

**CONSOLIDATED PLANNING  
COMMITTEE**

**10<sup>TH</sup> Street Place, 1010 Tenth Street  
2<sup>ND</sup> Floor, Room 2005  
Modesto, CA  
January 27, 2009 • 10:00 A.M.**

**TECHNICAL ADVISORY  
COMMITTEE**

**Ceres City Hall – Council Chambers  
2210 Magnolia Street  
Ceres, CA  
January 29, 2009 • 2:00 P.M.**

**CITIZENS ADVISORY  
COMMITTEE**

**StanCOG Conference Room  
900 H Street, Suite D  
Modesto, CA  
January 28, 2009 • 7:00 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 Sabrina Pinheiro, at (209) 525-4600, 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 Sabrina Pinheiro at (209) 525-4600.

**AGENDA**

**ROLL CALL**

**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**

**A. Approval of Technical Advisory Committee Minutes (1.8.09 by Technical Advisory**

Committee only on January 29, 2009)

**MOTION**

**B. Approval of Citizens Advisory Committee Minutes (1.7.09 by Citizens Advisory**

Committee only on January 28, 2009)

**MOTION**

**C. FY 2009/10 Transportation Development Act Fund Apportionment**

**MOTION**

**D. Membership Selection for Bicycle Pedestrian Advisory Committee**

**MOTION**

E. Resolution Authorizing the Filing of Applications between the Stanislaus Council of Governments (StanCOG) and the Federal Transit Administration

**MOTION**

**3. PRESENTATIONS  
(NONE)**

**4. PUBLIC HEARINGS**

**5. ORAL REPORT ITEMS**

A. The Northern San Joaquin Valley Regional High Occupancy Vehicle (HOV) Lanes and Ramp Metering Master Plan

**MOTION**

**6. INFORMATION ITEMS**

*The following items are for information only.*

A. Stanislaus Blueprint Planning Process Update

B. Update – North County Corridor (NCC) Project

C. Update – State Route 132 West Expressway Project Study Report (PSR) Request for Proposal (RFP)

**7. STANISLAUS COUNCIL OF GOVERNMENTS ADVISORY COMMITTEES**

A. Policy Board Minutes (11.12.08)

B. Social Services Transportation Advisory Council (SSTAC) Minutes (11.12.08)

**8. CALTRANS REPORT**

**9. EXECUTIVE DIRECTOR'S REPORT**

**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**  
**February 24, 2009 10:00 AM**  
10<sup>th</sup> Street Place, 1010 Tenth St.  
Room 2005  
Modesto, CA

**Technical Advisory Committee**  
**February 26, 2009 2:00 PM**  
Ceres City Hall  
Council Chambers  
Ceres, CA

**Citizens Advisory Committee**  
**February 25, 2009 7:00 PM**  
StanCOG Conference Room  
900 H Street, Suite D  
Modesto, CA

# Consent Items

**Stanislaus Council of Governments  
Technical Advisory Committee  
Hughson City Hall, Council Chambers  
7018 Pine Street  
Hughson, California**

**Minutes of January 8, 2009**

**MEMBERS PRESENT:** Chair Tim Kerr (City of Turlock); Vice-Chair Steve Hallam (City of Oakdale); Brad Kilger (City of Ceres); David Chase (City of Hughson); Firoz Vohra (City of Modesto); Garner Reynolds (City of Newman); Cleve Morris (City of Patterson); Dave Melilli (City of Riverbank); Matt Machado, Stan Risen, Rick Robinson (Stanislaus County); Chuck Deschenes (City of Waterford)

**MEMBERS NOT PRESENT:** NONE

**ALSO PRESENT:** Janet Jaramillo and Joshua Swearingen (Caltrans Division 10, Stanislaus); Dominique Spinale (City of Hughson); Vince Harris, Vince Canales, Carlos Yamzon, Lark Downs, Cindy Malekos, Jeanette Fabela and Sabrina Pinheiro (StanCOG)

Chairman Kerr called the Technical Advisory Committee meeting to order at **2:10 P.M.**

**1. ROLL CALL**

**2. PUBLIC PARTICIPATION  
(NONE)**

**3. CONSENT CALENDAR**

**\*By MOTION (David Chase/Steve Hallam)**, and unanimous vote, the Technical Advisory Committee approved Items B, D, E, G and I. Items A, C and H were pulled for discussion and it was requested by the City of Modesto that Item F be pulled from the Agenda at this time.

**A. Approval of Technical Advisory Committee Minutes (10.30.08) MOTION**  
Matt Machado requested that Item 5C be amended regarding the State Route 132 West Expressway Project to more appropriately reflect his original comments.

By **MOTION (Matt Machado/Dave Melilli)**, and unanimous vote, the Technical Advisory Committee approved Item 3A, with the noted amendment regarding State Route 132 West Expressway Project.

**B. Approval of Citizens Advisory Committee Minutes (10.29.08)**  
**(by Citizens Advisory Committee only)** **MOTION**

**C. FY 2008/09 Overall Work Program and Budget Amendment #3** **MOTION**  
Mr. Machado requested that the process of including language in the OWP should begin regarding the Regional Expressway Planning Process. Mr. Harris responded that Item C concerns the 2008/09 OWP but that Mr. Machado's request could certainly be included for consideration in the 2009/10 OWP. Mr. Yamzon added that in the meantime, the Regional Expressway can be incorporated in the Congestion Management Process that is starting this year.

By **MOTION (Matt Machado/Cleve Morris)**, and unanimous vote, the Technical Advisory Committee recommended that the Policy Board approve the FY 2008/09 Overall Work Program and Budget Amendment #3.

**D. FY 2006/07 Local Transportation Fund Non-Transit Claim:**  
**City of Oakdale** **MOTION**  
\*See motion above

**E. FY 2007/08 Local Transportation Fund Non-Transit Claim:**  
**City of Oakdale** **MOTION**  
\*See motion above

**F. FY 2007/08 Local Transportation Fund Non-Transit Claim:**  
**City of Modesto** **MOTION**  
\*See motion above

**G. FY 2008/09 Proposition 1B California Transit Security Grant**  
**Program California Transit Assistance Fund (CTSP-CTAF)** **MOTION**  
\*See motion above

**H. Withdrawal of Amendment #2 to the 2009 Interim Federal**  
**Transportation Improvement Program** **MOTION**  
Mr. Machado requested that this Item be included with discussion for Item 4A.

**I. FY 2008/09 Proposition 1B Public Transportation Modernization**  
**Improvement and Service Enhancement Account (PTMISEA)**  
**Grant Funding Allocation** **MOTION**  
\*See motion above

**3. PRESENTATIONS**  
**(NONE)**

#### 4. PUBLIC HEARINGS

##### A. Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (FTIP) and Accompanying 2009 Air Quality Conformity – Type 3 Formal Amendment (at Citizens Advisory Committee only on January 7, 2009)

##### MOTION

Mr. Harris provided background information with the Committee about the FTIP process. He stated that the Interim FTIP was originally approved with a number of lined out projects because StanCOG didn't have approved EPA air quality budgets. After a two year delay, air quality budgets were approved in July 2008 so the lined out projects were placed in Amendment #3.

Mr. Harris explained that Amendment #2 was developed due to an oversight that excluded Rideshare Program funding in the Interim FTIP. After additional discussion with CalTrans and FHWA, it was decided that Amendment #2 be included in Amendment #3 so that is why Amendment #2 is being withdrawn.

Mr. Harris further explained that after a very long process, all the originally lined out projects have been placed in Amendment #3. A Public Hearing was held at the Citizens Advisory Committee meeting and the Public Comments period for FTIP Amendment #3 ends on January 13<sup>th</sup> so that this item can be presented for approval to the Policy Board on January 29<sup>th</sup>. This is done in concert with seven other Councils of Governments in the San Joaquin Valley. They are dependent on this to be approved by StanCOG so that all of their FTIP Amendments can be processed as well.

Mr. Machado expressed his appreciation to StanCOG staff in regards to meeting with the County to ensure their comments were addressed regarding the FTIP.

Mr. Viroz inquired about the title "Interim FTIP." He wanted to know if this document was still considered interim or if this was going to be the actual FTIP document. Mr. Harris' response was that Amendment #3 makes this the actual 2009 FTIP document. He also stated that we are connected with the other seven counties, however, and that they have chosen to use the terminology of "Interim FTIP." Mr. Harris said he could bring it up to the other counties to change the title.

Mr. Deschenes stated that he knew StanCOG was working on the 132 East Project but that he did not know that StanCOG was in charge of the SR 132 West Project as well. Mr. Harris answered that yes, this is a StanCOG project.

**By MOTION (Brad Kilger/Dave Mellili)**, and unanimous vote, the Technical Advisory Committee recommended that the Policy Board approve Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (FTIP) and Accompanying 2009 Air Quality Conformity--Type 3 Formal Amendment.

## 5. ORAL REPORT ITEMS

### A. Agreement for Sharing Access to Sacramento Region 511 Phone System **MOTION**

Mr. Harris announced that the 511 system will be available to Stanislaus travelers and that it is a free service. Mr. Yamzon then demonstrated the use of the 511 system by dialing 511 on his cell phone. It connected to a traveler information service that provides information about local and regional highway travel, and public transportation.

Mr. Kerr inquired as to how StanCOG planned to advertise this feature to the general public so that they would know this feature is available for their use. Mr. Harris replied that StanCOG will prepare a plan to promote this service.

Mr. Kerr also asked how extensive the language menu is when calling 511. Mr. Yamzon answered that it currently provides information in English and Spanish.

By **MOTION (Dave Mellili/Cleve Morris)**, and unanimous vote, the Technical Advisory Committee recommended that the Policy Board approve the Agreement for Sharing Access to Sacramento Region 511 Phone System

### B. Revised Transportation Development Act (TDA) Apportionments for FY 2008/09 **MOTION**

Mr. Harris explained that due to the unstable nature of the state budget, StanCOG staff is recommending that a more conservative approach is taken regarding the distribution of State Transit Assistance (STA) funds by making the assumption that zero STA funds will be received. StanCOG has received the first quarter distribution of \$569,907 but has not distributed it because the State has said they may ask for it back. In addition, the State has indicated that it is unlikely that we will receive additional STA for the remainder of the fiscal year.

Mr. Machado pointed out that revenues being discussed are for 2008/09 and that they have already been assumed in everyone's budgets. He has concern with reducing the amount to zero when there is \$569,000 on hand, and believes the cash on hand should be apportioned. He also noted that he has heard that the State will make the second quarter distribution. Mr. Machado recommends that the first quarter be distributed and that if the second quarter comes in as scheduled in mid-January, that it would be good timing for the January 29<sup>th</sup> Policy Board meeting.

Mr. Kerr expressed concern about the state actually taking back money. He said he has heard of money being withheld and never distributed but that he can't remember a time when the State actually distributed money and then asked for it back.

Mr. Firoz stated that holding the \$569,000 in the bank may make it a target for the state to take it back.

Mr. Kilger remarked that we have the legal authority to disburse the funds so the funds should be disbursed.

Meeting with CalTrans.

**10. ITEMS FROM THE FLOOR  
(NONE)**

**11. ADJOURNMENT**

The Technical Advisory Committee Meeting adjourned at 3:21 p.m.

Next regular meeting scheduled for:

**Consolidated Planning Committee**  
**January 27, 2009 @ 10:00 AM**  
10<sup>th</sup> Street Place  
1010 Tenth Street  
Room 2005  
Modesto, CA

**Technical Advisory Committee**  
**January 29, 2009 @ 2:00 PM**  
Ceres City Hall  
Council Chambers  
2210 Magnolia Street  
Ceres, CA

Signed



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Minutes prepared by Sabrina Pinheiro, Administration

Stanislaus Council of Governments  
Citizens Advisory Committee  
StanCOG Conference Room  
900 H Street, Suite D  
Modesto, California

Minutes of January 7, 2009

**MEMBERS PRESENT:** Chair Gil Bostwick; Bill Axtell; Stephen Bonrepos; Reginald Bronner; Greg Dugovic; Ed Maring; Keith Silva; George Sharp; Dennis Wann; Dennis Wilson

**MEMBERS NOT PRESENT:** Doug Sweetland

**ALSO PRESENT:** Vince Harris; Vince Canales; Lark Downs; Carlos Yamzon; Scott Philips, Cindy Malekos; Sabrina Pinheiro (StanCOG)

Chairman Bostwick called the Citizens Advisory Committee meeting to order at **7:01 P.M.**

Mr. Harris introduced new StanCOG employee Cindy Malekos who is the Personnel and Administration Manager. Each committee member then introduced themselves to her.

**1. PUBLIC PARTICIPATION  
(NONE)**

**2. CONSENT CALENDAR**

**\*By MOTION (Greg Dugovic/Keith Silva)**, and unanimous vote, the Citizens Advisory Committee recommended that the Policy Board approve Items A, C, D and H. Items B, E, G and I were pulled for discussion and it was requested by the City of Modesto that Item F be pulled from the Agenda at this time.

**A. Approval of Technical Advisory Committee Minutes (10.30.08) MOTION  
(by Technical Advisory Committee)**

**B. Approval of Citizens Advisory Committee Minutes (10.29.08) MOTION  
BY MOTION (Greg Dugovic/Ed Maring)** and unanimous vote, the Citizen's Committee approved the 10-29-08 minutes with the correction that Dennis Wann was present and Dennis Wilson was absent.

**C. FY 2008/09 Overall Work Program and Budget Amendment #3** MOTION  
\*See motion above.

**D. FY 2006/07 Local Transportation Fund Non-Transit Claim:  
City of Oakdale** MOTION  
\*See motion above

**E. FY 2007/08 Local Transportation Fund Non-Transit Claim:  
City of Oakdale** MOTION  
Mr. Bonrepos had a question about the funds involved with item number five, page 1 of the staff report. Mr. Harris explained that this is Oakdale's contribution to the Expenditure Plan.

**By MOTION (Dennis Wann/Stephen Bonrepos)** and unanimous vote, the Citizen's Advisory Committee recommended that the Policy Board approve the FY 2007/08 Local Transportation Fund Non-Transit Claim.

**F. FY 2007/08 Local Transportation Fund Non-Transit Claim:  
City of Modesto** MOTION  
\*See motion above.

**G. FY 2008/09 Proposition 1B California Transit Security Grant  
Program California Transit Assistance Fund (CTSP-CTAF)** MOTION  
Mr. Bonrepos inquired as to if this item is monitored by StanCOG staff or if this is monitored by a committee. Mr. Harris answered that the grant is monitored by StanCOG staff.

**By MOTION (Greg Dugovic/Stephen Bonrepos)** and unanimous vote, the Citizen's Advisory Committee recommended that the Policy Board approve the FY 2008/09 Proposition 1B California Transit Security Grant Program California Transit Assistance Fund (CTSP-CTAF).

**H. Withdrawal of Amendment #2 to the 2009 Interim Federal  
Transportation Improvement Program** MOTION  
\*See motion above.

**I. FY 2008/09 Proposition 1B Public Transportation Modernization  
Improvement and Service Enhancement Account (PTMISEA)  
Grant Funding Allocation** MOTION  
Mr. Yamzon explained that all the agencies got together and agreed to the allocations.

**By MOTION (Stephen Bonrepos/Greg Dugovic)** and unanimous vote, the Citizen's Advisory Committee recommended that the Policy Board approve the FY 2007/08 Local Transportation Fund Non-Transit Claim.

**3. PRESENTATIONS  
(NONE)**

**4. PUBLIC HEARINGS**

**A. Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (FTIP) and Accompanying 2009 Air Quality Conformity – Type 3 Formal Amendment (at Citizens Advisory Committee only on January 7, 2009)**

**MOTION**

Chairman Bostwick opened the Public Hearing at **7:20 p.m** for any public comments. Seeing that there were no comments from the public, Chairman Bostwick closed the Public Hearing at **7:21 p.m.**

Mr. Harris noted that the Public Comment period closes on January 13<sup>th</sup>.

It was noted that the resolution date needed to be changed to January 7<sup>th</sup>.

**By MOTION (Greg Dugovic/Bill Axtell)**, and unanimous vote, the Citizen's Advisory Committee recommended that the Policy Board approve Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (FTIP) and Accompanying 2009 Air Quality Conformity – Type 3 Formal Amendment.

**5. ORAL REPORT ITEMS**

**A. Agreement for Sharing Access to Sacramento Region 511 Phone System**

**MOTION**

Mr. Harris announced that the 511 system will be available to Stanislaus travelers and that it is a free service. Mr. Yamzon then demonstrated the use of the 511 system by dialing 511 on his cell phone. It connected to a traveler information service that provides information about local and regional highway travel, and public transportation.

Chairman Bostwick noted that he has used 511 while in the Bay Area and thinks it is a great service.

**By MOTION (Stephen Bonrepos/Dennis Wann)**, and unanimous vote, the Citizen's Advisory Committee recommended that the Policy Board approve the Agreement for Sharing Access to Sacramento Region 511 Phone System.

**B. Revised Transportation Development Act (TDA) Apportionments for FY 2008/09**

**MOTION**

Mr. Harris explained that due to the unstable nature of the state budget, StanCOG staff is recommending that a more conservative approach is taken regarding the distribution of State Transit Assistance (STA) funds by making the assumption that zero will be received. StanCOG received the first quarter distribution of \$569,907 but has not distributed it because the State has said they may ask for it back. In addition, the State has indicated that it is unlikely that we will receive additional STA for the remainder of the fiscal year.

**By Motion (Greg Dugovic/Stephen Bonrepos), and unanimous vote, the Citizen's Advisory Committee recommended that the Policy Board approve the Revised Transportation Development Act (TDA) Apportionments for FY 2008/09.**

**6. INFORMATION ITEMS**

*The following items are for information only.*

- A. San Joaquin Valley Express Transit Study
- B. FTA Section 5310 Elderly and Disabled Specialized Transit Program Award
- C. Stanislaus Blueprint Planning Process Update
- D. Economic Stimulus Plan

**7. STANISLAUS COUNCIL OF GOVERNMENTS ADVISORY COMMITTEES**

**8. CALTRANS REPORT**

Mr. Yamzon indicated that Transportation Planning Grants are available.

**9. EXECUTIVE DIRECTOR'S REPORT**

Mr. Harris discussed the defeat of Measure S by a very slight margin.

Mr. Downs announced that all Citizen's Committee members are invited the Blueprint Summit Meeting on January 26<sup>th</sup> in Fresno at the Fresno Convention Center.

Mr. Dugovic asked for a brief update on the 132 East Infill project. Mr. Harris said that except for a few days of rain, it is proceeding and should be finished by summer.

**10. ITEMS FROM THE FLOOR**

**(NONE)**

**11. ADJOURNMENT**

The Citizens Advisory Committee Meeting adjourned at 7:58 p.m.

Next regular meeting scheduled for:

**January 28, 2009 @ 7:00 PM**

StanCOG Office  
900 H Street, Suite D  
Modesto, CA

Signed \_\_\_\_\_



Minutes prepared by Sabrina Pinheiro, Administration

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  
MOTION

**FROM:** Vincent Canales, Finance Director *VC*  
Robin Whitehead, Budget & Grants Coordinator *RW*

**DATE:** January 20, 2009

**SUBJECT:** FY 2009/10 Transportation Development Act Fund Apportionment

**Recommendation**

BY MOTION, recommend that the StanCOG Policy Board adopt the FY 2009/10 TDA apportionments as indicated in the Attachment, columns 4-6 and columns 8-9.

**Background**

Each year, one of StanCOG's most important administrative responsibilities is the distribution of over \$18 million in Transportation Development Act (TDA) Funds. TDA consists of two types of funds: Local Transportation Funds (LTF) and the much-smaller State Transit Assistance (STA). LTF is derived from 1/4 cent retail sales tax collected statewide, then returned to each county according to the amount of tax collected in that county. LTF funds are primarily intended for public transit purposes; however, in counties under 500,000 population in 1970, roads and streets are also eligible provided there are no unmet transit needs that are reasonable to meet within the affected jurisdiction. This determination is made on an annual basis by the regional transportation planning agency (StanCOG). STA is derived from the statewide sales tax on gasoline and diesel fuel. These funds may only be used for public transit purposes.

On July 7, 1997, SB 344 (Stanislaus County transit cost sharing legislation) was chaptered into law. As a result of SB 344, beginning with FY 1998/99 the annual TDA apportionment/allocation process changed.

**Discussion**

The 2009/10 TDA process consists of the following three steps:

- Step 1: Initial LTF and STA Apportionment
- Step 2: Determine LTF Needed for Transit
- Step 3: Determine the Distribution of the LTF Roads (Transit Cost Sharing Formula)

At this time, action is being requested on Step 1 of the process. The components of Step 1 are as follows:

Step 1: Initial LTF and STA Apportionment

1. **Estimate total LTF (furnished by County Auditor) and total STA (furnished by State Controller) to be received in the upcoming fiscal year.**

Preliminary estimates indicate that \$15,000,000 of LTF funds will be available for FY 2009/10. This is unchanged from the current year estimate. The County Auditor-Controller's Office has confirmed its support of this estimate via a letter from Larry D. Haugh, Auditor-Controller.

The State Controller's Office has not yet released the preliminary estimate of STA Public Utilities Code (PUC) 99313 funds (which are based on population) and PUC 99314 funds (which are based primarily on qualifying revenues) that will be available for FY 2009/10. Due to the State fiscal crisis, we are not anticipating any STA for FY 2009/10.

2. **Funds are identified and deducted for StanCOG for TDA administration, as needed.**

FY 2009/10 TDA administration funds being requested by StanCOG total \$140,000 (see Schedule 1, column #4). This includes \$90,000 for StanCOG staff and \$50,000 for the triennial performance audits of StanCOG and the five transit operators.

3. **Funds are identified and deducted by StanCOG for general transportation planning purposes.**

By state law, not more than 3% of annual revenues may be claimed for this purpose. In FY 2008/09 StanCOG received 3%. Staff recommends 3% for FY 2009/10. This totals \$450,000 (see Schedule 1, column #5).

4. **Not more than 2% of remaining funds are identified and deducted for pedestrian and bicycle facilities.**

Traditionally, 2% has been identified and distributed by population to each jurisdiction. For FY 2009/10, 2% nonmotorized funds are again being recommended. This totals \$288,200 (see Schedule 1, column #6).

5. **Determine LTF funds remaining (add parts 2, 3, and 4 and subtract from 1).**

These remaining funds will be used by our local governments for transit, roads, or other eligible transportation purposes. The total of \$14,121,800 (see Schedule 1, column #7) will provide the input into Step 2 of the transit cost sharing process.

**6. Calculate Maximum Possible Transit Shares**

The attached table also provides population percentages that allow each local government to calculate their maximum possible transit shares. Under the approved transit cost sharing criteria, this population percentage, applied to the total of \$14,121,800 in number 5 above, is an absolute limit to the transit funds that may be received off the top by a given city or the county. This dollar figure may only be exceeded if residents of other jurisdictions are also being served; in which case the maximum transit share could increase to match the higher population level. If a jurisdiction requests more than its absolute limit, the jurisdiction must substantiate the claim.

**7. Distribute State Transit Assistance (STA) funds by jurisdiction**

To facilitate transit cost sharing, all STA is credited to the City of Modesto. Modesto does not benefit financially, as this practice reduces their need for off the top LTF for transit. In fact, given the instability, which has previously characterized the STA funds, Modesto should be commended for continuing to accept this arrangement. The only STA which is not assigned to Modesto is the small amount of STA received under PUC 99314; by state law, these amounts must be returned to each transit operator in proportion to fare revenues generated.

vcanales@stancog.org

rwhitehead@stancog.org

Attachment

v:\stancog\robin\TDA09-10\09-10 TDA apportionment #1 to committees

**STEP 1: INITIAL LOCAL TRANSPORTATION FUND AND STATE TRANSIT ASSISTANCE  
 APPORTIONMENT FOR FY 2009/10  
 SCHEDULE 1**

February 19, 2009

**APPORTIONMENT BASED ON \$15,000,000 OF LTF**

Column #1	Column #2	Column #3	Column #4	Column #5	Column #6	Column #7	Column #8	Column #9
JURISDICTION	POPULATION	% OF POPULATION	TDA ADMIN	PLANNING	NONMOTORIZED (2% LTF)	REMAINING LTF	2007/08 STA PUC 99313 Note 2	2007/08 STA PUC 99314 Note 2
CERES	42,813	8.1409%			23,462			
HUGHSON	6,187	1.1765%			3,391		unavailable	unavailable
MODESTO	209,936	39.9191%			115,047			
NEWMAN	10,586	2.0129%			5,801			
OAKDALE	19,337	3.6769%			10,597			
PATTERSON	21,229	4.0367%			11,634			
RIVERBANK	21,757	4.1371%			11,923			
TURLOCK	70,158	13.3405%			38,447			unavailable
WATERFORD	8,763	1.6663%			4,802			
COUNTY (UNINC.)	115,137	21.8932%			63,096			unavailable
StanCOG			140,000	450,000				
REMAINING LTF						14,121,800		
<b>TOTAL</b>	<b>525,903</b>	<b>100.0000%</b>	<b>140,000</b>	<b>450,000</b>	<b>288,200</b>	<b>14,121,800</b>	<b>0</b>	<b>0</b>

Note 1: May 2008 Population estimates from the Dept. of Finance for 1/1/08  
 Note 2: State Transit Assistance fund estimate to be obtained from the State Controller's office

**Apportioned numbers are bolded**

TDA Admin	140,000	STA PUC 99313	0
Planning	450,000	STA PUC 99314	0
Nonmotorized	288,200		
Remaining LTF (input to Step 2)	14,121,800		
<b>Total LTF</b>	<b>15,000,000</b>		<b>0</b>



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  
 Technical Advisory Committee  
 Citizen Advisory Committee

**FROM:** Charles Turner, Associate Planner *CT*  
 Carlos Yamzon, Sr. Planner

**DATE:** January 14, 2009

**SUBJECT:** Membership Selection for Bicycle Pedestrian Advisory Committee

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Staff Report  
**Motion**

### Recommendation

By motion, recommend the Policy Board authorize StanCOG to solicit members for the Bicycle Pedestrian Advisory Committee (BPAC).

### Background

As part of the development of the StanCOG Non-Motorized Transportation Plan (Plan), a Bicycle and Pedestrian Advisory Committee was organized to assist in the development of the Plan. The BPAC was authorized by resolution at the StanCOG Policy Board meeting on October 8, 2008. As the Regional Transportation Planning Agency, StanCOG's continued efforts in the advocacy of multi-modal transportation system recognizes the importance of community involvement in this regard and is seeking direction in the establishment of the BPAC.

### Discussion

With the establishment of the BPAC, StanCOG desires to involve underrepresented members of the non-motorized transportation segment of the region and help in developing safer transportation alternatives for bicyclists and pedestrians.

As an initial step in the development of this committee, StanCOG staff would anticipate:

- BPAC meetings on a quarterly basis with the initial meeting in the month of April 2009.

- One member, selected/nominated from each jurisdiction, will serve on the BPAC for a 4 year term.
- Each member of the BPAC will be provided with a copy of the Non-Motorized Transportation Plan for their reference.

StanCOG staff will initiate contact with the Bicycle and Pedestrian Advisory Committee members to advise them of the establishment of the BPAC and the opportunities for participation. To nominate representatives, StanCOG would refer applicants to their local jurisdictions for consideration/nomination.

Outcomes from the BPAC would be:

- Input in future Non-Motorized Transportation Plans
- Additional resource for coordinating local jurisdictions into a regional plan
- Advocacy for other events such as the Amgen Tour of California and other economic opportunities
- Recognition that bicycling is more than recreational and should be encouraged as a commuting alternative
- Bring the needs of non-motorized transportation to the region

[cturner@stancog.org](mailto:cturner@stancog.org)


v/Charles/staff reports/Bicycle Pedestrian Advisory Committee



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  
 Citizen's Advisory Committee  
 Technical Advisory Committee

**Staff Report**  
**Motion**

FROM: Carlos Yamzon, Sr. Planner   
 Scott Phillips, Associate Planner

DATE: December 21, 2008

SUBJECT: **Resolution Authorizing the Filing of Applications Between the Stanislaus Council of Governments (StanCOG) and the Federal Transit Administration (FTA)**

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### **Recommendation**

By **MOTION**, recommend to the Policy Board that they approve, by **Resolution**, the Filing of Applications between the Stanislaus Council of Governments (StanCOG) and the Federal Transit Administration (FTA)

### **Background**

The Stanislaus Council of Governments (StanCOG) is the designated recipient for the FTA 5316 Jobs Access/Reverse Commute (JARC) and 5317 New Freedom (NF) Grant programs. In order to allocate these funds and file applications with the Federal Transit Administration (FTA), an operating administration of the United States Department of Transportation, for Federal transportation assistance as authorized by 49 USC, chapter 53, title 23 United States Code, and other Federal Statutes administered by the FTA on behalf of eligible non-governmental agencies that provide transit services to the local community, FTA requires a resolution memorializing StanCOG's ability to file applications.

Allocations to the Stanislaus Region for the FTA programs are based on the FTA's distribution formula. StanCOG has no control over the formula.

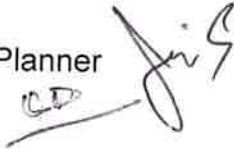
# Oral Reports



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  
Motion

FROM: Jim Schoeffling, Associate, Planner  
 Lark Downs, Senior Planner 

DATE: January 21, 2008

RE: The Northern San Joaquin Valley Regional High Occupancy  
 Vehicle (HOV) and Ramp Metering Master Plan, Final Report

### Recommendation

By Motion, recommend that the StanCOG Policy Board accept the Northern San Joaquin Valley Regional Ramp Metering and High Occupancy Vehicle (HOV) Master Plan.

### Background

The Stanislaus Council of Governments (StanCOG) has been working in partnership with Stanislaus County, the nine Cities, the California Department of Transportation, District 10 (CALTRANS), the San Joaquin Council of Governments (SJCOG) and the Merced County Association of Governments (MCAG) to evaluate freeway management tools including high occupancy vehicle (HOV) lanes and ramp metering for use in the Northern San Joaquin Valley. The tools were evaluated for use on the freeway system in the northern San Joaquin Valley based on a phased plan of funding and implementation to achieve coordinated congestion relief over the next twenty-five years.

As part of the Master Plan, HOV lanes and ramp metering were evaluated on State Route 99 in Stanislaus County and Merced Counties. In San Joaquin County, the tools were evaluated on State Routes 4, 99, 120, and on Interstate Routes 5, 205 and 580. The Plan demonstrates that a dominant commute corridor exists between Modesto and Alameda County that includes State Route 99 in Stanislaus county between State Route 132 and State Route 120 near Ripon. The commute pattern continues on State Route

120 to Interstate 205 and follows through to Interstate 580 in Alameda County. The corridor represents the most significant long distance commute pattern in the northern San Joaquin Valley and could eventually be part of a wider coordinated commute corridor with HOV lanes and ramp metering program in Stanislaus, San Joaquin and Alameda counties.

The study was completed in December 2008. A Final Draft is included as an attachment. Since 2006, several workshops have been held to explore the uses of ramp metering and HOV lanes in Stanislaus County with the local jurisdictions. The results led to sketch level alternatives. Detailed analysis of the freeway segments followed using traffic simulation software. At this time, the final report is being circulated through all the advisory committees for review and recommendation of the Plan. StanCOG staff will be including a draft MOU with Caltrans as an exhibit to be considered in a future adoption rather than recommend adoption of the MOU concurrent with the adoption of the Final Report. StanCOG staff will seek the direction of the StanCOG advisory committees and the Policy Board in February to continue work with the Programming and Planning Working Group (PPWG) to refine the draft MOU and details about the Plan. Staff will bring the MOU back to the StanCOG advisory committees and the Policy Board in late Spring of 2009 based upon the recommendations of the PPWG.

### **Discussion: High Occupant Vehicle (HOV) Lanes**

HOV lanes are congestion management tools. HOV lanes dedicate lanes for exclusive use by certain vehicles. In congested corridors where traditional strategies for improving capacity cannot mitigate unmet demand, particularly during peak periods, HOV lanes will improve highway efficiency. HOV lanes, emphasize people movement rather than vehicle movement thus moving more people in fewer vehicles including buses, carpools, vanpools and rideshare. HOV lanes are successfully employed in multimodal corridors that include ride sharing, park-n-ride lots, car pooling and van pooling. HOV lanes create alternative funding opportunities through State and Federal programs and may create opportunities for private revenue generation. Recent State of California and Federal legislation allows hybrid vehicles meeting clean fuel requirements to use HOV lanes. Motorcycles are also allowed to use HOV lanes.

HOV lane capacity per hour is regulated below typical freeway lane capacity of 1600 to 1800 vehicles per lane per hour (vplph). Moreover, Caltrans maintains that 800 HOV-eligible vehicles (2 or more passengers) are required per hour in a highway segment to construct HOV lanes. Caltrans maintains that if there is evidence showing 1200 HOV-eligible vehicles in a highway segment, HOV lanes should be considered as a key corridor alternative in the transportation planning process. Other factors such as volume-capacity ratio, delay and level of service may suggest the need for HOV lanes.

Alternatively, if traditional freeway capacity enhancements, such as widening, are programmed to eliminate congestion in the future, compared to an HOV alternative, then there is not an incentive to proactively manage specific lanes on the freeway. In addition, by not managing congested lanes in a freeway segment, the opportunity is the

lost to preserve some level of mobility for users as demand and congestion grow. To assist with the decision making, an implicit set of conditions could be considered by transportation planners and decision maker's when HOV is an alternative in the transportation planning process. They are as follows:

- 1.) *Congestion*: A recurring congestion problem to level of Service D or worse (35 m.p.h. or less) within a corridor during peak hours in a typical work week.
- 2.) *Limited Resources*: A significant backlog of unmet travel demand and lack of available resources to address capacity deficiencies in a more conventional means through adding roadway or transit capacity.
- 3.) *Desire to promote mobility through ridesharing and expanded transit service*: An interest and ability by stakeholders' and the public to increase roadway capacity by managing lane use to dedicated purposes so that a high level of service can be provided as an alternative to recurring congestion for at least some of the users.

### **Discussion: Ramp Metering**

Like HOV lanes, ramp metering is a congestion management tool designed to reduce recurring congestion on the freeway and minimize traffic accidents. Factors used in the decision to implement ramp metering include: traffic volumes (mainline and ramp), congestion levels, accident rates and design features. In principal ramp meters placed at freeway on ramps release vehicles in a timely manner by use of a traffic signal rather than allowing platoons of vehicles to enter the freeway without delay. Ramp meters transfer delay to the on ramps from the mainline freeway. Ramp meters mitigate the impact of conflicts that occur between entering vehicles and mainline vehicles. Volume-capacity ratios on mainline freeways in excess of .60/1.00 suggests ramp metering could be an important mitigation tool. In general, ramp metering reduces merge conflicts and delay by breaking up platoons of vehicles entering the freeway. Accident rates have been shown to decrease by 20-40 %. Freeway speeds increase and vehicle delay is shifted to the on-ramps from the mainline. Overall through put can increase by 5-15% on the mainline freeway with ramp metering.

### **Discussion: the Evaluation of HOV Lanes in Stanislaus County**

All segments of the State Route 99 corridor in Stanislaus County meet the Caltrans criteria of 800 HOV-eligible (2 or more passengers )per hour by year 2020. In some parts of the corridor, the estimate exceeds 1200 vplh. The study shows that by 2030 the number of HOV-eligible will exceed 1200 per hour in the peak for much of the corridor during at least one commute period and in one direction of traffic flow. Even though Highway 99 is 3 lanes in each direction, no widening projects are planned due to funding constraints until 2030. However, the corridor serves over 1200 HOV-eligible vehicles in the peak hours based on counts performed for this study. The corridor is the most significant long distance commute pattern in the northern San Joaquin Valley and could eventually be part of a wider commute corridor with recommended HOV lanes in San

Joaquin and Alameda counties.

The Plan recommends that a future lane addition on the State Route 99 in Modesto at State Route 132 be implemented as an HOV lane in each direction to about Hammer Lane in San Joaquin County and connect into an HOV system on State Route 120 between State Route 99 and Interstate 205. The Plan suggests that the corridor would have a high number of HOV eligible vehicles by 2020 and have high levels of congestion in the AM and PM peaks and qualify as HOV using Caltrans criteria. The potential for HOV in this corridor between the counties of Stanislaus and San Joaquin and the Bay area is high; the study recommends a concerted effort to provide continuous HOV service between these counties. The implementation could proceed as funds become available. The HOV lanes between the counties would result in a system of lanes that support long distance commutes that use more than one highway during the trip. The study suggests that The HOV lane implementation should be coordinated with other freeway management strategies such as ramp metering, park-n-ride lots, transit centers, and traveler information (511) to ensure integration of all the freeway management tools.

### **Discussion: the Evaluation of HOV Lanes in Stanislaus County**

High priority segments were identified based on 2006 conditions. High priority segments are defined as such because they have currently or are projected to have high demands and severe congestion. Highway segments in San Joaquin include: both directions of Interstate 205, Interstate 5, State Route 4 and State Rout 99. State Route 120 was also recommended to have ramp metering to Hammer Lane. State Route 99 in Stanislaus County is recommended to have ramp metering in both directions of Highway 99 through the City of Modesto. The Plans suggests that freeway access, egress and mainline conditions continue to be monitored until they warrant metering. The Plan also recommends that freeway and interchange improvements are an opportunity to install ramp metering.

### **Cost of HOV lanes and Ramp Metering in Stanislaus County**

The cost of signing and stripping the fourth lane for HOV use is estimated to be \$2.5 million. The cost of ramp metering in Stanislaus County is estimated to be \$11 million.

Attachment (2)

Please see the StanCOG website for a copy of the "Northern San Joaquin Valley Regional Ramp Metering and HOV Lane Master Plan". Copies of the Master Plan will also be made available at the StanCOG office at 900 H Street in Modesto.

Example of MOU with Caltrans

jschoeffling@stancog.org

# **Example Memorandum of Understanding for Ramp Metering and HOV Lane Implementation (I-880 Corridor)**

## **Governance**

### **1) Institutions:**

- a) The CMA Board will be the policy body for the Cooperative Corridor Management Strategy (CCMS) The Corridor Management Plan shall be consistent with the Countywide Long Range Transportation Plan adopted by the Alameda County Congestion Management Agency.
- b) The I-880 Steering Committee, which consists of elected officials from each city, county and transit agency in the corridor and representative from Caltrans, shall be the policy steering committee for the Corridor Management Plan. The Steering Committee shall guide the work of the technical working group, review recommendations from the technical working group, adopt guidelines for corridor management consistent with CMA and regional policy, and forward plans and policy recommendations to the CMA Board for approval.
- c) A Technical Working Group shall meet to develop consensus on guidelines and operational plans for the corridor, consistent with the responsibilities defined below. Membership shall include a staff representative from each agency on the Steering Committee, MTC, CMA, CHP, RIDES, Port of Oakland, Economic Development Advisory Board and the freight industry.

### **2) Responsibilities of the Technical Working Group will include:**

- a) Define initial metering plan consistent with adopted goals and guidelines.
- b) Define operating procedures and protocols for Caltrans TOS (CMS, HAR, CCTV, etc.)
- c) Periodically review system performance of the freeway, arterial and transit systems
- d) Define and prioritize capital improvement projects to improve operations within the corridor; forward to Steering Committee and/or ACTAC.
- e) Develop policy recommendations for Steering Committee consideration.
- f) Develop performance measures consistent with the adopted goals and policies.
- g) Coordinate strategies with local law enforcement agencies.

### **3) The Conflict Resolution Process established by the CMA Board will be used to resolve disagreements on the implementation or interpretation of the Cooperative Corridor Management Strategy, Whenever possible, disagreements should be resolved prior to the implementation of operating programs and policies.**

## **Policy for Cooperative Management of the I-880 Corridor**

*The Basic Goal of system management is the cooperative and complementary management and operation of highways, arterials and transit to provide efficient and effective transportation of people and goods. An efficient and effective transportation system provides safe, convenient and reliable transportation at monetary, social, and environmental costs that are acceptable to the region and the communities in the corridor.*

The transportation facilities of the I-880 Corridor provide mobility for the almost one million corridor residents, 450,000 employees, and the many other people who travel into or through the corridor. In addition, I-880 is the region's most heavily trafficked freight corridor and plays a critically important role in the region's economy.

To maximize efficiency, the objectives of effective corridor management must vary by time of day. Specifically,

- 1) During peak commute periods, the most important performance objective for the transportation system is safe and reliable job access while conserving time, money and natural resources, while also recognizing the need for certain critical, time-sensitive freight movement.
- 2) During non-commute times, the most important performance objective is reliable and economical movement of freight and delivery of goods for overall economic development, while also recognizing the need to maintain a high level of service for the movement of people.

## **Principles for Cooperative Management of Freeway, Arterial, and Transit Systems**

- 1) The Goals of cooperatively managing the freeway, arterials, and transit in the I-880 corridor are:
  - a) To coordinate the operations and management of the various transportation systems with each other to improve mobility.
  - b) To reduce overall delay and ensure that delays that do occur do not impose an excessive or inequitable burden on any community or group of trip-makers.
  - c) To provide predictable travel time and negligible delays for HOVs and transit on the freeway and at on-ramps during peak periods to encourage HOV and transit use.
  - d) To provide consistent speed and predictable travel times for freeway travel by managing access at freeway-to-freeway connectors and local on-ramps during peak periods.
  - e) To provide for stable freeway flows and predictable travel times during those hours most critical to efficient freight movement.
  - f) To coordinate freeway and arterial operations to ensure efficient operation of both facilities.
  - g) To ameliorate the effects of major accidents and incidents by reducing detection, response and clearance time, and maximizing information available to travelers.
  - h) To increase emphasis on the transit and HOV systems to maintain access to large employment

centers.

- i) To anticipate and secure the funding for the transportation capital, operating and maintenance investments necessary to accommodate the continuing growth of population and employment.
  - j) To identify the most congested segments and nodes in the transportation system and explore means to reduce these "hot spots."
  - k) To incorporate HOV to HOV direct connections where feasible during the design of new and reconstructed facilities.
  - l) To encourage cities to work with businesses to arrange for off-peak deliveries when possible.
  - m) To encourage cities to work with businesses to provide off-street delivery areas when possible.
- 2) I-880 should be metered in a manner that effectively facilitates corridor movement and fairly accommodates the need for local access to the freeway. This plan shall
- a) Ensure that no communities are burdened with ramp delays that are disproportionate or excessive.
  - b) Ensure that each community shall have at least as much access as it had prior to ramp metering.
  - c) Ensure system management and capital improvements are coordinated so that planned growth can be accommodated.
  - d) Accommodate increased demand for freeway access by HOVs and transit wherever possible.
  - e) Ensure that queues from metered ramps do not impede operation of intersecting streets or block access to private property.
  - f) Ensure that local trip makers are not burdened with delays that are excessive or disproportionate by implementing metering or other forms of access management at gateways.
  - g) If queues at metered on-ramps can not be accommodated within the constraints defined above, allow congestion to build on the freeway mixed flow lanes during peak periods.
  - h) Ensure that as demand grows, long distance trips do not diminish local access to the freeway system.
- 3) An essential component of the management strategy is a system for monitoring changes in specified performance measures, both immediately after a major change such as the initiation of metering or widening a freeway, and over time as growth occurs in the corridor and region.
- 4) Complementary capital improvements will be needed for efficient operation of the system. Low cost projects, such as storage lanes at metered on-ramps, re-timing signals near on ramps and along corridor arterials, and intersection channelization should be defined as appropriate to maximize the benefits of system management.

- 5) Incident Management: Caltrans Highway Advisory Radio, Changeable Message Signs, and other components of the TOS have the ability to significantly affect diversion of trips from the freeway to arterials, transit, and other freeways. Caltrans will not divert traffic to specific facilities without the prior approval of the facility's owner/operator. The Technical Working Group will define policies to govern the type of messages disseminated by the TOS. The incident management guidelines shall not supersede existing statutes.

## I-880 Technical Working Group ACTION PLAN

Technical Working Group (TWG) shall meet to develop consensus on guidelines and operational plans for the corridor, consistent with the responsibilities, policies, and principles described earlier. Membership shall include a staff representative from each agency on the I-880 Steering Committee, Caltrans, MTC, CMA, CHP, RIDES, Port of Oakland, and the freight industry.

This Action Plan identifies a series of tasks intend to advance development of the Cooperative Corridor Management Strategy for cooperative management of freeways, arterials and transit. The Action Plan identifies the agencies with primary responsibility for each task and a schedule for its completion.

1. Caltrans will provide the TWG with analyses of ramp metering rates, queue lengths, and diversion to arterials.
2. Prior to implementation, the TWG will approve Caltrans proposal for initial metering rates (e.g., meter at demand rate during peak period) for Mini-Cornerstone Project.
3. The TWG will develop performance measures consistent with the Policies and Principles for Cooperative Management described herein to assess the effectiveness of the corridor management efforts.
4. The TWG will define a Monitoring Plan to periodically measure and calculate performance measures, such as volume, speed, travel time, and delay on the freeway, on-ramps and adjacent streets, and critical locations on the arterial network.
  - \* Cities/County: identify intersection(s) critical for monitoring, and document existing monitoring equipment (i.e., loops, type of controller and software, etc) at each critical intersection.
  - \* MTC: report on the Traffic Engineering Technical Assistance Program and its applicability to Monitoring Program.
  - \* CMA - identify resources available for monitoring program (floating car runs, funds for consultants, etc.).
  - \* Caltrans - define resources available for monitoring program (i.e., locations where CCTV can see ramp and adjacent streets, locations of loops on ramps and freeway, Caltrans staff, etc.); propose monitoring program.
  - \* TWG: adopt fundable Monitoring Program, and identify elements that would require supplemental funding.
5. The TWG will define an Arterial Improvement Program to improve flows.
  - \* Cities/County: present existing plans for new segment construction, resurfacing, intersection channelization, widenings, traffic signal installation, and signal equipment upgrade.

- \* Transit Agencies: Define critical problems on arterials *and issues with and transit-Local jurisdiction coordination* (approaches to *existing and new* BART Stations, access to metered ramps, *left hand turn problems, excessive signal delays*, etc.).
  - \* TWG: define critical locations, system deficiencies and priorities for investment including arterial signal system upgrades and multi-jurisdiction coordination programs and; scope-out additional analysis needed to define problem and solution(s), seek funding (Caltrans, TETAP, etc.).
  - \* TWG: work with CMA to define priorities for funding (TSM, AB 434, etc.).
6. Caltrans, CHP, Transit Operators and Local Jurisdictions and Law Enforcement will develop Incident Management Agreements and Procedures.
  7. Caltrans and the TWG will produce a report of on-ramp access volumes that establishes how the baseline conditions will be determined.
  8. The TWG will define Cornerstone Project Ramp Metering Strategy. Analytical work will be done by Caltrans, MTC, and consultant assistance. The TWG will produce a report that documents the TOS protocol for day-to-day operating procedures and long-term decisions.
  9. Caltrans, CMA, MTC and RIDES will define HOV Productivity/TDM Program.
    - \* Short term program should be keyed to increasing utilization of the HOV lane.
    - \* Long term program should be keyed to those complementary facilities (park-and-ride lots) and services (express bus and ride matching) necessary to contain commute-related congestion in a relatively narrow peak period.
    - \* Caltrans, MTC, and the Freight Advisory committee will explore the use of HOV lanes and HOV ramp meter bypasses for commercial vehicles.
    - \* Caltrans, CMA, CHP and MTC will explore how to improve compliance and public perception of HOV lane enforcement
  10. The TWG will develop Transit and Rideshare Action Plan for I-880 Corridor.
  11. The TWG will define I-880 Corridor Gateways and Gateway Operating Plans.
  12. The TWG will define how the Caltrans TOS and other traffic systems will address traffic safety issues in the corridor.
  13. The TWG will document and assess the impacts of the Management Strategy activities as part of the implementation process.

Alameda County CMA  
I-880 Steering Committee

Elected Officials Representing:

Cities - Oakland  
Alameda  
San Leandro  
Hayward  
Union City  
Newark  
Fremont  
County - Alameda County  
Transit - BART  
AC Transit  
Ex-Officio - Caltrans

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I-880 Technical Working Group (TWG)

Staff Representing -

Cities - Oakland  
Alameda  
San Leandro  
Hayward  
Union City  
Newark  
Fremont  
County - Alameda County  
Alameda County CMA  
Transit - BART  
AC Transit  
Other - Caltrans  
MTC  
CHP  
RIDES  
Port of Oakland  
Economic Development Advisory Board  
Freight Industry Representative

# Information Items



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

FROM: Lark Downs, Sr. Planner *LP*

DATE: January 21, 2009

RE: Stanislaus Blueprint Planning Process Update

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Staff Report  
Information

**On The Horizon**

January 26, 2009 - Valley-wide Blueprint Summit, Fresno Convention Center

- Representatives from all eight San Joaquin Counties, and the general public, will meet to review, discuss, and comment on the valley wide preferred growth scenarios. After comments have been received and discussed by the Blueprint Steering Committee, and any modifications are completed, in the spring of 2009 the results will be presented to the San Joaquin Valley Policy Council for their recommendation.

February 2009

- 1 – Review by the San Joaquin Valley Professional Planners Roundtable
- 2 - Review / action by the San Joaquin Policy Council.

March – May 2009

- Review / action by the eight San Joaquin Valley COG Policy Boards

Summer 2009

- Review / action by the local jurisdictions.

The Blueprint Web Site, **ValleyBlueprint.org** contains the latest information on the Valleywide Blueprint planning effort.

Larkdowns@Stancog.org

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

TO: Technical Advisory Committee  
Citizens Advisory Committee  
Consolidated Planning Committee Staff Report  
**Information**

FROM: Carlos Yamzon, Senior Planner *W*

DATE: January 21, 2009

SUBJECT: Update – North County Corridor (NCC) Project

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## **Background**

The North County Corridor (NCC) Project, under the NCC Transportation Expressway Authority continues to progress on project development activities, primarily new studies of potential environmental impacts associated with route adoption strategies and alternatives that would allow the North County Corridor to be adopted into the State Highway System (SHS). The most current discussions with Caltrans, also considers an alternative strategy due to potential issues associated with Caltrans freeway standards that the NCC must meet as a state highway. The two strategies under consideration must still meet the original intent of the project, as follows:

1. To capture the \$91M in Interregional Improvement Program (IIP) funding that was committed by Caltrans to the North County Corridor project in the 2010 STIP.
2. To enable the NCC project and any other projects currently in progress to proceed without design constraints regarding future standards (primarily freeway-to-freeway connection and interchange spacing).

## **Discussion**

The following information was provided in a (Draft) Discussion Paper provided to the NCC Technical Advisory Committee (TAC):

### **Current Plan A – Option 1**

This plan calls for proceeding with the North County Corridor as an expressway with connection to State Route 99 on the west and SR120 on the east. This plan calls for completing a CEQA document and a modified Project Report to enable CTC Route Adoption at its November 2009 meeting, followed immediately by an Interregional designation through legislation. There will also be a Project Study Report prepared for a buildable Phase 1 segment of the Corridor. These actions will allow Caltrans to nominate the NCC for

Interregional Funding in the 2010 STIP, and obtain CTC approval to program up to \$91M in ITIP funding committed by the Caltrans Director.

The following are the opportunities and constraints for this plan.

## **Current Plan A – Option 1 (Continued)**

### Opportunities

1. Delivery of an equivalent project to the original Oakdale Bypass project that is ITIP eligible for the \$91M funding that was unprogrammed from the original project and keep the funds within the region
2. Considerable progress has been made in the areas of environmental and public outreach that would enable completion of the route adoption CEQA document on time.
3. Consensus has been reached among the stakeholders (Cities, County and Caltrans) on future relinquishment of SR 108.
4. The NCC will be a state maintained roadway.

### Constraints

1. The route adoption requires a connection to SR 99 and SR 120 that assumes full design standards being met. Caltrans requires that the route adoption address the interchange spacing requirements with respect to Kiernan Ave & Main Street (San Joaquin County) on SR 99 and the proposed interchanges at Pirrone Road and Stoddard Road in the Salida Community Plan area.
2. Though Caltrans will permit constructing the Salida Plan area infrastructure to a less than full design standards at this time, it will require a monitoring plan to be put in place with a commitment to address future operational and safety impacts. This commitment will be in the form of providing first priority to mitigate these impacts using the Stanislaus County's share of federal/state/local transportation funding. Caltrans will have the option to require full compliance to design standards when the monitoring plan triggers this requirement.
3. Caltrans requires the route to be built to a full expressway / freeway standards.
4. The overall time constraints to meet the route adoption and interregional designation are tight. The legislative ease in getting the interregional designation is difficult given the current political climate.
5. Adopting the NCC as a state route will require the NCC JPA follow all Caltrans Project Delivery processes thus delaying the construction date.
6. Project delivery costs will be higher as a state route due to the impact to Caltrans resources and the need to follow a more stringent design process and loss of flexibility in design standards.

## **Plan A – Option 2**

This plan attempts to resolve some of the constraints identified in Option described above. This plan designates NCC as a conventional highway. With this designation, the requirements for a freeway-to-freeway and subsequent interchange spacing requirements will be eliminated.

### Opportunities

Same as for Option 1 above

### Constraints

Except for Constraints 1, 2 and 3 the remaining three constraints shown for Option 1 will apply

## **Plan B**

This plan will propose to apply the \$91M of ITIP funding to the SR 132 West project in exchange for an equal amount of Stanislaus County's Public Facility Fees (PFF) that is currently earmarked for the SR132 project. The NCC will be designed and constructed as a local expressway.

## **Plan B (Continued)**

### Opportunities

1. All constraints identified in Plan A will be eliminated.
2. SR 132 West is already an interregional route and therefore is ITIP eligible.
3. NCC will be designed and built as a local roadway thus expediting the construction date.
4. SR132 West has federal earmark that can be used leverage the ITIP funding.

### Constraints

1. Obtaining Local Agencies, Caltrans and CTC support to enable the transfer of committed funding from NCC to SR132 West.
2. There will be no relinquishment of SR 108.
3. As a local expressway, NCC will have to be maintained by the local agency.

## **Advisory Committee Action**

This is an information item only. At the February 19<sup>th</sup> meeting, the Policy Board will be provided with this staff report, including an update on any additional activities or decisions regarding this matter, specifically any action taken by the NCC Authority Board at their February 11<sup>th</sup> meeting.

[cyamzon@stancog.org](mailto:cyamzon@stancog.org)



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

TO: Technical Advisory Committee  
 Citizens Advisory Committee  
 Consolidated Planning Committee Staff Report  
**Information**

FROM: Carlos Yamzon, Senior Planner *cy*

DATE: January 21, 2009

SUBJECT: Update - State Route 132 West Expressway Project Study Report (PSR) Request For Proposal (RFP)

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### **Background**

StanCOG is the lead agency in the development of the Project Study Report (PSR) and Project Approval and Environmental Document (PA&ED) for the State Route 132 West Expressway Project. A Public Notice was placed in the Modesto Bee Sunday Edition on December 28, 2008, for a Request for Proposal (RFP) for the PSR document and the RFP was also sent to firms on the current StanCOG consultant listing, and was also made available on the Agency's website.

The schedule of activities related to this RFP, are as follows:

December 28, 2009	Public Notice for Request For RFP
December 29, 2008	(RFP) Issued
January 13, 2009	Pre submittal Conference 1:30 PM (Optional)
January 20, 2009	Last Day to Submit Questions Regarding RFP
January 27, 2009	Deadline for Submitting Proposals 4:00 PM
February 2-6, 2009	Proposal Screening / Consultant Interviews (Optional)
February 9-13, 2009	Consultant Contract Negotiations
February 19, 2009	Consultant Contract Presented to the Policy Board
March 2, 2009	Notice to Proceed

The interview / selection panel will be composed of key staff members from StanCOG, the City of Modesto, Stanislaus County and Caltrans.

StanCOG has reserved the right to directly negotiate with the selected consultant firm upon completion of the PSR for the PA&ED phase.

### **Discussion**

The funding that is currently available for the SR 132 West Expressway Project is as follows:

\$ 14,000,000 Federal Demonstration Funds (Congressman Cardoza)  
 \$ 11,392,000 State Transportation Congestion Relief Program (TCRP)  
 \$ 300,000 State Planning, Programming and Monitoring Funds (StanCOG)

The project will also utilize available funding from the Stanislaus County Public Facilities Fee (PFF), Regional Transportation Impact Fee (RTIF) funds.

The PSR contract will utilize up to \$1.5 million of the current funding, with a combination of the \$300,000 PPM Funds and \$1.2 million of the Federal Demonstration Funds. With the completion of the PSR document, the intent to move directly into the PA&ED and Projects, Specification, and Estimates (PS&E –Design) phases of the project, allows the project to potentially be ready for construction by Spring of the Year 2012. It should be noted that there are uncertainties related to any current State funding and it is in the region's best interest to focus on the next authorization of the Federal Transportation Bill, and any potential local and regional funding strategies for the continued development of the State Route 132 West Expressway Project.

### **Advisory Committee Action**

This is an information item only. At the February 19<sup>th</sup> meeting, the Policy Board will be updated on ongoing activities including the selection and consultant contract for the project.

cyamzon@stancog.org



# **Committee Minutes**



**POLICY BOARD MEETING  
ALLIANCE FREE ENTERPRISE CENTER  
1020 10th Street  
Modesto, California**

**Minutes of November 12, 2008**

**PRESENT:**

Chair Farrell Jackson (City of Oakdale); Anthony Cannella (City of Ceres); Henry Hesling (City of Hughson); Brad Hawn (City of Modesto); John Fantazia (City of Newman); Becky Campo (City of Patterson); Chris Crifasi (City of Riverbank); Bill O'Brien, Jeff Grover, Jim DeMartini, Dick Monteith (Stanislaus County); Ted Howze (City of Turlock); Charles Goeken (City of Waterford)

**ALSO PRESENT:**

Nate Roth (U.C. Davis); Kome Ajise & Ken Baxter (Caltrans, District 10); DeeAnne Gillick & Rod Attebery (Neumiller and Beardslee); Kris Balaji (Jacob, Carter & Burgess); Vince Harris, Carlos Yamzon, Vince Canales, Lark Downs & Sabrina Pinheiro (StanCOG)

Chairman Farrell Jackson called the meeting to order at 6:03 PM

**1. PLEDGE OF ALLEGIANCE**

**2. ROLL CALL**

**3. PUBLIC PARTICIPATION**

None

**4. CONSENT CALENDAR**

**A. Policy Board Minutes for October 08, 2008**

**MOTION**

The October 2008 minutes were corrected to reflect that Waterford is the city who approved staff's recommended Blueprint Preferred Growth Scenario, and not the City of Oakdale.

**B. Revised Transportation Development Act Apportionments for FY 2008/09 RESOLUTION**

Vince Harris, Executive Director, requested that item 4B be removed from the Consent Calendar and placed under Oral Reports.

**C. Policy Board 2009 Meeting Schedule**

**MOTION**

**D. FY 2008/09 Overall Work Program and Budget Amendment No. 2**

**RESOLUTION**

**By Motion (Member Brad Hawn/Member Anthony Cannella)** and unanimous vote, the Policy Board approved the Consent Calendar for Items A, C and D only.