are operated as freeways and are proposed to carry that designation (also a new designation proposed in this update). Most County roads that are proposed to be designated as Expressways are assigned a Class C access control level in recognition of the agricultural nature of most of the unincorporated area where existing parcels require at least one access point.

In addition to the Circulation Diagram, changes to the goals, policies and implementation measures were included to conform to the County's safety and design standards, improve the relationship between transportation and land use decisions, address operational and safety issues, ensure the implementation of transportation strategies to reduce travel demand and improve air quality, strengthen industrial roadway standards, facilitate interregional travel, and enhance goods movement.

In addition, ten study corridors have been identified in the General Plan in consultation with the cities where new roadways or realignments need to be established through a Plan Line study to protect future right-of-way from encroachment by development.

CONCLUSION


Through the use of the Regional Surface Transportation Program grant awarded by StanCOG, the County has been able to update its Circulation Element to improve consistency with the StanCOG Regional Transportation Plan and the general plans of each of the nine cities in Stanislaus County. Through this action, the County will now be able to play a role in preserving, financing, and construction important regional transportation corridors including high priority projects identified by StanCOG, such as:


- Widening State Route 219 (Kiernan Avenue) to a 4-lane, Class B expressway from State Route 99 to State Route 108 (McHenry Avenue) within its ultimate 6-lane right-of-way.
- Construction and widening of State Route 132 to a 4-lane expressway from State Route 99 to State Route 33 and a new connection from State Route 132 West to State Route 132 East.
- Construction of the Oakdale Bypass on the alignment adopted by Caltrans as the preferred alternative from Valley Home Road to east of the Stanislaus River at State Route 108.
- Construction of an expressway from Turlock to Patterson along the West Main Street corridor; and
- Construction of an integrated expressway system throughout the entire county connecting the cities and between State Route 99 and Interstate 5.

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TO: Technical Advisory Committee
Consolidate Planning Committee
Citizens Advisory Committee

Staff Report
MOTION

THROUGH: Vince Harris, Executive Director 

FROM: Bruce Abanathie  and Vince Angelino, Associate Planners

DATE: June 20, 2006

SUBJECT: Adoption of the 2007 Federal Transportation Improvement Program

Background

The Federal Transportation Improvement Program (FTIP) is the regional programming document that identifies all of the regionally significant transportation projects that have received some type of transportation funding in the region and are moving toward implementation. The federal requirement for Metropolitan Planning Organizations to complete a Transportation Improvement Program has been in effect for a number of years. It stipulates that no project may receive any federal funding or action unless it is contained in an approved FTIP.

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA 21), and the recent Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), version of the bill, requires that each Metropolitan Planning Organization (MPO) prepare a Federal Transportation Improvement Program (FTIP). The FTIP is a financially constrained multimodal transportation improvement program developed by the Metropolitan Planning Organization through its member agencies and in cooperation with State and federal agencies. *In essence, the FTIP is the 3-year incremental implementation of the long-range, 2035-year Regional Transportation Plan. The FTIP serves to present to federal funding agencies manageable components of funding the long-range plan.*

Recommendation

By motion, recommend that the Policy Board by Resolution Adopt the FINAL 2007 FTIP.

Discussion

The 1991 ISTEA and 1998 TEA-21 transportation acts specified the rules for preparing and implementing the FTIP. SAFETEA-LU carries many of the same programming requirements as its predecessors. However, SAFETEA-LU has also added a number of required planning elements and the environmental conformity requirements have changed since the last FTIP was adopted.

Under the previous transportation acts, we would be presenting the 2006 FTIP, however under SAFETEA-LU, the programming element changes from a three-year to a four-year active element once the additional planning elements are met. For these reasons, the FTIP being presented at this time is an interim FTIP. The FTIP will be amended prior to July 1, 2007, to include the SAFETEA-LU planning elements. We cannot include the planning elements at this writing because the U.S. DOT has not completed the guidelines for the preparation and implementation of those requirements.

We received comments from our member agencies regarding the programming of their projects, and from Caltrans and the Federal Highways Administration regarding some format issues and clarification of financial constraint and inclusions required by SAFETEA-LU.

All comments received have been responded to and the necessary adjustments to the FTIP have been included.

We therefore, request that the advisory committees recommend that the Policy Board, by resolution adopt the 2007 FTIP.

The environmental changes are addressed in the "2007 FTIP – Air Quality Conformity Analysis."

Advisory Committee Action

Policy Board Only.


Attachment(s): The 2007 FTIP, due to the document size, will be provided separately.

If you have questions or concerns regarding this amendment, please call Vince Angelino (vangelino@StanCOG.org) or Bruce Abanathie (babanathie@StanCOG.org) at (209) 558-7830

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TO: Consolidated Planning Committee
Technical Advisory Committee
Citizens Committee

Staff Report
Motion

THROUGH: Vince Harris, Executive Director 

FROM:  Sam Kaur, GIS & Air Quality Planner

DATE: June 14, 2006

SUBJECT: Adoption of the 2006 Air Quality Conformity Analysis for
2007 Federal Transportation Improvement Program (FTIP) and
2004 Regional Transportation Plan (RTP)

Recommendation

By Motion recommended that the Policy Board adopt the 2006 Air Quality Conformity Analysis for 2007 Federal Transportation Improvement Program and 2004 Regional Transportation Plan.

Background

Air Quality Conformity Analysis

The Clean Air Act and federal transportation conformity rule requires that each regional transportation plan (RTP) and transportation improvement program (TIP) must demonstrate Air Quality conformity before the RTP/TIP is adopted by the Local Metropolitan Planning Organization (MPO) and accepted by the Department of Transportation. The 2006 Air Quality Conformity Analysis successfully demonstrates that the StanCOG 2004 RTP and 2007 FTIP meet all federal air quality requirements. This specifically includes a demonstration that the air quality emissions from the projects in the RTP and FTIP will meet (fall below) the allowable levels in future years 2008, 2010, 2013, 2020, and 2030.

Emissions tests were conducted for specific pollutants, including carbon monoxide, ozone, PM-10 and PM-2.5. All conformity results fell below adopted federal emissions thresholds.

Information

StanCOG develops the Federal Transportation Improvement Program (FTIP) through its member agencies in cooperation with local, State, and Federal agencies. The primary purpose of the FTIP is to provide a short-range (minimum 3 years) list of specific projects to be funded that help carry out the long-range (20 years) Regional Transportation Plan. The FTIP compiles individual projects and project lists from various local sources. Any surface transportation project that uses federal funds, or requires federal action to proceed, must be included in the FTIP.

The Draft 2006 Air Quality Conformity Analysis demonstrated a finding of conformity to the National Air Quality standards. This document was out for public review from May 13, 2006 to June 14, 2006 for the purpose of receiving comments on the Plan. A public hearing was held at the June 14, 2006 StanCOG Policy Board Meeting and no public comments were received.

A copy of the plan is available at the StanCOG office and at our Website www.stancog.org. If you have any questions please email me at skaur@stancog.org



Item 5D

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City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus

TO: Technical Advisory Committee
Consolidate Planning Committee Staff Report
DISCUSSION

THROUGH: Vince Harris, Executive Director *VH*

FROM: Bruce Abanathie *BA* and Vince Angelino, Associate Planners

DATE: June 21, 2006

SUBJECT: Transportation Needs Assessment

Background

The nine cities and the county agency that comprise the Stanislaus Region receive a range of \$14 to \$25 Million of Federal Transportation Funds per year. The Region also receives wide ranges (from \$1 - \$160+ Million) of State Transportation funds annually. Although this sounds like a great deal of money for transportation alone, when you consider the cost, the number of facilities and the complexities of delivering transportation projects it leaves the agencies and the region in a consistent and rapid downward spiral away from safe and efficient multi-modal transportation facilities for our citizens.

The lack of transportation funds is consistent throughout California. For this reason, the California State Association of Counties (CSAC) and the League of Cities want to shine a spotlight on the significant shortfall in funding for local street and road maintenance. They are requesting the assistance of the Regional Transportation Planning Agencies (RTPA's) in developing a statewide local streets and roads needs assessment. They propose producing a report for the governor and the legislature on estimated needs, revenues, and shortfalls.

StanCOG is asking our member agencies to participate in this assessment.

Recommendation

NONE

Discussion

We have a Pavement Management System Project, which will evaluate the condition of an average City street and provide an estimate on how much funding will be required to maintain that condition. In addition, the report will show how much funding will be required to attain a higher condition, and at current funding levels where our asphalt condition will be in 5-10 years. An update to the Report is scheduled every 2 years.

StanCOG is asking our member agencies to assist us in producing a needs assessment for our region. We are interested in producing more than the requested “streets and roads” needs report. We recognize the importance of the transit and non-motorized elements of a multi-modal transportation system. We would like to address these needs in our report to the CSAC and League of Cities.

Please review the attachments and bring comments to the meetings, or submit your comments to Bruce Abanathie at StanCOG.

On July 19, we will be prepared to share comments and questions received from our local agencies with CSAC and League of Cities representatives who will be in attendance at the RTPA meeting, as well as ask questions about the role of our agency in the process.

Advisory Committee actions

Policy Board Only

Attachments

1. CSAC/League of Cities first letter, March 28, 2006
2. CSAC/League of Cities second letter, June 6, 2006

If you have questions or concerns regarding this amendment, please call Vince Angelino (vangelino@StanCOG.org) or Bruce Abanathie (babanathie@StanCOG.org) at (209) 558-7830



March 28, 2006

Kathryn F. Mathews, Chair
California Rural Counties Task Force
c/o El Dorado County Transportation Commission
550 Main Street, Suite C
Placerville, CA 95667

Steve VanDenburgh, RTPA Moderator
c/o Santa Barbara County Association of Governments
260 N. San Antonio Road, Suite B
Santa Barbara, CA 93110

Rusty Selix
California Association of Councils of Governments
1127 11th Street, #925
Sacramento, CA 95814

Re: Needs Assessment of California Local Streets and Roads

Dear Ms. Mathews, Mr. VanDenBurgh and Mr. Selix:

The California State Association of Counties (CSAC) and the League of California Cities would like to engender your assistance in pursuing a needs assessment study of all local streets and roads in California.

The recent interest in infrastructure bonds for California has increased the awareness of the funding problem for transportation infrastructure. However, although every trip begins and/or ends on local streets and roads, very little attention has been paid towards the funding of the local system. We believe one issue contributing to this lack of attention is the absence of comprehensive documentation of the needs for cities and counties relating to proper maintenance and operation of the non-state road and transportation network, which is critical to the system as a whole.

The last effort to document statewide transportation needs was done by the California Transportation Commission in 1999 as part of the Inventory of Ten-Year Funding Needs for California's Transportation Systems, pursuant to Senate Resolution 8 (Burton, 1999). However, that effort only examined rehabilitation needs. We plan to build on that effort and develop a more comprehensive documentation of the total needs, including pavement and non-pavement costs within the local streets and roads system. Rather than reinventing the wheel, we propose to coordinate the efforts being done by regions throughout the State.

Every region has a regional transportation plan (RTP) that is updated every 3 years. The RTP's include transportation needs, funding projections and programs to meet needs over 25 years. With the passage of the SAFETEA-LU, the planning cycle has been extended to 4 years and many regions will begin the planning effort next year. Before the planning effort begins, each region will assess the status of its transportation systems, including local streets and roads.

In the past, every region developed its own criteria on such an assessment for local streets and roads. For this reason, it is difficult to compare between regions and combine the data into a statewide assessment. The results are debatable and the lack of credibility makes it difficult for the policy makers in Sacramento to take action. We need a common objective and methodology for each region to use in order to develop a credible needs assessment. Our objective is to determine the cost to improve all local streets and roads to a condition of "good" and maintain it through the 25-year RTP period.

While there are many different software programs being used to track pavement conditions and to prioritize the projects, there is only a common measurement used for the pavement condition index (PCI). The PCI is a numeric range between 0 and 100. A dirt road with no pavement structure has a PCI of 0 and a recently constructed road with proper pavement structure has a PCI of 100. Generally a road in good condition has a PCI of 80 or higher, and a road with a PCI of 40 or below is beyond simple repairs.

There are also non-pavement costs for each street and road such as drainage structures, traffic control devices, street sweeping, landscaping, etc. There is no common measurement similar to the PCI for pavement to determine the non-pavement needs. We can develop a survey to collect samples for various cities and counties. From the survey results, a typical percentage can be developed and applied against the total pavement needs.

On the other side of the equation is the revenue projection and expenditure. There is no readily available data across the State for what revenue cities and counties have available for operations and maintenance of the local streets and roads infrastructure. Using the reports made to the State Controller by each agency for the road report for this purpose is misleading and inaccurate. The State Controller reports are fairly accurate as far as the gas tax revenue received, but they also count non-discretionary revenue (i.e. mitigation and developer fees, etc.), which inflates the revenue picture. Also, there is no consistency of how revenues and expenditures are reported. A survey methodology that is accurate and consistent and presents credible accounting to be able to project the revenue shortfall for local streets and roads infrastructure needs is essential.

In summary, we believe we need a comprehensive process to project the needs assessment for local streets and roads. If we can accomplish it through on-going RTP updates by every region, we will eventually have an update every 4 years. CSAC and the League are interested in assisting the MPOs, RTPAs, COGs, etc. to develop such a process and compile at least the initial reports from each region for a statewide needs assessment report.

Ms. Mathews, Mr. VanDenBurgh and Mr. Wilkinson
Re: Needs Assessment of California Local Streets and Roads
(March 28, 2006)
Page 3

At this point, we are interested to hear your input and ideas. Please contact our staff, DeAnn Baker at 916.650.8104 and Liisa Lawson Stark at 916.658.8249 to determine how we can partner with the regions to accomplish our objective.

Sincerely,



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cc: Lisa Rapp, Director of Public Works, City of Lakewood, PWOI President
Maurice Shiu, Director of Public Works, County of Contra Costa, CEAC President
Liisa Lawson Stark, Legislative Representative, League of California Cities
DeAnn Baker, Legislative Representative, California State Association of Counties



June 6, 2006

Memorandum for Discussion

Subject: Needs Assessment of California Local Streets and Roads

Issue

The California State Association of Counties (CSAC) and the League of California Cities (LOCC) would like to partner with the membership of the RTPAs, the CalCOG, and the California Rural Counties Task Force in pursuing a needs assessment study of all local streets and roads in California. (Reference: Attached March 28, 2006 letter)

Objective

We need credible data to gain support from policy makers and citizens across California to increase funding for the maintenance and operations of local streets and roads in California.

Problems

Infrastructure report cards developed in 2005 for various regions across California gave the roadways an almost failing grade of D+. Many local agencies indicated that miles of their roadways are failing without adequate funding to repair.

There are 6 primary revenue sources available for preservation of the local city streets and county road system:

- State Gas Taxes is the primary source of revenue for local streets and roads. Gas Tax does not keep up with inflation and is a declining revenue source.
- Proposition 42 represents the only significant growth in revenues for preservation, but it must be stabilized in order to be realized.
- Local Sales Taxes are significant but only in jurisdictions that have been successful in passing measures. The measures vary from county to county on the allowable use of their revenues for local streets and roads
- Federal Gas Taxes continue to grow, but preservation of the local system has not been a recipient of that growth.
- Local General Fund Contributions will most likely continue the historical trend of gradual increase, but only remain significant for cities—not for counties.
- STIP will never likely amount to a significant factor for local streets and roads funding, except for a few rural counties. There are too many competing priorities on the State Highway System.

Although every trip begins and/or ends on local streets and roads, very little attention has been made towards the funding of the local system. The proposed infrastructure bonds for the November ballot include \$2 billion for cities and counties. It is not certain but many analysts expect it be spreading over 10 years. At best this bond funding will address less than 25% of the current funding shortfall. It is also a one-time revenue boost and not a dependable funding source for an on-going problem. We believe one issue contributing to this lack of attention is the lack of comprehensive documentation of the needs for cities and counties to properly maintain and operate an essential transportation network.

In the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) included approximately \$143 million over 25-year period of regional discretionary funds for local streets and roads in its 2002 RTP. This amount was not anywhere near adequate to address the Bay Area shortfall needs. In response, local public works officials worked together with MTC to compile a comprehensive needs assessment study for the local streets and roads in the region. They documented that the total funding shortfall for bringing the local streets and roads to a good condition and maintaining them over the 25-year planning period was almost \$7 billion. Almost \$1 billion of this was for the regional significant roadways.

As a result of this study, the 2005 RTP included \$990 million of the regional discretionary funds for local streets and roads. Although the RTP funding level does not adequately address all funding shortfall needs, the result of the study was instrumental in providing credible information about the need to the decision makers. It was also used to help lobby successfully for increase funding of local streets and roads in several local sales tax measures. Attached draft "Local Streets & Roads Strategic Plan, May 2006" is being developed to further bring the attention to the San Francisco Bay Area Region's deteriorating roadway infrastructure problem. Its objective is for the policy makers to put forth legislation and develop budgets that can change the course of infrastructure investment throughout California.

We need similar assessment study across California to fully document the problems.

Mandated or Voluntary Action

For those of us believing that the local streets and roads are being an important asset across California, the needs assessment study should be a permanent part of the process that is done routinely. Apparently in a recent litigation, FHWA was alleged not enforcing a provision established by the ISTEA – developing the RTP with revenue constrains in the analysis. To do so will require the needs assessment and the associate funding shortfalls be identified for all components in the RTP. The RTP in the MTC region was done with revenue constrains in the analysis. FHWA staff is now in discussion with the MTC staff on finding how MTC's RTP was done in order for FHWA to develop regulations for enforcing that provision. In other words, it has been a mandate being overlooked for many years. If we wait for the regulations coming out before we do it, we will likely miss the next RTP planning cycle or at best having very little time to do it right. If California can accomplish RTP with revenue constrains analysis, it will set a

powerful example for the rest of the Country, and can change the focus for future Federal legislation.

There will be stronger ownership of the study among the partners if the study is performed with voluntary compliance. Sincere cooperation among all stakeholders is essential to obtain credible results. In the MTC region, the survey process continues every 2 years. It had over 80% participation from 108 cities and counties in the region during the last round of survey. For the initial statewide needs assessment, such high participation rate may be difficult to obtain.

While the pavement needs assessment is relatively straight forward, the non-pavement needs assessment and the revenue projections are much more difficult. In order to adequately project potential funding shortfalls, needs assessment study of the total system associated with local streets and roads will be necessary, including pavement and non-pavement needs as well as revenue projections.

The policy makers and the general public generally recognize and support fixing the pavement potholes. Historically, funding measures such as Proposition 111 and Proposition 42 were passed successfully based on pavement funding needs. However, this may also explain the serious growing funding shortfalls being around because the transportation officials in the past, that's us, did not convey the full picture to the policy makers and the general public, including pavement and non-pavement needs.

Non-pavement data are difficult to obtain and it will be more difficult for us to explain these components to others. The data are not being regularly collected or analyzed. There is no standardized technique to follow. In the MTC Region, the non-pavement needs assessment techniques were substantially different between the last two surveys. It is still being revised based on the experience of the previous surveys and it will be a learning process for everyone involved.

For the Statewide needs assessment study, one suggestion is to keep it simple and study the pavement needs only first with the non-pavement needs be done in future project. While this approach may get more buy-in, especially by the cities and counties who will ultimately be responsible to provide the data, it is contrary to our goal for the needs assessment study be a permanent part of the process that is done routinely.

Another option is to include the non-pavement portion of the survey as an option so that the agencies that have the information provide it. The data obtained for the MTC region can be used to project statewide needs. Having more data from other regions will make the "non-pavement" factor more credible.

Possible Process

1. CSAC / LOCC will jointly hire a consultant to develop an initial survey form for all the partners to review and approve. This may also involve discussions with Caltrans, CTC staff and legislative staff.

2. CSAC / LOCC will forward the final survey form developed to the RTPA Moderator, CalCOG Director, and the Chair of the California Rural Counties Task Force.
3. The RTPA Moderator, CalCOG Director, and the Chair of the California Rural Counties Task Force will forward the survey form to their membership.
4. Each RTPA, COG or rural county representative will distribute and collect the survey forms to and from all cities and counties within each region.
5. Each RTPA, COG or rural county representative will forward the survey returns to CSAC / LOCC.
6. CSAC / LOCC will compile the survey data and develop a draft statewide report for all stakeholders to review and comments.
7. The RTPA's, COG's, MPO's etc. will include the findings from the study for their respective RTP development.
8. The final report will be available for future lobbying efforts, including submittal to the Governor and the Legislature.

Timeline

In the past, the RTP was done in 3-year cycles. With the passage of the SAFETY-LU, the planning cycle has been extended to 4 years with next RTP to be completed by 2009. The following is a potential timeline of the process:

1. August – October 2006 - CSAC / LOCC secure a consultant to develop the survey form; all partners review and approve the draft survey form.
2. November 2006 - Distribute Survey Forms to all cities and counties.
3. November 2006 – March 2007 – Cities and counties complete the survey return.
4. April – June 2007 – CSAC / LOCC consultant compile the survey data and produce a draft report.
5. July 2007 – All partners review and provide comments to the draft report
6. August - September 2007 – Complete final report for distribution.

Buy-In

We need buy-in from as many stakeholders as we can obtain. Certainly we need buy-in from all RTPA's, COG's and rural counties. CSAC / LOCC representatives can assist making presentation at your monthly meetings.



We need funding for the study and will be requesting the governing boards of CSAC (CEAC) and LOCC (PWOI) to approve a budget for securing consultants. We also need to communicate the details to the CEAC and PWOI membership (all cities and counties).

Discussion with Caltrans, CTC staff and legislative staff will be helpful to solicit their input.



Item 5E

City of Ceres • City of Hughson • City of Modesto • City of Newman • City of Oakdale • City of Patterson
City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus

TO: Technical Advisory Committee
THROUGH: Vince Harris, Executive Director 
FROM: Lark Downs, Senior Regional Planner 
DATE: May 21, 2006
SUBJECT: Election of Chair and Vice-Chair for FY 2006/07

Staff Report
Motion

Background

As per the StanCOG Bylaws, the Technical Advisory Committee annually elects a Chair and Vice-Chair. Cleve Morris, Patterson City Manager, is the current Chair. The Vice-Chair position is currently vacant.

Recommendation

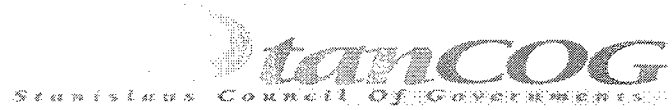
BY MOTION, elect a Chair and Vice-Chair for FY 2006/07.

cc: Consolidated Planning Committee

Larkdowns@stancog.org

v:\data\TECHNICAL ADVISORY\Election of Officers 06-07

Excellence in Regional Planning



Information Items



Item 6A

City of Ceres • City of Hughson • City of Modesto • City of Newman • City of Oakdale • City of Patterson
City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus

TO: Technical Advisory Committee
Consolidated Planning Committee

FROM: Vince Harris, Executive Director *VH*

DATE: June 22, 2006

SUBJECT: 30-Year Countywide Transportation
Financial Expenditure Plan – City Approvals

Staff Report
INFORMATION

Background

At its June 14, 2006 meeting, the StanCOG Policy Board took the following formal actions:

- ❖ By Resolution 05-33 certified the Programmatic Environmental Impact Report for the Final Draft Expenditure Plan, made findings and issued a Statement of Overriding Considerations; and
- ❖ By Resolution 05-34 approved the Final Draft Expenditure Plan and directed staff to forward it to the Cities and Stanislaus County for Approval.

Summary of 30-Year Countywide Transportation Financial Expenditure Plan

- ◆ Expenditure Plan Term: 30 years
- ◆ Projected Total Revenues: \$1.02 billion
- ◆ Administration: 1% of gross revenues for salaries and benefits
- ◆ Independent Citizens Oversight Committee: Appointed by the StanCOG Policy Board to provide oversight of the Expenditure Plan and to produce an Annual Audit to ensure proper accountability to the tax payers of Stanislaus County
- ◆ The Expenditure Plan is composed of seven major programs with funding allocations as follows:
 1. State Highway Corridors 42.7% or \$435 million
 2. State Highway Interchanges (will require local, state and federal matching funds) 15.7% or \$160 million
 3. Local Transportation Improvements 9.8% or \$100 million
 4. Matching funds for federal funds 3.9% or \$40 million
 5. Pavement Management Program 24.4% or \$250 million
(for pothole repair and curb to curb pavement overlays on existing city streets and county roads)
 6. Commuter Rail Transit 1.0% or \$10 million
 7. Paratransit for Seniors and Disabled Persons 2.5% or \$25 million

Note: Revenue allocations shown are for illustrative purposes and are estimates only. Actual allocations will be based on the percentages listed above.

City Council Approvals

The next step in the Expenditure Plan process is to obtain approval by each City in Stanislaus County. City Council action is needed before the July 12, 2006 StanCOG Policy Board meeting. Once approved by the City Councils representing both the Cities in the County and a majority of the population in the incorporated areas of the County, StanCOG will take final action and forward the Expenditure Plan to the Stanislaus Board of Supervisors to be placed on the November 7, 2006 ballot. The Supervisors must forward the ballot measure to the Registrar of Voters no later than August 11, 2006.

The Cities have notified staff that the Expenditure Plan will be heard at the following Council meetings:

- | | |
|--------------|---------------|
| 1. Hughson | June 26, 2006 |
| 2. Riverbank | June 26, 2006 |
| 3. Turlock | June 27, 2006 |
| 4. Patterson | June 27, 2006 |
| 5. Newman | June 27, 2006 |
| 6. Modesto | July 5, 2006 |
| 7. Waterford | July 6, 2006 |
| 8. Oakdale | July 10, 2006 |
| 9. Ceres | July 10, 2006 |



Item 6B

City of Ceres • City of Hughson • City of Modesto • City of Newman • City of Oakdale • City of Patterson
City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus

TO: Consolidated Planning Committee
Citizens Advisory Committee
Technical Advisory Committee

THROUGH: Vince Harris, Executive Director *VH*

FROM: Lark Downs, Senior Regional Planner *LD*

DATE: June 19, 2006

RE: Social Services Transportation Advisory Council (SSTAC) Mission Statement and Priorities

Background

A major goal for the Social Services Transportation Advisory Council (SSTAC) in 2005/06 has been the establishment of a formalized Mission Statement, in conjunction with a set of adopted SSTAC Priorities.

Discussion

At their March 22, 2006 meeting, the SSTAC agreed on the following Mission Statement and Priorities to guide the Council:

Mission Statement

Identify and analyze all community recognized "unmet transit needs" within our county transportation system and prepare recommendations for the StanCOG Policy Board. Continually encourage a greater understanding of Stanislaus County's transportation systems to the populations we service and represent. Maintain a cooperative network with our county transportation providers to insure timely responsiveness.

Council Priority / Areas of Emphasis

Key Priority > *Oversee the Unmet Transit Needs Process*

- *Ensure Accessibility to Transportation*
- *Coordination of public/private/non-profit transportation:*
 - A. *Provide information for communities and agencies with transportation needs*
 - B. *Provide specific information to transit operators regarding transportation needs*
- *Inform and update Policy Board on SSTAC priorities and unmet transit needs*

SSTAC Chairman Greg Gaudio will present the SSTAC Mission Statement and Priorities at the July 12, 2006 Policy Board meeting.

Larkdowns@stancog.org




Item 6C

City of Ceres • City of Hughson • City of Modesto • City of Newman • City of Oakdale • City of Patterson
City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus

TO: Consolidated Planning Committee
Citizens Advisory Committee
Technical Advisory Committee

Staff Report
Information

THROUGH: Vince Harris, Executive Director 

FROM: Lark Downs, Senior Regional Planner 

DATE: June 15, 2006

SUBJECT: San Joaquin Council of Governments (SJCOG) Ramp Metering and High Occupancy Vehicle (HOV) Lane Study Update

Background

California Department of Transportation (Caltrans) is sponsoring a study with the San Joaquin Council of Governments to develop a Ramp Metering and HOV Master Plan for the San Joaquin region. The study is funded by a \$300,000 Caltrans planning grant that will be matched by SJCOG through \$45,000 of in-kind services. High occupancy vehicle lanes (HOV) and ramp metering are effective operational tools for managing congestion on freeways and thereby improving regional and interregional mobility. HOV lanes are common in metropolitan areas and are the basis for innovation with the recent implementation of High Occupancy Toll (HOT) lanes. California implements ramp metering in highly congested corridors during peak traffic hours to improve freeway speeds and safety. However, in San Joaquin and Stanislaus counties, there are no operating ramp meters or HOV lanes. The purpose of this joint Caltrans/SJCOG effort is to develop a Ramp Metering and HOV Master Plan through public education, system analysis and consensus building, resulting in a product that all stakeholders will be able to adopt and implement, in collaboration with State, regional and local partners.

The San Joaquin HOV/Ramp Metering Master Plan will cover the following geographical boundaries:

- I-5 from Route 12 in San Joaquin County south to Patterson in Stanislaus County
- Route 99 from Lodi in San Joaquin County south to Turlock in Stanislaus County
- Route 120 between I-5 and Route 99 in San Joaquin County
- I-205 from I-5 to I-580 in San Joaquin and Alameda Counties
- Route 132 between Route 99 and I-580 in San Joaquin and Stanislaus Counties

- Route 4 from I-5 to Route 99 in San Joaquin County
- I-580 from Route 132 to I-205 in San Joaquin County

Objectives of the Study

The study will:

- Recommend a ramp metering and HOV lane system that all stakeholders will be able to adopt and implement, in collaboration with State and local partners
- Provide proposed ramp metering and HOV lane system projects, costs, project sequencing, and a funding strategy
- Conduct public outreach and educational meetings with stakeholders and the general public to:
 - 1) Educate and provide information early in the project concerning public perception and concerns for ramp metering and HOV lanes; and
 - 2) Seek public and agency input as the draft study is developed.

Deliverables the consultant team will be required to provide to complete the study include, but are not limited to:

- A proposed ramp metering and HOV lane network.
- A list of projects, with projected costs, needed to complete the network.
- A summary of the model runs, data, and assumptions used in analyzing and modeling the proposed network.
- A summary of the benefits and costs of the proposed network.
- A funding strategy with proposed financial commitments including considerations of High Occupancy Toll (HOT) lanes that allow single occupancy drivers to access HOV lanes for a fee.
- A timeline or phasing of the proposed projects.
- A sample Memorandum of Understanding (MOU) between stakeholders to fund, build, and operate the proposed system.
- An educational module to educate local elected officials, local government staff and the public on the need and benefits of ramp metering and HOV lanes and the benefits of the proposed system.

Schedule

- DKS Associates began work on the San Joaquin Regional Ramp Metering and HOV Study in April 2006 and is scheduled to complete the study by June 2007 (16 months)

Discussion

The kick-off meeting of the San Joaquin Regional Ramp Metering and HOV Lane Study was held on May 30, 2006 at the SJCOG offices. The meeting included an extensive presentation by the consulting team lead by DKS Associates on the study work program and schedule as well as the fundamentals and case studies of ramp metering and HOV lanes. The targeted audience of this meeting, designated the Task Force, included all likely project stakeholders such as local agency representatives, state and regional transportation agencies, transit agencies, emergency service providers, and law enforcement for both San Joaquin and Stanislaus Counties. The consultant team identified that there would likely be three other Task Force meetings throughout the study to solicit input on major project developments. In addition to the Task Force meetings, there will be multiple meetings held with a subset of the Task Force, designated the Technical Working Group. The purpose of the Technical Working Group is to provide for the review and comment of the ongoing technical work performed by the consultant team. The targeted membership of the Technical Working Group includes staff from local Public Works Departments as well as from Caltrans. Involvement in the Technical Working Group, however, will be open to all members of the Task Force.

Over the next several months the consultant team will be collecting available traffic data in addition to initiating the development of a public education plan. It is anticipated that a Technical Working Group meeting will be held in July 2006 to facilitate local agency input on this process.

Larkdowns@stancog.org

Committee Minutes

**Stanislaus Council of Governments
Citizens Advisory Committee**

StanCOG Offices
900 H Street, Suite D
Modesto, California

Item 7A

Minutes of May 31, 2006

Members Attending: Andrew Van Allen, Bill Axtell, Dwight Bateman, Amanda Evans, Carl Henderson, Ed Maring, Keith Silva, Dennis Wann, Dennis Wilson

Members Not Attending: Gil Bostwick, Andy Constantinou, Charles Goeken, Doug Sweetland

Also Present: Amanda Jacobs (Public), Vince Harris, Lark Downs, Bruce Abanathie, Terri Estes (StanCOG)

Chairman Andrew Van Allen called the meeting to order at 7:00 p.m.

1. Public Participation
(NONE)

2. Adopt Minutes of Citizens Advisory Committee Meeting (05.31.06)

By Motion (Bateman/Maring) and unanimous vote, the Committee approved the minutes of the March 29, 2006 meeting.

3. Sales Tax Measure

**a) Draft Programmatic EIR for 30-Year Transportation
Financial Expenditure Plan**

b) 30-Year Transportation Financial Expenditure Plan

Mr. Harris presented these reports. He explained the purpose for a required environmental document and explained the Final Draft Transportation Expenditure Plan. There was extensive discussion regarding these documents, focusing on the seven major programs and the allocations for the potential sales tax revenue. Mr. Harris emphasized that while the percentages are fixed, the revenues are presented only as estimates.

Mr. Harris explained that the latest survey results are very clear that more than 50% of those polled expressed a very positive interest in providing funds to commuter rail transit and paratransit for senior and persons with disabilities. He explained that they would like to change 'paratransit' to 'transportation' for the reason that paratransit may not be a familiar enough word here in the valley. Amanda Evans inquired about the 1% allocation for commuter rail and transit for the disabled? Dwight Bateman also expressed concern regarding the proposed 1% allocation. Mr. Harris explained that these figures will be going to the Policy Board as a recommendation on June 14 and may be adjusted at that time. There was extensive discussion regarding transit wording by Mr. Bateman. He suggested that the words 'fixed route/paratransit' be substituted for 'transportation' in the recommendation for the Policy Board.

By Motion (Bateman/Wann) and unanimous vote, the Committee recommended to the Policy Board that they:

1. Open the Public Hearing on the Programmatic Environmental Impact Report (EIR) for the Final Draft Expenditure Plan and Close the Public Hearing after receiving comments.
2. Certify the EIR for the Final Draft Expenditure Plan, Making Findings, and Issuing a Statement of Overriding Considerations.
3. Approve the Final Draft Expenditure Plan and direct staff to forward this document to the Cities and Stanislaus County for approval.

**4. 2004 Federal Transportation Improvement Program (FTIP)-
Amendment No. 14 (Formal Amendment)**

Bruce Abanathie presented this report. He detailed the project amendments as noted in the staff report, and explained that project delivery has been improved this year. Mr. Abanathie also explained why some projects have been deleted from the STIP program cycle, citing lack of funding and jurisdictional priority changes.

By Motion (Wilson/Bateman) and unanimous vote, the Committee recommends that the Policy Board hold a public hearing, and if appropriate, by RESOLUTION, adopt the 2007 Federal Transportation Improvement Program (FTIP).

5. SR 132 East Infill Project – PM2.5 Air Quality Conformity Analysis

Mr. Abanathie updated the Committee on the new measure of pollution called PM2.5. He explained the EPA rule that requires every project activity must follow these new sets of procedures. He briefly described the PM2.5 pollution type, and reported that since its inception in April, every project will be required to have a conformity analysis completed. **Amanda Evans** pointed out that the Air Quality could improve if additional lanes were added to this project.

By Motion (Evans/Wilson), and unanimous vote, the Citizen's Advisory Committee recommended that the Policy Board hold a public hearing and if appropriate, by RESOLUTION, adopt the PM2.5 Conformity assessment for the StanCOG SR 132 East Infill Project.

6. Adoption of the 2007 Federal Transportation Improvement Program (FTIP)

Mr. Abanathie presented this report. He explained that the 2007 FTIP projects are required to meet recently implemented rules as noted in the staff report. He briefly explained the FTIP adoption process and added that when federal FTIP guidelines are finalized, StanCOG will work with Caltrans to ensure that the 2007 FTIP meets are the requirements of the new federal transportation re-authorization (SAFTEA_LU) by July 1st, 2007.

By Motion (Wann/Wilson), and unanimous vote, the Committee recommended that the Policy Board hold a public hearing, and if appropriate, by RESOLUTION, adopt the 2007 Federal Transportation Improvement Program.

7. Proposed Fiscal Year 2006/07 Budget and Overall Work Program

Mr. Harris presented this report and briefly summarized the 2006/07 OWP and budget. He highlighted the three new work elements, and the overall budget increase from FY 2005/06. Mr. Harris also discussed staffing and emphasized the current staff vacancies (Senior Regional Planner and Finance Director). He added that the Senior Regional Planner position should possess a strong transit planning background.

By Motion (Dwight/Silva), and unanimous vote, the Committee recommended that the Policy Board by

separate resolutions:

- a) Adopt the FY 2006/07 Overall Work Program, including the Self-Certification.
- b) Adopt the FY 2006/07 Budget and Staff Allocation.

8. San Joaquin Valley Regional Blueprint Project (Overview):

Mr. Downs presented this report and explained the Blueprint process as reported in the staff report. He distributed the Sacramento Region Blueprint brochure as an example. Mr. Downs discussed the highlights of the Blueprint goals and explained that this process will help identify the goals of the region regarding addressing the growth of the area up to the year 2050.

8 a) Decision Making Process

Mr. Downs briefly explained the decision making process. He explained the substantial public outreach effort that is built into this process as outlined in the organizational chart. He expects the StanCOG Citizens Advisory Committee to be a significant part of this process.

Ed Maring expressed concern with the shortsighted development in the Stanislaus County region. Mr. Downs responded, stating the Blueprint process is a potential solution for long-range planning.

By Motion (Bateman/Silva), and unanimous vote, the Committee recommend that the Policy Board approve the Blueprint Decision-Making Process and the associated Blueprint Graphics/Charts:

- a. Decision Making Diagram
- b. Process Matrix; and
- c. Planning Process Schedule

8 b) Citizen Participation Plan

Mr. Downs explained that one of the requirements of this grant is the adoption of a Citizen Participation Plan. He described the outreach plan as detailed in the Draft Citizen Participation Plan.

By Motion (Bateman/Axtell), and unanimous vote, the Committee recommended that the Policy Board approve the Blueprint Participation Plan.

8 c) Regional Advisory Committee

Mr. Downs explained that the StanCOG Policy Board will appoint one of it's members and also has the responsibility of appointing four other individuals representing various interest groups as outlined in the staff report. Mr. Downs referred the members to the attached application.

By Motion (Wann/Wilson), and unanimous vote, the Committee recommended that the Policy Board:

1. Appoint a Policy Board member to represent Stanislaus County on the Blueprint Regional Regional Advisory Committee (BRAC), and
2. Direct the Executive Director to develop a list of potential interest group representatives to participate on the Blueprint Regional Advisory Committee.

8 d) Kick-Off Summit-(Information)

Mr. Downs announced the Blueprint Kick-Off Summit to be held June 28, 2006. He stated that the Great Valley Center is one the major groups involved in this process and they will be coordinating the summit. StanCOG will pay the \$30.00 registration fee for any Committee member choosing to attend and if so, contact him. He emphasized the importance of attendance of Citizens members. Mr. Downs stated that the goal is to have approximately 30 people from the Stanislaus region attended the summit.

9. Informational Items (Included In Agenda)

10. Stanislaus Council of Governments Advisory Committees Minutes (Included in Agenda)

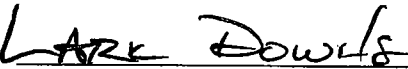
11. Executive Director's Report

Mr. Downs informed the Committee that there will be an official public meeting starting at 6:00 p.m. At their next scheduled meeting of June 28, 2006. This will be for the purpose of providing comments to FHWA and FTA on the StanCOG planning process.

Mr. Downs also stated that election of Citizens Advisory Committee officers for FY 2006/07 is scheduled for their June 28 meeting.

12. Member's Closing Comments

Chairman Van Allen adjourned the meeting at 8:34 p.m.


for Terri Estes
Administrative Assistant

Next Meeting:
June 28, 2006 7:00 PM
StanCOG Conference Room
900 H Street, Suite D
Modesto

Note: For those wishing to attend, a Public Meeting will be held at 6:00 p.m. prior to the Citizens Advisory Committee meeting of June 28, 2006. The purpose of the Public Meeting will be to give comments to the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) regarding the StanCOG planning process.