2020 Title VI
Compliance Report

Approved via Policy Board Resolution 20-03
8/19/20

Developed in Compliance with FTA Circular 4702.1B
Dated October 12, 2012
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Policy Board Members

The Stanislaus Council of Governments (StanCOG) is the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for the Stanislaus County region. Governed by a board of 17 members representing the nine cities and the County of Stanislaus, StanCOG serves as the forum for regional decision-making. In this capacity, StanCOG builds consensus among local and regional agencies, develops long-term strategic plans, programs Federal and State funding for allocation to regional transportation infrastructure and transit projects, and provides information/data on a broad range of topics pertinent to the region’s economic and social conditions. The following members currently serve on StanCOG’s Policy Board:

<table>
<thead>
<tr>
<th>Name</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jeramy Young – Board Chair</td>
<td>City of Hughson</td>
</tr>
<tr>
<td>Terry Withrow – Vice Chair</td>
<td>Stanislaus County</td>
</tr>
<tr>
<td>Mike Kline</td>
<td>City of Ceres</td>
</tr>
<tr>
<td>Jenny Kenoyer</td>
<td>City of Modesto</td>
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<td>Tony Madrigal</td>
<td>City of Modesto</td>
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<tr>
<td>Bill Zoslocki</td>
<td>City of Modesto</td>
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<tr>
<td>Nick Candea</td>
<td>City of Newman</td>
</tr>
<tr>
<td>Ericka Chiara</td>
<td>City of Oakdale</td>
</tr>
<tr>
<td>Deborah Novelli</td>
<td>City of Patterson</td>
</tr>
<tr>
<td>Richard O’Brien</td>
<td>City of Riverbank</td>
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<tr>
<td>Gil Esquer</td>
<td>City of Turlock</td>
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<tr>
<td>Michael Van Winkle</td>
<td>City of Waterford</td>
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<tr>
<td>Vito Chiesa</td>
<td>Stanislaus County</td>
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<tr>
<td>Jim DeMartini</td>
<td>Stanislaus County</td>
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<tr>
<td>Tom Berryhill</td>
<td>Stanislaus County</td>
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<tr>
<td>Kristin Olsen</td>
<td>Stanislaus County</td>
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<tr>
<td>District 10 Director</td>
<td>Caltrans Ex-Officio</td>
</tr>
</tbody>
</table>
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OVERVIEW

Background

Stanislaus Council of Governments (StanCOG) is the Metropolitan Planning Organization (MPO) for the Stanislaus region as designated by the federal government, the Regional Transportation Planning Agency (RTPA) as designated by the State of California, and the Local Transportation Authority (LTA). StanCOG works with local governments and citizens to address regional transportation issues and needs that cross city and county boundaries.

StanCOG is responsible for developing and updating a variety of transportation plans, and for allocating federal, state and local funds to implement them. While regional transportation planning is its primary role, issues that affect the entire region such as air quality are also critical.

StanCOG provides the forum that brings mayors, city council members and county supervisors together to work on regional issues in a setting that promotes the involvement of the public in the transportation planning process for the Stanislaus region.

StanCOG does not operate any public transit. StanCOG works with the local transit providers to seek federal and state funds to support public transit services in the region which include; fixed route, ADA paratransit and demand response services. At present, the Stanislaus Region’s public transit services are provided by three transit operators:

- City of Modesto – Modesto Area Express (MAX) and Modesto Area Dial-A-Ride (MADAR);
- Stanislaus County – Stanislaus Regional Transit (StaRT) fixed-route, Shuttle, Dial-A-Ride, Commuter Bus, ADA Paratransit Services, and Medivan Service; and
- City of Turlock – Turlock Transit and Dial-A-Ride.

Title VI Requirement

In accordance with 49 CFR Part 21, any agency receiving Federal financial assistance must establish and execute a program to ensure that all operations and activities do not discriminate against minority individuals or communities. Title VI of the Civil Rights Act of 1964 (Title VI) states,

“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

As a Metropolitan Planning Organization (MPO) and recipient of Federal Transportation Administration (FTA) funds, the Stanislaus Council of Governments (StanCOG) is required to file a report to the FTA demonstrating adherence to Title VI of the 1964 Civil Rights Act. Pursuant to the reporting requirements established in FTA Circular 4702.1B, dated October 1, 2012, the following report describes how StanCOG’s activities, programs, and policies adhere to the provisions established in Title VI.
COMPLIANCE WITH TITLE VI PROGRAM REQUIREMENTS

Civil Rights Compliance and List of Active Lawsuits

StanCOG is committed to a policy of nondiscrimination in the conduct of its business, including its Title VI responsibilities, and to the delivery of equitable and accessible transportation services. Any person who believes that he or she has been subjected to discrimination under Title VI on the basis of race, color, national origin, age, gender, or disability may file a Title VI complaint with StanCOG within 180 days from the date of the alleged discrimination (see APPENDIX C: TITLE VI COMPLAINT PROCEDURE & FORMS).

Title VI complaint forms can be accessed through the StanCOG website in both English and Spanish via the following link: http://stancog.org/title-vi.shtm.

Complaints can be submitted to StanCOG via email to, publiccomment@stancog.org or in writing and mailed to:

Stanislaus Council of Governments
Attn: Title VI Coordinator
1111 I Street, Suite 308
Modesto, CA 95354

Once a complaint is received, it will be assigned to an investigator. In instances where additional information is needed, the investigator will contact the individual by phone or in writing. Failure from the individual to provide the requested information by a certain date may result in the administrative closure of the complaint or a delay in complaint resolution.

Based upon receipt of all the information required, StanCOG will investigate a Title VI complaint within 90 days of receipt. StanCOG will use its best efforts to respond to a Title VI complaint within 90 calendar days of its receipt of such complaint. Receipt of additional relevant information and/or simultaneous filing of a complaint with StanCOG and an external entity may extend the timing of the complaint resolution.

StanCOG does not have any open Title VI investigations, complaints or lawsuits. A copy of the StanCOG complaint log showing the findings of any complaint, action taken, and the status of the complaint filed in the last three years is included in Appendix J.

Federal Financial Assistance Grants

StanCOG previously served as the direct recipient for non-FTA grantee transit operators, public entities, and nonprofits that were competitively selected for the Job Access Reverse Commute (JARC) and New Freedom Programs. In fiscal year 2012/13 these programs were eliminated as standalone programs and JARC (and the funding associated with the program) was
combined with the urbanized area formula FTA section 5307 and non-urbanized formula FTA section 5311 program funding. The New freedom program was merged with FTA section 5310 Enhance Mobility of Seniors and Individuals with Disabilities program for which Caltrans is a designated recipient. StanCOG continues to monitor funds allocated under the JARC and New Freedom programs for Title VI compliance.

StanCOG currently has one federal grant with a subrecipient. The table below identifies this grant.

Table 1: Federal Financial Assistance Grants

<table>
<thead>
<tr>
<th>Grant Application Number</th>
<th>Grant Program Funding Type</th>
<th>Grant amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA-37-X168-01</td>
<td>FTA Job Access Reverse Commute (Section 5316)</td>
<td>$705,955</td>
</tr>
</tbody>
</table>

Although StanCOG is not a direct recipient of FTA section 5310 formula funds, StanCOG assists with project selection through a competitive application process. StanCOG holds a call for projects for non-FTA grantee transit operators, public entities, and nonprofits to apply. StanCOG is available to assist applicants, including those who serve predominantly minority population, as needed to provide them with the resources and tools needed for a successful grant application. StanCOG works with individual applicants on a one-on-one bases or in a group setting as needed. StanCOG holds application workshops where interested applicants can access necessary data and relevant documents needed to support the projects being requested such as; population and demographic information, census tract data, maps, and the Public Transit Human Services Coordination Plan.

Once all applications have been submitted, StanCOG scores and prioritizes these projects using the California Transportation Commission’s adopted project scoring criteria before they are submitted Caltrans. Once projects are selected, the agencies work directly with Caltrans. No funds are passed through StanCOG.

The table below, identifies federal funding requests that have been submitted to StanCOG.

Table 2: Federal Funding Request Submitted to StanCOG

<table>
<thead>
<tr>
<th>Agency</th>
<th>Project Type</th>
<th>Amount Requested</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Howard Training Center</td>
<td>Capital</td>
<td>$162,400</td>
<td>FTA Section 5310</td>
</tr>
<tr>
<td>United Cerebral Palsy</td>
<td>Capital</td>
<td>$198,400</td>
<td>FTA Section 5310</td>
</tr>
<tr>
<td>Catholic Charities</td>
<td>Operating</td>
<td>$254,854</td>
<td>FTA Section 5310</td>
</tr>
</tbody>
</table>
Equal Employment Opportunities

It is StanCOG’s Policy to provide equal employment opportunity for all applicants and employees. StanCOG does not unlawfully discriminate on the basis of race, color, religion, religious creed, sex (including pregnancy, perceived pregnancy, childbirth, breastfeeding, or related medical conditions), gender, gender identity, gender expression, sexual orientation, national origin, ancestry, age, physical or mental disability, legally protected medical condition or information (including genetic information), military or veteran status, or any other basis protected by local, state, or federal laws. StanCOG also makes reasonable accommodations for disabled employees who request an accommodation. Finally, StanCOG prohibits the harassment of any individual on any of the bases listed above.

PROGRAM – SPECIFIC REQUIREMENTS

StanCOG, as the MPO and designated recipient, adheres to the Title VI requirements outlined in Chapter IV of the FTA Circular 4702.1B, dated October 1, 2012.

Assessment of Planning Efforts

The following identifies how public involvement is highly incorporated into the development of the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP). StanCOG’s development of these documents includes methods/procedures to ensure that public participation opportunities exist for all members of the public.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

Every four years, as required by State and Federal law, RTPAs/MPOs update their respective Regional Transportation Plans/Sustainable Communities Strategies (RTP/SCS). In the Stanislaus region, the stakeholder driven process of developing and updating the RTP/SCS is referred to as “Valley Vision Stanislaus.” The current RTP/SCS for the Stanislaus Region was adopted August 15, 2018. The 2022 update will be completed by October 2022.

The RTP is the region’s 20-year financially constrained blueprint for future transportation investments based on specific transportation goals and objectives defined by StanCOG with input from the public and its member agencies. The RTP is intended to provide a framework for how to responsibly accommodate growth such that the Stanislaus region can maintain its quality of life and meet other important local, state, and federal goals and requirements. A successful RTP should help promote the safe and efficient management, operation and development of an intermodal transportation system, including roadways, transit, goods movement, bicycle and pedestrian facilities, and aviation facilities.
Chapter 3 describes existing conditions of the regional transportation system for all transportation modes. For a complete description of these existing conditions and demographic maps, please see *Chapter 3 of the RTP/SCS – Regional Transportation System* or visit the following link:


Transportation planning and land use became more closely linked following the passage of The Sustainable Communities and Climate Protection Act (Senate Bill 375) in 2008. As a result of this legislation, each of California’s 18 Metropolitan Planning Organizations, including StanCOG, are required to prepare a SCS as part of their RTP development. This sets forth a forecasted development pattern for the region which, when integrated with the transportation network and other transportation measures and policies, is intended to reduce greenhouse gas emissions from passenger vehicles and light trucks to achieve emission reduction targets set by the California Air Resources Board. The future land use and transportation scenario presented in the SCS must accommodate forecasted population growth, employment growth, and housing sufficient to meet the needs of all income groups while considering State housing goals. The adopted goals that were included in the 2018 RTP/SCS are shown in Table 3 on the following page.
Public involvement and outreach during the development of the RTP is critical to ensure that all members of the region’s population, including low-income, elderly, minority, and individuals with disabilities, have the opportunity to provide input regarding the future of the region’s transportation system. StanCOG developed an extensive public outreach process, including public outreach workshops, presentations to the City Councils, community-based organizations, community groups and at community events to seek input from the public, and the local agencies.

### Table 3: 2018 RTP/SCS Goals and Objectives

<table>
<thead>
<tr>
<th>Goal</th>
<th>Objective</th>
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<tbody>
<tr>
<td>Mobility &amp; Accessibility</td>
<td>Improve the ability of people and goods to move between desired locations and provide a variety of modal and mobility options.</td>
</tr>
<tr>
<td>Social Equity</td>
<td>Promote equitable access to opportunities by ensuring all populations share the benefits of transportation improvements and are provided a range of transportation and housing choices.</td>
</tr>
<tr>
<td>Economic &amp; Community Vitality</td>
<td>Facilitate economic development and opportunities through infrastructure investments that support goods movement within and through the region, including but not limited to the county’s strategic freight corridors.</td>
</tr>
<tr>
<td>Sustainable Development Pattern</td>
<td>Provide a mix of land uses and compact development patterns, and direct development toward existing infrastructure, which will preserve agricultural land, open space, and natural resources.</td>
</tr>
<tr>
<td>Environmental Quality</td>
<td>Support infrastructure investments that facilitate vehicle electrification and the provision of electrification infrastructure in public and private parking facilities and structures.</td>
</tr>
<tr>
<td>Safety &amp; Health</td>
<td>Operate and maintain the transportation system to ensure public safety and security; improve the health of residents by improving air quality and provide more transportation options.</td>
</tr>
<tr>
<td>System Preservation</td>
<td>Maintain the transportation system in a state of good repair and protect the region’s transportation investments by maximizing the use of existing facilities.</td>
</tr>
<tr>
<td>Smart Infrastructure</td>
<td>Coordinate, monitor, and integrate planning and programming for intelligent transportation systems (ITS), smart infrastructure, demand-responsive transportation, and automated vehicles.</td>
</tr>
<tr>
<td>Reliability &amp; Congestion</td>
<td>Maintain or improve reliability of the transportation network and maintain or reduce congestion.</td>
</tr>
<tr>
<td>Project Delivery</td>
<td>Efficiently use available transportation funding to expedite project delivery of transportation improvements within the region for the benefit of residents of Stanislaus County and the general traveling public.</td>
</tr>
</tbody>
</table>
during the development of the 2018 RTP/SCS. StanCOG used a mix of in-person presentations, workshops, causal meetings, and electronic outreach methods to maximize engagement opportunities for all members of the public. This outreach approach proactively addresses Title VI compliance and provides all interested citizens with ample opportunity to give meaningful input during the development of the plan. The intent of this effort has been to determine the scenario which best meets the needs of the region and addresses the goals and objectives as described in the RTP/SCS.

**Federal Transportation Improvement Program (FTIP)**

As the Stanislaus Region’s MPO and RTPA, StanCOG is required by Federal and State law to develop a Federal Transportation Improvement Program (FTIP). The FTIP is the short-range program that implements the long-range RTP to accomplish improvements in mobility and air quality. No project may receive federal funding unless it is included in the FTIP. StanCOG developed the 2019 FTIP in cooperation with the California Department of Transportation (Caltrans), the California Transportation Commission (CTC), our member Agencies, and public transit operators.

The 2019 FTIP identifies the financial costs and development phases associated with all capital and non-capital transportation projects within the Stanislaus region. The document covers a four-year programming period from Fiscal Years 2018/19 through 2021/22 and is updated every two years. The FTIP is a compilation of projects identified with their associated funding source(s), requested Federal/State/local funding amount(s), and project development phases (i.e. Preliminary Engineering, Right-of-Way purchase, and Construction), which is determined in cooperation with StanCOG’s partner agencies: the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the California Department of Transportation (Caltrans), and local governments and transit operators. These projects are consistent with the RTP, and their identification in the FTIP ensures that Federal and State transportation funding continues to flow into the Stanislaus region in accordance with Federal and State programming regulations.

Federal law requires that reasonable opportunity must be provided for public involvement during the development of the FTIP. StanCOG follows its Public Participation Plan’s established procedures to ensure compliance with Title VI provisions, Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority and Low-Income Populations), Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency), and the Brown Act, which sets State transparency rules for public decision making. Similar to the RTP/SCS, development of the FTIP involves multiple public hearings and extensive review by StanCOG’s various standing and ad hoc committees. Through these committees, members of the public have the opportunity to review and provide feedback on the document before it is presented to the StanCOG Policy Board for adoption.

**MINORITY PARTICIPATION IN THE DECISION-MAKING PROCESS**

The 2018 American Community Survey identifies the two major races in the county as Caucasian and Hispanic. Approximately 42.6% of the population identified as being Caucasian, and 45.6% identify as Hispanics. All other races combined equal approximately 11.8% of the population, with
African American alone constituting approximately 2.7%, and Asian alone totaling approximately 5.3%.

Given these demographics, which highlight a large minority population in the region, it is important to StanCOG that public involvement during plan/program development workshops and hearings includes the participation of citizens representing the Stanislaus region’s underserved and/or underrepresented minority populations.

On the following pages are demographic maps representing the Hispanic and Caucasian populations identified by the 2018 American Community Survey 5-year estimate census tract-level data.

**Figure 1: Percentage of Hispanic Population Map by Census track**

![Map showing percentage of Hispanic population by census track.](image)

Source: 2018 American Community Survey, Table DP05
In addition to Title VI compliance, StanCOG complies with other Federal laws that address inclusion of the underserved and underrepresented minority population in the overall planning and decision-making process. Executive Order 12898 (Federal Actions to Address Environmental Justice (EJ) in Minority and Low-Income Population) requires that each Federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies and activities that affect human health or the environment so as to identify and avoid “disproportionately high and adverse” effects on minority and low-income populations. Furthermore, Chapter 7 of the RTP/SCS - Environmental Justice, seeks to ensure that no one population group receives an unfair burden or benefit from local policies, decisions, and investments, and that all are given the opportunity to be involved in the transportation planning and decision-making process. The region-wide EJ analysis, based on six identified performance measures, indicates that the 2018 RTP/SCS preferred Scenario will not have a disparate impact on the identified EJ communities. This analysis can be accessed via the following:
Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency) requires that all Federal agencies identify any need for services to those with limited English proficiency and develop and implement a system to provide services, so all persons can have meaningful access to services (See Appendix G: Language Assistance Plan for Limited English Proficiency Individuals). Lastly, pursuant to the Brown Act, all of StanCOG’s standing committees are made open to the public. A public comment period is programmed in the agenda for all Brown Act applicable meetings to afford time to any individual, social organization, or group who wishes to address the decision-makers or committee members.

Representation on StanCOG’s Committees

StanCOG’s standing and ad hoc committees provide a forum for public involvement and opportunities to incorporate and comply with social equity and environmental justice issues in the regional planning processes. Combined, StanCOG’s committees include representatives from local government bodies, public transit agencies, public and private social service organizations, low-income population groups, minority populations, as well as members of the general public. Some committees, such as the Citizen Advisory Committee and Social Services Transportation Advisory Council, are structured to include population groups. StanCOG attempts to fill vacant positions on the committees by posting on the StanCOG website, reaching out to community-based organizations specifically those who represent underserved communities and minorities, and attending community events and meetings to encourage participation. In addition, the agency’s mailing list is continually updated to include additional individuals and organizations.

StanCOG committee meetings are open to the public with an opportunity on every agenda for the public to offer comments. StanCOG staff prepares a ‘staff report’ on all issues that need to be elevated to the Policy Board that first go through the StanCOG standing committees with recommendations made to the Policy Board.

The following provides a brief summary of all of StanCOG’s standing committees, including the estimated racial breakdown for all of StanCOG’s standing committees’ members.

Executive Committee

The Executive Committee is a standing committee established under StanCOG’s Joint Powers Authority Agreement and consists of two Stanislaus County supervisors, one representative from the City of Modesto, and two representatives from the other incorporated cities in Stanislaus County, who are jointly selected by these cities. It is responsible for appointing members of the Citizen Advisory Committee, the Social Services Transportation Advisory Council, and the Bicycle and Pedestrian Advisory Committee.
Table 4, below, identifies the racial breakdown of the committee’s membership.

**Table 4: Executive Committee (5 members)**

<table>
<thead>
<tr>
<th>Racial Category</th>
<th>Number of Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caucasian</td>
<td>5</td>
</tr>
</tbody>
</table>

Management and Finance Committee (MFC)

The MFC is a standing committee comprised of one City Manager, or management staff representative, from each of the nine incorporated cities in Stanislaus County, and a representative from the County’s Chief Executive Office. The MFC reviews all technical and financial issues and makes policy recommendations directly to the Policy Board. Table 5, below, identifies the racial breakdown of the committee’s membership.

**Table 5: Management and Finance Committee (10 members)**

<table>
<thead>
<tr>
<th>Racial Category</th>
<th>Number of Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caucasian</td>
<td>10</td>
</tr>
</tbody>
</table>

Citizens’ Advisory Committee (CAC)

The CAC is a standing committee comprised of up to 10 residents from Stanislaus County, which are appointed by the Executive Committee. The CAC reviews and makes direct recommendations on all standing committee agenda items to the Policy Board. The intent of the CAC is to provide the Policy Board with input on transportation related issues directly from the public’s perspective. Membership is open to all members of the public, and StanCOG encourages participation from minority population groups who are underrepresented and/or underserved. Table 6, below, identifies the racial breakdown of the CAC’s membership.

**Table 6: Citizen Advisory Committee (8 members, 2 Vacancies)**

<table>
<thead>
<tr>
<th>Racial Category</th>
<th>Number of Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caucasian</td>
<td>8</td>
</tr>
</tbody>
</table>

Social Services Transportation Advisory Council (SSTAC)

In accordance with the Transportation Development Act (TDA), the SSTAC was established as a standing committee to identify and review any potential unmet transit needs within Stanislaus
County. The SSTAC’s membership includes representatives from the region’s public transit and private social service agencies, as well as people representing populations that are typically dependent upon public transit: senior citizens, people with disabilities, and low-income residents. The SSTAC reviews transit issues, conducts the annual Unmet Transit Needs (UTN) Assessment process, and collaborates on the allocation and distribution of Transportation Development Act (TDA) funding required for public transit. Recommendations from SSTAC are provided directly to the Policy Board.

The SSTAC is comprised of:

- 1 Potential transit user 60 years of age or older
- 1 Potential transit user who is a person with a disability
- 2 Social Service providers for seniors, one of which provides transportation services
- 2 Social Service providers for persons with disabilities, one of which is a transportation provider
- 1 Social Service provider for person of limited means
- 1 Transit Operator
- 1 Consolidated Transportation Service Agency (MOVE) Representative

Table 7, below, identifies the racial breakdown of the SSTAC’s membership.

<table>
<thead>
<tr>
<th>Racial Category</th>
<th>Number of Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caucasian</td>
<td>6</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
</tr>
</tbody>
</table>

**Bicycle and Pedestrian Advisory Committee (BPAC)**

The BPAC is a standing committee that was formed to provide advice on the update and development of the region’s Non-Motorized Transportation Plan. Membership is composed of a public citizen representative from each of StanCOG’s member agencies and appointed by the Executive Committee. The BPAC reviews regional transportation projects and programs to identify ways in which the project/program will enhance non-motorized opportunities within the entire Stanislaus region.
Table 8, below, identifies the racial breakdown of the BPAC’s membership.

**Table 8: Bicycle and Pedestrian Advisory Committee (8 members, 2 Vacancies)**

<table>
<thead>
<tr>
<th>Racial Category</th>
<th>Number of Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caucasian</td>
<td>6</td>
</tr>
<tr>
<td>African American</td>
<td>1</td>
</tr>
<tr>
<td>Asian</td>
<td>1</td>
</tr>
</tbody>
</table>

Valley Vision Stanislaus Steering Committee (VVS)

The Valley Vision Stanislaus Steering Committee is one of the StanCOG standing committees. This committee was formed in 2011 to collaboratively address the requirements of Senate Bill 375 (SB 375), which calls on StanCOG to prepare an integrated land use and transportation document as part of all future Regional Transportation Plan (RTP) updates. The Valley Vision Stanislaus plan sets a development pattern for the region, which when combined with transportation policies, will reduce greenhouse gas emissions from vehicles.

Table 9, below, identifies the racial breakdown of the VVS membership

**Table 9: Valley Vision Stanislaus Steering Committee (11 Members)**

<table>
<thead>
<tr>
<th>Racial Category</th>
<th>Number of Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caucasian</td>
<td>10</td>
</tr>
<tr>
<td>Hispanic</td>
<td>1</td>
</tr>
</tbody>
</table>

Measure L Oversight Committee (MLOC)

The Measure L Oversight Committee (MLOC) is an advisory committee of StanCOG that is composed of ten residents of Stanislaus County - one representative from each municipal agency. The MLOC provides an enhanced level of accountability for expenditures made under the Measure L Expenditure Plan to ensure that all voter mandates are carried out and that the financial integrity and performance of the program is maintained.
Table 10, below, identifies the racial breakdown of the MLOC membership.

<table>
<thead>
<tr>
<th>Racial Category</th>
<th>Number of Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caucasian</td>
<td>7</td>
</tr>
</tbody>
</table>

The committees identified above (SSTAC, CAC, MFC, Executive, BPAC, VVS, and MLOC) are StanCOG’s standing committees which are subject to the Brown Act requirements. Below are the standing and ad hoc committees (TAC, PPWG, MAC, and Transit Study Implementation Working Group) which are not subject to the Brown Act requirements.

**Technical Advisory Committee (TAC)**

The TAC is comprised of one technical-level staff member from each jurisdiction’s planning or public works divisions, plus one member from each public transit operator within Stanislaus County. The TAC’s role is to review all of the region’s planning and transportation issues or programs from a technical and financial perspective and make recommendations accordingly to the MFC.

**Planning and Programming Working Group (PPWG)**

The PPWG is an Ad Hoc committee, consisting of 25 members, that focuses on addressing critical regional issues at a more detailed level than the standing committees. The PPWG’s membership includes representatives from the Management and Finance Committee, Citizens’ Advisory Committee, and Technical Advisory Committee who work with StanCOG staff to address key regional issues through project planning, programing of project funds, establishing project/program delivery schedules, and evaluating performance criteria.

**Mobility Advisory Committee (MAC)**

The MAC was formed as an Ad Hoc support committee to StanCOG’s Consolidated Transportation Services Agency (CTSA). In coordination with the CTSA, the MAC is primarily focused on identifying and addressing the transit needs of Stanislaus County’s senior and disabled populations. Representatives from local private social service and transit agencies, public transit operators, and the elderly and disabled communities make up the MAC’s membership.

**Transit Study Implementation Working Group**

At the direction of the Policy Board this Ad Hoc committee was formed to proceed with next steps for the implementation of the recommendations from the Transit Efficiency and Innovations Study to consolidate all public transit services in the Stanislaus region. The committee is tasked with
addressing any benefits and issues of a county wide consolidation to ensure any decisions made are in the rider’s best interest. This committee is comprised of five Policy Board Members representing each of the current transit systems and one small city, one transit operator and MOVE’s Chief Executive Officer.

**Ad Hoc Committees**

The formation and use of the ad hoc committees are based upon the objective of providing opportunities for involvement in regional transportation programs by citizens, elected officials, agency staff, and representatives of civic and community groups.

**Project Implementation Plan (PIP)**

A Project Implementation Plan team is a type of Ad Hoc committee. A PIP Team will be formed, when necessary, to address specific needs and/or to include representatives from a specific geographical area. Instances calling for this type of committee include corridor studies, major investment studies, access management strategies, and regional impact fee assessments among others. The purpose of the PIP team is to form a public-private partnership to address the region’s most critical transportation issues. These teams are comprised of elected officials, representatives from state level elected offices, Chamber of Commerce, affected business owners, Caltrans representatives, neighborhood associations, business representatives, and other interested citizens. The objective of the PIP is to compile a diverse group of interests to focus efforts on a specific project to expedite project delivery and reduce project related concerns of the public.

StanCOG has created a series of standing and ad-hoc advisory committees to better meet the intended responsibilities of the agency. StanCOG is a planning and programming agency created to involve the public in the transportation planning process; the committee structure is an essential tool for these two functions.

**MONITORING TITLE VI ACTIVITIES**

**Identifying Impacts of Transportation Development on Minority Communities**

Identification and planning for minority communities is integrated into all of StanCOG’s long-range planning documents, regional studies, and planning processes. Consistent with previous iterations, the 2022 RTP will include an assessment of the benefits and adverse impacts of new, major transportation projects to low-income and minority groups. In addition, pursuant to the Transportation Development Act (TDA), StanCOG conducts an annual Unmet Transit Needs (UTN) Assessment process to identify transit-dependent populations throughout the region and plan for their transit needs accordingly. This process involves multiple public outreach meetings, collaboration among the region’s public transit operators, public and private social service agencies, support from the SSTAC committee members, and a public hearing. StanCOG also provides the public with alternative ways to participate and submit feedback if they are unable to attend one of
the public outreach workshops such as; comment forms accessible via the StanCOG website, online surveys accessible via web and smartphone, and options to email, mail or call to submit any feedback or comments. Furthermore, all of the region’s public transit operators continually review passenger transit needs within their systems and elicit public response to improve the effectiveness and efficiency of transit services within their jurisdictions. These agencies continually report back to StanCOG during regularly scheduled SSTAC meetings.

Providing Technical Assistance and Ensuring Title VI Compliance

StanCOG staff provides extensive data and technical assistance to the region’s two public transit operators, the region’s consolidated transportation services agency- MOVE Stanislaus, and multiple social service agencies that provide transportation services for elderly and disabled populations within the Stanislaus region. As the MPO and RTPA, StanCOG maintains a record of census and other demographic data for Stanislaus region. This public information is made available to public transit operators and public/private social service agencies to support the update and development of their Title VI compliance information. In addition, StanCOG’s SSTAC provides a forum for regional public and public/private social service transit agencies to collaborate on identifying and addressing the transportation needs of every population group within the region.

Information Dissemination

To ensure that plans, programs, and transportation services meet the diverse needs of the Stanislaus region’s entire population, StanCOG’s 2020 Public Participation Plan (PPP) has identified the following goals and objectives:

- Strive for a balanced representation of all groups of the public, including the typically underrepresented in the planning process; while providing ample opportunities for public review and input of all planning and programming documents.
- Promote a culture of dialogue and partnership among residents, property owners, the business community, organizations and public officials; while educating local officials and the public in the transportation planning process.
- Make both technical information and meeting notices involved in the planning process available in accessible formats; while providing communications and agency reports that are understandable and timely.
- Demonstrate explicit consideration and response to public input received during the planning and programming process; while treating all interested participants fairly and respectfully.

The 2020 PPP establishes a means to advance public participation among various population groups: lower income households, minorities, persons with disabilities, tribal governments, representatives from community and service-based organizations, and public agencies.
The following list of activities identifies StanCOG’s current public information distribution methods:

- All agency reports, and public information are posted online for public access through the StanCOG website;
- Major project presentations and public hearings regarding new policies, long-range planning topics, or transportation funding matters are made throughout all development phases and circulated through StanCOG’s standing and ad hoc committees for review and public participation prior to the Policy Board’s approval;
- The Policy Board agenda for all meetings is posted outside the StanCOG office at 1111 I Street, Suite 308, in Modesto, and on StanCOG’s website, at www.stancog.org, at least 72 hours prior to each meeting;
- All agendas for meetings subject to the Brown Act requirements are posted online and outside of StanCOG’s office at least 72 hours in advance of that meeting;
- StanCOG staff continually maintains and updates a mailing list to include any public individual, organization, or social group that wishes to receive certain information directly before any public hearing, workshop, or presentation.

Public Involvement

Public participation is a key component in all of StanCOG’s planning processes. The policies and procedures established in StanCOG’s currently adopted 2020 Public Participation Plan (PPP) enable all members of the public to actively participate in the planning and decision-making processes undertaken during the development of the region’s long-range planning and funding documents.

As outlined in the PPP, opportunities for public involvement can be seen in a wide-range of StanCOG’s activities:

- Participation of citizens in the Policy Board meeting, and all other standing, ad hoc, and other technical committee meetings conducted by StanCOG;
- Direct participation of the Citizen’s Advisory Committee in StanCOG’s formal planning process;
- Placement of public hearing notices in both English and Spanish newspapers of general circulation;
- Presentations to and meetings with community groups, organizations, and traditionally underrepresented or underserved minority populations;
- Representation from the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) population groups on StanCOG’s Social Service Transportation Advisory Council;
- Dissemination of news releases and public service announcements;
- Public outreach efforts and information provided through the local media sources;
- Continual utilization of StanCOG’s web page to disseminate information to the public regarding draft planning documents, new policies, and upcoming planning efforts, projects and public meetings and hearings;
Providing a regional public forum for plan implementation project teams to identify and address specific regional planning opportunities;

Public outreach efforts and information provided through social media, such as Facebook.

In addition to the efforts referenced in the PPP, StanCOG will partner with its local agencies to further reach the community and address some of the transportation gaps in the region. StanCOG, in partnership with Catholic Charities, will embark on a robust outreach effort that will bring residents of the region’s most disadvantaged communities together to collaborate and identify short-, medium-, and long-term solutions to their most pressing transportation needs. StanCOG will also partner with MOVE Stanislaus to bring together human service organizations and transit agencies to identify mobility needs of seniors, persons with disabilities, persons of low income and veterans, to update the Public Transit Human Services Coordination Plan. An updated Plan is crucial to maintaining the region’s eligibility for FTA Section 5310 funding and effective use of local Measure L transportation funding.

Federal and State Outreach Requirements

In accordance with guidelines established by both federal and state regulations, StanCOG has established its responsibility in providing an opportunity for public participation, education, input, and involvement, which includes the regions residents and stakeholders in the regional planning and project development process. Through the development of the FTIP, StanCOG satisfies these regulations including the Federal Transit Administration’s (FTA’s) Sections 5307 and 5339 Program of Projects (POP) requirements per FTA Circular 9030.1E. These guidelines and requirements are all addressed below.

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)

Federal regulations for metropolitan transportation planning (23 CFR 450.316) and FHWA guidelines assert that the MPOs shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Moving Ahead for Progress in the 21st Century (MAP-21)

MAP-21, followed the direction of the FHWA guidance, citing requirements for the MPO to comply with the direction of 23 CFR 450.316. More specifically, StanCOG is required to develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

- Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
Providing timely notice and reasonable access to information about transportation issues and processes;
Employing visualization techniques to describe metropolitan transportation plans and TIPs;
Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
Holding any public meetings at convenient and accessible locations and times;
Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

Fixing America’s Surface Transportation Act (FAST Act)

On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law – the first federal transportation authorization in almost a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act builds upon MAP-21 to make the Federal surface transportation more streamlined, performance-based, and multimodal. The FAST Act requires MPOs such as StanCOG to “provide citizens, affected public agencies, representatives of public transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, public ports and certain private providers of transportation (including intercity bus operators and employer-based commuting programs) and other interested parties” with a reasonable opportunity to comment on transportation plans and programs. The FAST Act requires StanCOG to coordinate transportation plans such as the RTP and TIP with expected growth, economic development, environmental protection and other planning related activities in the region. The FAST Act expires on September 30, 2020.

Ralph M. Brown Act

The Policy Board and the standing advisory committee meetings must comply with the Ralph M. Brown Act (Brown Act), which governs all public meetings and actions of governing boards or local and regional public agencies and their created bodies in California. Requirements of the Brown Act
also apply to any committee or other subsidiary body of a local or regional agency, whether permanent or temporary, decision-making or advisory, which is created by such a governing board. The Brown Act sets minimum standards for open meetings relative to access to the public, location of meetings, notice posting, agenda distribution, and public input. It is StanCOG’s aim to achieve and exceed these minimum requirements. California Environmental Quality Act (CEQA) / National Environmental Policy Act (NEPA) Both CEQA and NEPA define the minimum standards for reasonable public access to the decision-making process for ‘projects’. A ‘project’ is defined as the whole of an action which has the potential for resulting in either direct or indirect physical change in the environment. Because StanCOG is primarily a planning agency, most of StanCOG’s actions do not fall under CEQA/NEPA as they are not ‘projects’, but StanCOG must abide by the statutory requirements as outlined in these acts should we act on a ‘project’. MPOs are responsible for the planning contained in the RTP that precedes project delivery. Typically, a local government, consultant or Caltrans is responsible for the actual construction of the project i.e. project delivery. CEQA applies to the planning document (RTP) while both NEPA and CEQA may apply to the individual projects that implement the RTP during the project delivery process.

Outreach to Resource Agencies

StanCOG engages resource agencies in the development of all plans, and specifically the RTP/SCS, to solicit input into the planning process. StanCOG will distribute notifications to state, local and tribal agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movement, land use management, natural resources, conservation and historic preservation. StanCOG has also developed working relationships with other agencies and distributes information to local organizations and contacts.

Tribal Government Consultation

There are no federally-recognized Native American Tribal Governments located in Stanislaus County, although, there are five tribal governments with ancestral ties to the Stanislaus region as listed below.

- California Valley Miwok Tribe
- Calaveras Band of Mi-Wuk Indians
- North Valley Yokuts Tribe
- Tuolumne Band of Me-Wuk Indians
- Southern Sierra Miwuk Nation

Outreach to the tribal governments informing them of the transportation planning process in the Stanislaus region is important to StanCOG. StanCOG will provide information to the tribal governments about the public meetings of the StanCOG Policy Board and standing committees. Information provided for public meeting agenda packets includes the date, time and location of the public meetings, and the agenda for the meeting which lists all items to be discussed. The tribal governments will also receive reports that are included in the agenda packets that provide detailed
materials about each item on the agenda. Each public meeting also provides the opportunity for the public to provide comments.

The following further shows the public outreach conducted during the last three years. Please see APPENDIX K: OUTREACH SUMMARY for publications and flyers.

**Non-Motorized Transportation Plan**

- Pop-up event #1: Held in Turlock, December 2019
- Pop-up event #2: Held in Ceres, December 2019
- Pop-up event #3: Held in Modesto, December 2019
- Pop-up event #4: Held in Oakdale, December 2019
- Public Survey accessible in English and Spanish from December 2019-March 2020
- Interactive web map accessible in English and Spanish from December 2019-March 2020

**Bike/Ped Safety and Education Campaign**

- Public Survey accessible in English and Spanish from February 2020 - on going

**RTP/SCS**

Workshops held throughout the region are as follows:

- Hammon Senior Center, Patterson, July 2017,
- Gene Bianchi Community Center, Oakdale, August 2017,
- Modesto Center Plaza Modesto, August 2017,
- Modesto Library, Modesto, November 2017,
- City of Newman Council Chambers, Newman, November 2017,
- Ceres Community Center, Ceres, November 2017,
- Iglesia Católica San Frances de Roma (Spanish Language Workshop), Riverbank, November 2017,
- Turlock City Council Chambers, Turlock, May 2018,
- Hammon Senior Center, Patterson May 2018,
- Preparation Scope Meeting, Modesto, January 2019,

**City Council Presentations**

- City of Ceres, September 2019
- City of Hughson, October 2019
- City of Modesto, November 2019
- City of Newman, October 2019
- City of Oakdale, September 2019
- Riverbank, October 2019
- Turlock, October 2019
- Waterford, September 2019
Community Events and Presentations

- Newman Fall Festival, September 2019
- Waterford Lions Club, September 2019
- Turlock Farmers Market, September
- Stanislaus County Commission on Aging, September 2019
- Patterson Farmers Market, September 2019
- Rotary Club of Patterson, September 2019
- Central Park Market Turlock, September 2019
- Turlock Young Professionals, September 2019
- Disability Resource Agency for Independent Living, October 2019
- Stanislaus County Farm Bureau, October 2019
- Services to Older Adults Advisory Committee, October 2019
- Modesto Farmers Market, October 2019
- Rotary Club of Turlock, October 2019
- Rotary Club of Oakdale, October 2019
- Parents Café/Healthy Resource Center (Spanish), October 20
- Modesto Gateway Rotary, October 2019
- Salida Municipal Advisory Council, October 2019
- Patterson Lions Club, October 2019
- El Concilio, October 2019
- Rotary Club of Newman, November 2019
- Oakdale Chamber/Economic Development, November 2019
- Catholic Charities Presentation Riverbank (Spanish), November 2019
- Modesto Downtown Rotary, February 2019
- South Modesto Municipal Advisory Committee, February 2019

Collateral Materials and Social Media

- A total of 12 eNews announcements were sent to our entire list of 450+ subscribers promoting upcoming workshops.
- Workshops were further promoted via Facebook events, board posts and ad supported placements which yielded over 1400 impressions in our target market.
- Print ads were places in both the Modesto Bee and Vida to promote workshops in Spanish and English.
- Two pull-up banners, 1500 business card handouts, 200 posters and flyers were created and distributed County-wide.
- English and Spanish language handouts were created and placed on our project website:
  - Overview of Scenarios
  - Performance of Scenarios
  - Project FAQ
  - Project Overview
- News releases were sent to all publications, radio and online services in Stanislaus County.
- Website consistently updated with information, new documents and presentations.
Currently averaging over 1,000-page visits per week.
Closed Workshop #1 Survey with 31 participants.

Unmet Transit Needs

- Public Hearing, Modesto, January 2018,
- Gladys L. Lemmons Center, Oakdale, December 2018,
- Ceres Community Center, Ceres, December 2018,
- Patterson Senior Center, Ceres, December 2018,
- Modesto Senior Center, Modesto, December 2018,
- Empire Library, Empire, January 2019,
- Public Hearing, Modesto, January 2019,
- Whitmore Oak Apartments, Ceres, November 2019,
- McConnell Adult Education Center, Newman, December 2019,
- Riverbank Community Center, Riverbank, December 2019,
- Ralston Towers Senior Center, Modesto, December 2019,
- Salvation Army, Turlock, December 2019,
- Hospitality Center, Salida, December 2019,
- Public Hearing, Modesto, March 2020,

Public survey that accessible in English and Spanish via the web and smartphone application from October 2019- April 2020,
A 30-day public hearing notice was circulated in the region's English and Spanish newspapers of general circulation,
Public hearing announcements, with a link to the StanCOG UTN online survey, were distributed to senior congregate meal sites, faith-based organizations, community groups, local businesses, at transit facilities, and on buses.

SR132

- A 30-day public hearing notice was circulated in the region's English and Spanish newspapers of general circulation,

PPP

- A 30-day public hearing notice was circulated in the region's English and Spanish newspapers of general circulation,

RTIP

- A 30-day public hearing notice was circulated in the region's English and Spanish newspapers of general circulation,

FTIP

- A 30-day public hearing notice was circulated in the region's English and Spanish newspapers of general circulation.
Subrecipient Monitoring

StanCOG was the designated recipient for one Federal grant that included a subrecipient, the Modesto Urbanized Area grant funds from the now-terminated JARC and New Freedom programs. As noted on Chapter VI of the Circular, MPO’s administering grants must assist subrecipients in complying with the general reporting requirements in Chapter III of 4702.1B, and to monitor subrecipients for compliance with Title VI. StanCOG meets with its subrecipient as needed to provide technical assistance and ensure compliance with all reporting requirements.

StanCOG requires all subrecipients to sign and agree to terms outlined in section 20.a of StanCOG’s Subrecipient Agreement.

SUBRECIPIENT assures DESIGNATED RECIPIENT that it complies with, and that SUBRECIPIENT will require that its contractors, subcontractors and subgrantees comply with, the following non-discrimination and equal opportunity laws. Any failure by SUBRECIPIENT to comply with these provisions shall constitute a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as DESIGNATED RECIPIENT may deem appropriate.

a. In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d and Federal transit law at 49 U.S.C. § 5332, SUBRECIPIENT agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, SUBRECIPIENT agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue, including, but not limited to, U.S. DOT regulations, “Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act,” 49 C.F.R. Part 21, and FTA Circular 4702.1B, “Title VI and Title VI – Dependent Guidelines for Federal Transit Administration Recipients.”

StanCOG evaluates each Subrecipient’s risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the subaward for purposes of determining the appropriate Subrecipient monitoring. At a minimum, StanCOG’s Subrecipient monitoring and management includes:

- Subrecipient financial stability;
- Quality of Subrecipient management systems and ability to meet management standards;
- Subrecipient history of performance in managing prior awards, including timeliness of compliance with reporting requirements and conformance with terms and conditions;
- Reports and findings from audits of Subrecipients;
- Subrecipient’s ability to implement regulatory or other requirements; and
- Evaluation of any subrecipient debarments and/or suspensions.
StanCOG reviews every subrecipient’s invoice to ensure that the work performed, and costs billed are in compliance with StanCOG’s Subrecipient agreement and all applicable State and Federal Regulations. Subrecipients are required to submit a detailed invoice for review with the required supplemental documents. Approvals are documented by the Project Manager, Manager of Financial Services and Executive Director’s signature.

Payments are withheld from sub-recipients for the following reasons:

- Insufficient detail to support the costs billed;
- Unallowable costs;
- Ineligible costs; and/or;
- Incomplete work or work not completed in accordance with required specifications.

**Compliance with Non-Discrimination and Equal Employment Opportunity Laws**

Subrecipient activities and compliance with regulations are monitored through reports submitted to StanCOG on a quarterly basis.

**Access to Services for Persons with Limited English Proficiency**

As previously identified above, StanCOG must adhere to the provisions established in Executive Order 13166, which requires services to be provided for persons with limited English proficiency (LEP). StanCOG is in compliance with the “Safe Harbor” provision identified in the FTA C4702.1B Chapter III 9.c. for recipients regarding translation of written materials for LEP population. The following list identifies StanCOG’s LEP procedures:

- StanCOG Policy Board agendas are translated from English to Spanish. The agendas are made available through our website and through mail outs prior to policy board meetings.
- Major mailers and public information handouts are published in both English and Spanish languages, and can be further translated upon request;
- During some of StanCOG’s outreach to local social organizations, both verbal and visual presentations have been interpreted and translated into Spanish, respectively;
- Public information and hearing notices are posted in both English and Spanish language newspapers of general circulation, including the Modesto Bee and Vida en el Valle (a bilingual (Spanish/English) newspaper);
- StanCOG’s planning processes and policy decisions are currently covered by English and Spanish news media sources and are further open to other minority media sources;
- All public workshops and hearings are structured to involve citizen participation from all populations, with interpretation provided with the interpreter present to represent the person or group involved.
- StanCOG contracts with an on-call service provider to provide translation and interpretation services as needed. Further, we offer prepaid services through an online personal interpreter: http://www.1-800-translate.com/telephone-real-time-services.
- In 2015, StanCOG purchased a portable translator system.
StanCOG Policy Board meetings are conducted in English. Anyone wishing to address the Policy Board is advised to have an interpreter or to contact Cindy Malekos at (209) 525-4600 during regular business hours at least 72 hours prior to the time of the meeting so that StanCOG can provide an interpreter.

StanCOG is dedicated in providing LEP individuals with meaningful access to materials by ensuring that effective communication exists between the project, activity, or service and the LEP individuals. To assure meaningful access, StanCOG has adopted the Department of Transportation’s framework which was developed by the Department of Justice (DOJ) in its latest guidance dated August 11, 2011. The DOJ identifies four factors that should be considered by a recipient of federal funds in assessing the needs of LEP persons and for implementing a plan to address those needs.

These four factors are:

- **FACTOR 1**: The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or grantee;
- **FACTOR 2**: The frequency with which LEP individuals come in contact with the program;
- **FACTOR 3**: The nature and importance of the program, activity, or service provided by the program to the people’s lives; and
- **FACTOR 4**: The resources available to the grantee/recipient and the costs associated therewith.

The four-factor analysis and Language Assistance Plan for limited English proficiency individuals is provided as Appendix G of this Analysis.

**Title VI Equity Analysis**

StanCOG is an MPO and a designated recipient. StanCOG has not changed locations in the past three years. StanCOG does not plan on building a new facility or to expand the currently occupied facility. There are no other facilities managed or maintained by StanCOG.

**CONCLUSION**

In conclusion, StanCOG continues to actively encourage public participation to ensure that all members of the public have an equal opportunity in the planning and decision-making process conducted by StanCOG and all of its member agencies. In developing the 2020 Public Participation Plan, 2018 Regional Transportation Plan, 2019 Federal Transportation Improvement Program, and FY 2020/21 Overall Work Program, StanCOG has ensured that all Title VI provisions have been followed. StanCOG does not have any open Title VI investigations, complaints or lawsuits. A copy of the StanCOG complaint log showing the findings of any complaint, action taken, and the status of the complaint filed in the last three years is included in Appendix J. StanCOG adheres to the Equal employment opportunities processes. StanCOG intends to take many more proactive
steps to further improve the quality of transit service for all residents within the Stanislaus region. Furthermore, StanCOG will continue to explicitly assess the impact of proposed transit investments on low income and minority populations throughout all future transportation project/program development.
TITLE VI PROGRAM CHECKLIST

Every three years, on a date determined by FTA, each recipient is required to submit the following information to the Federal Transit Administration (FTA) as part of their Title VI Program. Subrecipients shall submit the information below to their primary recipient (the entity from whom the subrecipient receives funds directly), on a schedule to be determined by the primary recipient.

General Requirements (Chapter III)

All recipients must submit:

☐ Title VI Notice to the Public, including a list of locations where the notice is posted
☐ Title VI Complaint Procedures (i.e., instructions to the public regarding how to file a Title VI discrimination complaint)
☐ Title VI Complaint Form
☐ List of transit-related Title VI investigations, complaints, and lawsuits
☐ Public Participation Plan, including information about outreach methods to engage minority and limited English proficient populations (LEP), as well as a summary of outreach efforts made since the last Title VI Program submission
☐ Language Assistance Plan for providing language assistance to persons with limited English proficiency (LEP), based on the DOT LEP Guidance
☐ A table depicting the membership of non-elected committees and councils, the membership of which is selected by the recipient, broken down by race, and a description of the process the agency uses to encourage the participation of minorities on such committees
☐ Primary recipients shall include a description of how the agency monitors its subrecipients for compliance with Title VI, and a schedule of subrecipient Title VI Program submissions
☐ A Title VI equity analysis if the recipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc.
☐ A copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or official(s) responsible for policy decisions reviewed and approved the Title VI Program. For State DOT’s, the appropriate governing entity is the State’s Secretary of Transportation or equivalent. The approval must occur prior to submission to FTA.
Additional information as specified in chapters IV, V, and VI, depending on whether the recipient is a transit provider, a State, or a planning entity (see below)

Requirements of Transit Providers (Chapter IV)

All Fixed Route Transit Providers must submit:
- All requirements set out in Chapter III (General Requirements)
- Service standards
  - Vehicle load for each mode
  - Vehicle headway for each mode
  - On time performance for each mode
  - Service availability for each mode
- Service policies
  - Transit Amenities for each mode
  - Vehicle Assignment for each mode

Transit Providers that operate 50 or more fixed route vehicles in peak service and are located in an Urbanized Area (UZA) of 200,000 or more people must submit:
- Demographic and service profile maps and charts
- Demographic ridership and travel patterns, collected by surveys
- Results of their monitoring program and report, including evidence that the board or other governing entity or official(s) considered, was aware of the results, and approved the analysis
- A description of the public engagement process for setting the “major service change policy,” disparate impact policy, and disproportionate burden policy
- Results of service and/or fare equity analyses conducted since the last Title VI Program submission, including evidence that the board or other governing entity or official(s) considered, was aware of, and approved the results of the analysis

Requirements of States (Chapter V)

States must submit:
- All requirements set out in Chapter III (General Requirements)
- The requirements set out in Chapter IV (Transit Provider) if the State is a provider of fixed route public transportation
- Demographic profile of the State
Demographic maps that show the impacts of the distribution of State and Federal funds in the aggregate for public transportation projects
- Analysis of the State’s transportation system investments that identifies and addresses any disparate impacts
- A description of the Statewide planning process that identifies the transportation needs of minority populations
- Description of the procedures the agency uses to ensure nondiscriminatory pass-through of FTA financial assistance
- Description of the procedures the agency uses to provide assistance to potential subrecipients, including efforts to assist applicants that would serve predominantly minority populations

**Requirements of MPOs (Chapter VI)**

Metropolitan Planning Organizations and other planning entities must submit:
- All requirements set out in Chapter III (General Requirements)
- Fixed route public transportation
- Demographic profile of the metropolitan area
- A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process
- Demographic maps that show the impacts of the distribution of State and Federal funds in the aggregate for public transportation projects
- Analysis of the MPO’s transportation system investments that identifies and addresses any disparate impacts
- Description of the procedures the agency uses to ensure nondiscriminatory pass-through of FTA financial assistance (if requested)
- Description of the procedures the agency uses to provide assistance to potential subrecipients in a nondiscriminatory manner (if requested)
TITLE VI PROGRAM CHECKLIST
(Chapter III)

Agency Name: Stanislaus Council of Governments

1. Notice to the public
   a. Race, color and national origin (Sample notice in Appendix B)
   b. Translated into non-English languages and consistent with the agency’s Limited English Proficiency (LEP) Plan (Chapter III-4)

2. List of locations where notice is posted, at a minimum (Chapter III-4)
   a. Agency’s website
   b. Public areas of the agency’s office(s), including reception desk and meeting rooms
   c. Stations or stops
   d. Transit vehicles

3. How to file a title VI discrimination complaint and complaint form must be on agency’s website (Chapter III-5 and Appendix C and D)

4. List of any public transportation Title VI investigations, complaints or lawsuits filed since last submission (see Appendix E)

5. Public Participation Plan - Promoting Inclusive Public Participation (Chapter III-5)
   a. Summary of outreach efforts made
   b. Outreach plan to engage minority and limited English proficient populations (can be a component of a larger outreach for those that are traditionally underserved)

   a. Four Factor Analysis (Chapter III-7)
      o The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or recipient.
      o ii. The frequency with which LEP persons come into contact with the program.
      o iii. The nature and importance of the program, activity, or service provided by the program to people’s lives.
      o iv. The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach.
   b. Safe Harbor Provision – applies to the translation of written documents only (Chapter III-9)
c. Describe how the agency provides language assistance services by language (Chapter III-8)
d. Describe how the agency provides notice to LEP persons about the availability of language assistance
e. Describe how the agency monitors, evaluates and updates the language access plan
f. Describe how the agency trains employees to provide timely and reasonable language assistance to LEP populations

7. Table depicting racial breakdown of transit-related, non-elected planning boards, advisory councils or committees. Also, a description of efforts made to encourage minority participation (Chapter III-9 and Appendix F)

8. If a facility has been constructed, a Title VI equity analysis must have been conducted during the planning stage regarding the location. A copy of the analysis must be provided. (Chapter III-11)

9. Board Resolution or similar approving the Title VI Plan (Chapter III-1)

**FIXED ROUTE TRANSIT PROVIDERS – TITLE VI PROGRAM REQUIREMENTS**

(Chapter IV)

1. Requirements are tiered – All fixed route transit providers must complete 2 and 3. Threshold: If an agency operates more than 50 fixed route vehicles in peak service and is located in an UZA of 200,000 or more, then all requirements of Chapter IV apply.

2. Requirement to set system-wide service standards (Chapter IV-4 and Appendix G)
   a. Vehicle load for each mode
   b. Vehicle headway for each mode
   c. On-time performance for each mode
   d. Service availability for each mode

3. Requirement to set service policies (Chapter IV-6 and Appendix H)
   a. Distribution of transit amenities for each mode
      i. Seating (i.e., benches, seats at stops/stations)
      ii. Bus and rail shelters
      iii. Rail platform canopies
      iv. Passenger information
         A. Printed signs, system maps, route maps and schedules
         B. Digital equipment such as next vehicle arrival time signs along bus
routes and at fixed guideway stations

v. Escalators
vi. Elevators
vii. Waste receptacles (including trash and recycling)

b. Vehicle assignment for each mode

Reviewer’s Signature   Date

Compliance Branch Chief Signature   Date
APPENDIX B: TITLE VI NOTICE TO THE PUBLIC (GENERAL REQUIREMENT)
Public Notice ADA Title II and Civil Rights Title VI

It is the policy of the Stanislaus Council of Governments that no person shall be denied the benefits of or be subjected to discrimination in any County program, service, or activity on the grounds of race, color, national origin, age, and disability. The Stanislaus Council of Governments also requires its contractors and grantees to comply with this policy.

Questions, concerns, complaints, request for reasonable accommodations, or other inquiries from the public with regard to the accessibility of County services or facilities for StanCOG shall be directed to:

Name: Edith Robles
Address: 1111 I Street Suite 308, Modesto CA 95354
Phone Number: 209-525-4600
Email: erobles@stancog.org

Aviso Público

Ley de Estadounidenses con Discapacidad (ADA) Título II y Derechos Civiles Título VI

La política del Consejo de Gobierno de Stanislaus dicta que a ninguna persona se le puede negar el beneficio o el acceso a programas, servicios o actividades del Condado basado en su raza, color, origen nacional, edad o incapacidad. El Consejo de Gobierno de Stanislaus también exige a sus contratistas y concesionarios cumplir con esta política.

Preguntas, inquietudes, quejas, acomodaciones especiales dentro de lo posible, u otras consultas del público respecto del acceso a servicios o instalaciones del Condado deben ser dirigidos a:

Name: Edith Robles
Address: 1111 I Street Suite 308, Modesto CA 95354
Phone Number: 209-525-4600
Email: erobles@stancog.org
Locations of the Title VI Notice to the Public Postings:

- StanCOG website: [http://www.stancog.org/title-vi.shtm](http://www.stancog.org/title-vi.shtm)
- StanCOG Facebook
- StanCOG main entrance to the building
APPENDIX C: TITLE VI COMPLAINT PROCEDURE & FORMS

(GENERAL REQUIREMENT)

Online procedure can be viewed at: http://www.stancog.org/title-vi.shtm
StanCOG is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color, national origin, age, gender, or disability pursuant to Title VI of the Civil Rights Act of 1964, as amended. Title VI complaints must be filed within 180 days from the date of the alleged discrimination.

The following information is necessary to assist us in processing your complaint. If you require any assistance in completing this form, please contact StanCOG at (209) 525-4600. The completed form must be returned to StanCOG, Title VI Coordinator, 1111 “I” Street, Suite #308, Modesto, CA 95354.

<table>
<thead>
<tr>
<th>Your Name:</th>
<th>Phone:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Address:</td>
<td>Alt Phone:</td>
</tr>
<tr>
<td></td>
<td>City, State and Zip Code:</td>
</tr>
</tbody>
</table>

Person(s) Discriminated against (if someone other than complainant): Name(s):

Street Address, City, State and Zip Code:

Which of the following best describes the reason for the alleged discrimination? (Check one)

- [ ] RACE
- [ ] COLOR
- [ ] NATIONAL ORIGIN (LIMITED ENGLISH PROFICIENCY)
- [ ] AGE
- [ ] GENDER
- [ ] DISABILITY

Date of Incident:

Time of Incident:

Please describe the alleged discrimination incident. Provide the names and titles of all StanCOG employees responsible. Explain what happened, whom you believe was responsible, and other specific relevant information. Please use the next page of this form if additional space is required.

(Complete next page of form)
Please describe the alleged discrimination incident (continued)

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

Have you filed a complaint with any other federal, state, or local agencies? (Check one)

☐ YES ☐ NO

If so, list agency / agencies and contact information below:

Agency: _________________________________ Contact Name: _________________________________

Street Address, City, State & Zip Code: _________________________________ Phone: _________________________________

__________________________________________________________________________________________

Agency: _________________________________ Contact Name: _________________________________

Street Address, City, State & Zip Code: _________________________________ Phone: _________________________________

__________________________________________________________________________________________

I affirm that I have read the above charge and it is true to the best of my knowledge.

Complainant’s Signature: _________________________________ Date: _________________________________

__________________________________________________________________________________________

Print or Type Name of Complainant

Date Received: _________________________________

Received By: _________________________________
Formulario de Quejas Title VI
Stanislaus Council of Governments (StanCOG)
Oficina de Cumplimiento

StanCOG centra sus esfuerzos en garantizar que nadie sea excluido de la participación en sus servicios ni que nieguen los beneficios de éstos, con base en raza, color, origen nacional, edad, sexo, y discapacidad, en conformidad con las disposiciones del Title VI de la Ley de Derechos Civiles de 1964. Las quejas bajo el Title VI deben presentarse en el transcurso de 180 días a partir de que ocurre la discriminación supuesta.

La información siguiente es necesaria para ayudarnos en el procesamiento de su queja. Si requiere ayuda para llenar este formulario, le agradeceremos que se dirija al StanCOG al teléfono (209) 525-4600. El formulario completo debe devolverse al StanCOG, Coordinadora del Title VI, 1111 “I” Street, Suite #308, Modesto, CA 95354.

<table>
<thead>
<tr>
<th>Su nombre:</th>
<th>Teléfono:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dirección:</td>
<td>Segundo Teléfono:</td>
</tr>
<tr>
<td></td>
<td>Ciudad, estado, y Código Postal:</td>
</tr>
<tr>
<td>Persona(s) que sufrieron discriminación (si es otra que el firmante): Nombre(s):</td>
<td></td>
</tr>
<tr>
<td>Dirección, Ciudad, estado, y Código Postal:</td>
<td></td>
</tr>
</tbody>
</table>

¿Cuál de los siguientes describe mejor la razón por la supuesta discriminación? (Marque uno)

- RAZA
- COLOR
- ORIGEN NACIONAL
- EDAD
- SEXO
- DISCAPACIDAD

Fecha del incidente: ___________________________
Hora del incidente: ___________________________

Por favor, describa el supuesto incidente de discriminación. Proporcione los nombres y títulos de todos los empleados de StanCOG involucrados, si cuenta con la información. Explique lo sucedido: quien considera que fue responsable; y otra información específica pertinente. Por favor, use el reverso de este formulario si requiere espacio adicional.

(Llene el reverso de este formulario)
Formulario de Quejas Title VI
Stanislaus Council of Governments (StanCOG)
Oficina de Cumplimiento

Pro favor, describa el supuesto incidente de discriminación (continuación).

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

¿Ha presentado alguna queja ante otra agencia federal, estatal, o local con respecto este incidente? (Marque Uno)

☐ Si    ☐ No

Si la respuesta es afirmativa, por favor, a continuación enumere la agencia or agencias y la información de contacto:

Agencia: __________________________ Nombre de contacto: __________________________
           Dirección, Ciudad, estado, y Código Postal: __________________________
           Teléfono: __________________________

________________________________________________________________________

Agencia: __________________________ Nombre de contacto: __________________________
           Dirección, Ciudad, estado, y Código Postal: __________________________
           Teléfono: __________________________

________________________________________________________________________

Confirmo que he leído el cargo que se indica arriba y que es verdadero hasta donde tengo conocimiento.

Firma del declarante: __________________________ Fecha: __________________________

Escriba o escriba en letra de imprenta el nombre de declarante

Fecha de recepción: __________________________
Recibido por: __________________________
TITLE VI COMPLAINT PROCESS

Title VI Complaint Process

The Stanislaus Council of Governments (StanCOG) is committed to a policy of nondiscrimination in the conduct of its business, including its Title VI responsibilities, and to the delivery of equitable and accessible transportation services. Any person who believes that he or she has been subjected to discrimination under Title VI on the basis of race, color, national origin, age, gender, or disability may file a Title VI complaint with StanCOG within 180 days from the date of the alleged discrimination.

Filing a Title VI Complaint with STANCOG

If you have a Title VI complaint, the following Title VI Complaint Form may be obtained and completed electronically via the following link:

Title VI Complaint Form – English Language (http://www.stancog.org/pdf/titlevi-form-english.pdf)

Title VI Complaint Form – Spanish Language (http://www.stancog.org/pdf/titlevi-form-spanish.pdf)

Complaint forms may be submitted to StanCOG via the following e-mail address:

publiccomment@stancog.org

Complaint forms may also be filed with StanCOG in writing and sent to the following address:

Stanislaus Council of Governments  
Attn: Title VI Coordinator  
1111 I Street, Suite 308  
Modesto, CA 95354

Title VI Complaint Forms may also be obtained on the StanCOG website at www.stancog.org or by calling 209.525.4600

What Happens to My Title VI Complaint to STANCOG?

Once a complaint is received, it will be assigned to an investigator. In instances where additional information is needed, the investigator will contact the individual by phone or in writing.

Failure from the individual to provide the requested information by a certain date may result in the administrative closure of the complaint or a delay in complaint resolution.

Based upon receipt of all the information required, StanCOG will investigate a Title VI complaint within 90 days of receipt. StanCOG will use its best efforts to respond to a Title VI complaint within
90 calendar days of its receipt of such complaint. Receipt of additional relevant information and/or simultaneous filing of a complaint with StanCOG and an external entity may extend the timing of the complaint resolution.

**Title VI Policy Statement**

It is the policy of the Stanislaus Council of Governments that no person shall be denied the benefits of or be subjected to discrimination in any County program, service, or activity on the grounds of race, color, national origin, age, or disability. The Stanislaus Council of Governments also requires its contractors and grantees to comply with this policy.

**Toward this end, it is StanCOG’s objective to:**

- Ensure that the level and quality of transportation service is provided without regard to race, color, national origin, age, gender, or disability;
- Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations;
- Promote the full and fair participation of all affected populations in transportation decision making;
- Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit minority populations or low-income populations; and
- Ensure meaningful access to programs and activities by persons with limited English proficiency (LEP).

StanCOG’s Executive Director, management, and staff share the responsibility for carrying out StanCOG’s commitment to Title VI compliance. The Title VI staff is responsible for the day-to-day operation of the program and receives and investigates Title VI complaints that come through the complaint procedures process.
APPENDIX D: FEDERAL TRANSIT ADMINISTRATION’S
SIGNED CERTIFICATIONS AND ASSURANCES

The annual Title VI Certification and Assurances were provided to the FTA via an update in the FTA’s web-based Grants Management System (TrAMS). The StanCOG certifications and assurances, signed by StanCOG’s Executive Director and General Counsel, were last updated March 2020.
APPENDIX E: STANCOG’S 2020 PUBLIC PARTICIPATION PLAN

A sample of this plan is attached. The full plan is available to view at:

2020 PUBLIC PARTICIPATION PLAN

Adopted June 17, 2020
Per Resolution #19-42
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## ACKNOWLEDGMENTS

### STANISLAUS COUNCIL OF GOVERNMENTS

### POLICY BOARD

<table>
<thead>
<tr>
<th>Name</th>
<th>City/Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jeramy Young, Chair</td>
<td>City of Hughson</td>
</tr>
<tr>
<td>Terry Withrow, Vice Chair</td>
<td>Stanislaus County</td>
</tr>
<tr>
<td>Mike Kline</td>
<td>City of Ceres</td>
</tr>
<tr>
<td>Jenny Kenoyer</td>
<td>City of Modesto</td>
</tr>
<tr>
<td>Tony Madrigal</td>
<td>City of Modesto</td>
</tr>
<tr>
<td>Bill Zoslocki</td>
<td>City of Modesto</td>
</tr>
<tr>
<td>Nick Candea</td>
<td>City of Newman</td>
</tr>
<tr>
<td>Ericka Chiara</td>
<td>City of Oakdale</td>
</tr>
<tr>
<td>Deborah Novelli</td>
<td>City of Patterson</td>
</tr>
<tr>
<td>Richard O’Brien</td>
<td>City of Riverbank</td>
</tr>
<tr>
<td>Gil Esquer</td>
<td>City of Turlock</td>
</tr>
<tr>
<td>Michael Van Winkle</td>
<td>City of Waterford</td>
</tr>
<tr>
<td>Vito Chiesa</td>
<td>Caltrans Ex-Officio</td>
</tr>
<tr>
<td>Jim DeMartini</td>
<td>Stanslaus County</td>
</tr>
<tr>
<td>Tom Berryhill</td>
<td>Stanslaus County</td>
</tr>
<tr>
<td>Kristin Olsen</td>
<td>Stanslaus County</td>
</tr>
<tr>
<td>Dan McElhinney</td>
<td>Stanslaus County</td>
</tr>
</tbody>
</table>

### STAFF

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rosa De Leon Park</td>
<td>Executive Director</td>
</tr>
<tr>
<td>Elisabeth Hahn</td>
<td>Deputy Director of Planning and Programming</td>
</tr>
<tr>
<td>Cindy Malekos</td>
<td>Manager of Administrative Services</td>
</tr>
<tr>
<td>Karen Kincy</td>
<td>Manager of Financial Services</td>
</tr>
<tr>
<td>Carla Alviso</td>
<td>Administrative Assistant</td>
</tr>
<tr>
<td>Aric Barnett-Lynch</td>
<td>Executive Management Analyst</td>
</tr>
<tr>
<td>Chris Jasper</td>
<td>Assistant Planner</td>
</tr>
<tr>
<td>Melissa Molina</td>
<td>Senior Transit Services Specialist</td>
</tr>
<tr>
<td>Stephanie Mora</td>
<td>Financial Services Specialist II</td>
</tr>
<tr>
<td>Isael Ojeda</td>
<td>Senior Planner</td>
</tr>
<tr>
<td>Josephine Oshana</td>
<td>Executive Administrative Assistant</td>
</tr>
<tr>
<td>Edith Robles</td>
<td>Assistant Planner</td>
</tr>
<tr>
<td>Debbie Trujillo</td>
<td>Assistant Planner</td>
</tr>
<tr>
<td>Lydia Worden</td>
<td>Financial Services Specialist II</td>
</tr>
</tbody>
</table>
INTRODUCTION

Chapter 1

Public involvement is critical to successful regional transportation planning and programming. When the public is engaged in the process, the feedback gathered helps assure projects address community needs. Likewise, the public gains a better understanding of the tradeoffs and constraints associated with transportation planning.

The Public Participation Plan (PPP) was prepared to inform the public and other stakeholders about the overall Stanislaus Council of Governments (StanCOG) public participation process, how they can receive information from StanCOG, and how they can provide input into the regional planning, policy, and decision-making process. Public participation affords stakeholders (those that have an interest or stake in an issue, such as individuals, interest groups, and communities) the opportunity to influence decisions that affect their lives. The Public Participation Plan sets forth StanCOG’s commitment to an open and transparent process.

Transportation law is clear in that the public is to have access to, and participate in, the development of the long-range transportation plans, such as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and capital programs such as the Federal Transportation Improvement Program (FTIP) & State Transportation Improvement Program (STIP), as well as the development of planning studies.

The “Moving Ahead for Progress in the 21st Century Act” (MAP-21), signed into law on July 6, 2012, and effective on October 1, 2012, contains specific language outlining federal requirements regarding public involvement processes and procedures. MAP-21 Legislation (Public Law 112-141) required metropolitan planning organizations to provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

On December 4, 2015, President Barack Obama signed into law Public Law 114-94, the Fixing America’s Surface Transportation Act, or “FAST Act”. As was the case with MAP-21, the FAST Act carries forward previous transportation legislation to provide states and metropolitan planning organizations specific direction in conducting and promoting broad-based public involvement activities. The FAST Act includes provisions to support and enhance new reforms to the metropolitan and statewide transportation planning processes. To engage all sectors and users of the transportation network, the FAST Act requires that the planning process include public ports and private transportation providers and further encourages MPOs to consult during this process with officials of other types of planning activities; however, public involvement remains a hallmark of the planning process.

It is clearly in the best interest of the Metropolitan Planning Organization (MPO) to share information with the public, to make clear the technical aspects of issues and to listen to the
thoughts and ideas of the citizens who use the transportation facilities and services, live and work in the communities in which projects are being considered.

Good public participation rests on several basic premises—that there is open and timely sharing of information about choices before decisions are made; that the information is complete and clear; and that the agencies and the public are provided with the opportunity to openly and honestly discuss the issues. The preparation and implementation of this Plan will ensure that StanCOG continues to improve on the way we provide information and to ensure that we provide a forum for the public to openly discuss transportation related issues.

One challenge to effective public participation is the complexity of transportation related information provided as technical data. However, MPOs are required, to the maximum extent possible, to use visualization techniques, such as drawings, computer models, visual simulation, geographic information system (GIS) maps, and other state-of-the-art techniques to help the public understand complex problems and projects, and their impacts in developing transportation plans and capital programs. These techniques are employed to help illustrate and explain many of the content/issues associated with plans and programs. Having more timely information with accompanying analysis will allow appropriate assessments of proposals or plan elements.

StanCOG is required to make information available pursuant to governing laws and depends on the public to provide feedback on what kind of information and analysis would be a better indicator of impacts by a project related to issues or areas of concern. StanCOG will continue to provide easily accessible information to as much of the public as possible. Most information is made available electronically, via our website. Other methods to disseminate information and to encourage public participation in the planning process can be employed. These are further discussed in Chapter 2, Planning Process.

The planning process provides numerous instances in which information must be made available to the public for comment. Making information available and engaging the public in a meaningful discussion about the issues and choices may be two different exercises. Early public involvement and transparency (timely sharing of easily understandable and accessible information to educate the public about the issues and options) results in better outcomes. When done in a meaningful way, public participation enables sponsor agencies to make better and more easily implementable decisions that reflect public interests and values and are better understood by the public.

This PPP serves as a guide for the StanCOG public involvement process as well as the continuing, comprehensive and coordinated planning process among the stakeholders to ensure effective coordination among public officials at all levels of government and inviting the wide participation of all parties, public or private, at all stages of the transportation planning process to provide an ongoing opportunity for broad-based participation in the development and review of regional plans and programs managed and produced by StanCOG.

Transportation also affects air quality, water, noise, and general quality of life. It affects where you live and work, how you spend your time and even how much you spend for housing. In short, transportation affects nearly every aspect of your life. Good transportation options are essential for
travel to everyday needs. Transportation affects the economic well-being of an area through access to work and through the transport needs of local business.

The public has in-depth knowledge about the region and its transportation needs which is vital to making good transportation decisions. The PPP outlines goals and procedures to ensure StanCOG is providing all interested parties with a reasonable opportunity to be involved in the planning process. The PPP also contains guidance for the public on how transportation decisions are made through the MPO process (Chapter 2).

**Organization of the PPP**

The Public Participation Plan is organized into 5 sections: Introduction, Planning Process, Goals and Procedures, Public Involvement Evaluation and Appendix. The following is a brief description of each section.

- **Introduction**
  - Provides the background into the function of an MPO; introduces the intent of the PPP; and outlines the remaining sections of the document.

- **Planning Process**
  - Further describes StanCOG and its function; identifies federal and state requirements for public participation.

- **Goals and Procedures**
  - Outlines the specific goals of the PPP and the actions (procedures) used to accomplish these goals; and identifies the StanCOG outreach techniques and strategies.

- **Public Involvement Evaluation**
  - Describes the evaluation techniques utilized by StanCOG to measure the effectiveness of the outreach program.

- **Appendix**
  - Provides detailed information on items referred to in the PPP.

**Background**

A MPO is a federally-mandated and federally-funded transportation policy-making organization that is made up of representatives from local governments. In 1962, the United States Congress passed legislation that led to the formation of a MPO for any urbanized area with a population greater than 50,000. The legislation ensures that designated federal funding for transportation projects and programs are channeled through the MPO regional planning process. MPOs were created to ensure that existing and future expenditures of governmental funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive (“3-C”) planning process.
StanCOG was formed in 1971 and is the federally-mandated Metropolitan Planning Organization (MPO) and state-recognized Regional Transportation Planning Agency (RTPA) for the Stanislaus Region, including Stanislaus County and the nine incorporated cities of Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock and Waterford. StanCOG is also the Local Transportation Authority (LTA) for the Stanislaus Region.

*The following are the five (5) core functions of an MPO:*

- Prepare a Regional Transportation Plan (RTP)
- Prepare a Transportation Improvement Program (TIP)
- Prepare an Overall Work Program (OWP)
- Prepare a Public Participation Plan (PPP)
- Protect Air Quality

MPOs not only receive federal funding, but also receive state funding and, therefore, must also comply with State policies, for example Assembly Bill 32 (AB 32) which requires California to reduce Green House Gas (GHG) emissions, and Senate Bill 375 (SB 375) which supports the State’s climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. These bills are further discussed in Chapter 2.

MPOs are primarily federally-funded; therefore, federal policies serve as direction to the MPOs regarding intended functions and service improvements to the local agencies and the public. The chart found on page 5 highlights key federal transportation policy milestones.
### Federal Transportation Policy Milestones

<table>
<thead>
<tr>
<th>Year</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1962</td>
<td><em>Federal Highway Act (FHWA)</em> focused on the need for transportation planning in urbanized areas; and led to the creation of Metropolitan Planning Organizations (MPO) for any area over 50,000 persons.</td>
</tr>
<tr>
<td>1964</td>
<td><em>Urban Mass Transportation Act (UMTA)</em>, the first U.S. government public transportation program.</td>
</tr>
<tr>
<td>1964</td>
<td><em>Civil Rights Act, Title VI</em> prohibited discrimination in any program receiving federal funds.</td>
</tr>
<tr>
<td>1978</td>
<td><em>Surface Transportation Act</em> was the first time Congress considered transit, highways, and safety in the same legislation.</td>
</tr>
<tr>
<td>1990</td>
<td><em>Americans with Disabilities Act (ADA)</em> required virtually all public transportation service to be accessible to persons with disabilities.</td>
</tr>
<tr>
<td>1991</td>
<td><em>Intermodal Surface Transportation Efficiency Act (ISTEA)</em>, landmark transportation reform amended federal transportation law; created programs oriented toward community building, and strengthened public involvement and shared decision-making with localities.</td>
</tr>
<tr>
<td>1994</td>
<td><em>Executive Order 12898, Environmental Justice</em> required that to the greatest extent practicable and permitted by law each agency receiving federal dollars should identify and address disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.</td>
</tr>
<tr>
<td>1998</td>
<td><em>Transportation Equity Act for the 21st Century (TEA-21)</em> continued and extended reforms of ISTEA, added some new programs, and designated special projects.</td>
</tr>
<tr>
<td>2000</td>
<td><em>Executive Order 13166, Limited English Proficiency (LEP)</em> required the improvement of access to services for persons with limited English proficiency.</td>
</tr>
<tr>
<td>2005</td>
<td><em>Safe, Accountable, Flexible, Efficient Transportation Efficiency Act—A Legacy for Users (SAFETEA-LU)</em> continued most ISTEA reforms; emphasized transportation safety and security; added requirements to coordinate transportation plans with environmental and land use plans; and supported special projects.</td>
</tr>
<tr>
<td>2012</td>
<td><em>Moving Ahead for Progress in the 21st Century (MAP-21)</em> transformed policy and programmatic framework for investments to guide growth and development. MAP-21 also created a streamlined and performance-based surface transportation program and built on many of the highway, transit, bike, and pedestrian programs and policies established by the ISTEA.</td>
</tr>
<tr>
<td>2015</td>
<td><em>Fixing America’s Surface Transportation Act (FAST)</em> maintains current program structures and funding shares between highways and transit. The law makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.</td>
</tr>
</tbody>
</table>
StanCOG has, since its formation in 1971, actively sought to include the public in the transportation planning process. Recently, state and federal agencies have placed a stronger emphasis on MPOs to actively seek input from all areas of the community, not just those that typically participate. StanCOG is constantly working to improve our public involvement efforts and to expand civic engagement. We strive to not only meet state and federal requirements but to create an environment where public input leads to an interactive dialogue between the public, the regional government and the local governments. If the public better understands the process and the ramifications of transportation planning decisions, the entire process will run smoother and the resulting plans will better accommodate a wider range of needs.

Regional Planning Process

In total, there are four levels of government that make decisions on transportation issues in California: the federal government, the state of California, regional transportation planning agencies—of which StanCOG is one—and local governments. StanCOG staff works closely with the other three levels of transportation decision-makers and acts as a liaison to the state and federal agencies on behalf of the local governments in the Stanislaus County region.

Each MPO is a federally-mandated, primarily federally-funded agency. The federal government, which collects and distributes the largest amount of transportation-related dollars, establishes the basic rules and regulations of how MPOs are run and how dollars are distributed.

MPOs are primarily planning agencies; and are responsible for the preparation of numerous transportation planning documents. Plans at each geographical scale are intended to be consistent with both the California Transportation Plan and local general plans.

Another key function assigned to StanCOG is the distribution of State and Federal dollars to the local agencies—referred to as programming. StanCOG receives various types of transportation related dollars intended for various parts of the transportation system. These monies have different restrictions or guidelines for their use depending on their intent. It is the role of StanCOG to work
APPENDIX F: STANCOG’S FY 2020-21 OVERALL WORK PLAN

A sample of this plan is attached. The full plan is available to view at:

Overall Work Program

Fiscal Year 2020-21
Adopted
April 15, 2020

Planning for Tomorrow’s Transportation Needs Today
This report was prepared by the Stanislaus Council of Governments (StanCOG) with financial assistance from the Federal Highway Administration, the Federal Transit Administration and the California Department of Transportation.
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OVERALL WORK PROGRAM OVERVIEW

A. INTRODUCTION

The Stanislaus Council of Governments (StanCOG) is a Joint Powers Agency created originally as the Stanislaus Area Association of Governments (SAAG) on May 11, 1971 by the County of Stanislaus and the Cities of Ceres, Hughson, Modesto, Newman, Riverbank, Turlock, Oakdale, Patterson, and Waterford and operates in accordance with (1) the Joint Powers Agreement (JPA), which its member agencies have signed; (2) its Bylaws; and (3) the Appendices to the Bylaws. The JPA was rewritten to update language and confirm that StanCOG is an independent agency on March 27, 2001. Moreover, the agency officially adopted the new name Stanislaus Council of Governments or StanCOG on June 1, 2001. The JPA has been amended several times with the last amendment being on November 13, 2018.

As the federally-designated Metropolitan Planning Organization (MPO) and state-designated Regional Transportation Planning Agency (RTPA) for the Stanislaus County region, StanCOG is designated by law to have lead responsibility for the development of the area’s transportation plans and to coordinate the transportation planning process. All urban areas with a population exceeding 50,000 are required to have an MPO if local agencies spend federal funds on transportation improvements. The planning process includes making informed predictions about future transportation needs, investigating and assessing alternative actions for meeting those needs, and making recommendations about which course of action to pursue. The information generated by this process is used by decision-makers to select transportation policies and programs from the choice of alternatives.

As a result of the passage of Measure L (Local Roads First Transportation Funding Measure) on November 8, 2016 with 71.95% voter approval, StanCOG is also the Local Transportation Authority (LTA) for the Stanislaus region. This measure provides for the implementation of the Expenditure Plan, as approved and adopted by StanCOG, which will result in countywide local street and road improvements, arterial street widening, signalization, bicyclist, pedestrian, and driver safety, regional projects, and transit improvements. These needed improvements shall be funded by a one-half of one percent retail transactions and use tax established for a twenty-five-year period. The Operative date of this Measure is April 1, 2017 and shall expire on March 31, 2042. Over the course of the 25-year Expenditure Plan, it is conservatively estimated that $960 million dollars in sales tax revenue will be generated for transportation investments throughout Stanislaus County.

The Overall Work Program (OWP) is a comprehensive inventory of proposed work activities and responsibilities, updated each fiscal year that guides and coordinates the regional transportation planning process of StanCOG. One purpose of the OWP is contractual, between StanCOG and its funding agencies. However, the most important purpose is the scheduling and distribution of work, especially the allocation of resources needed to address the tasks required by the agency. In effect, this work program constitutes a set of instructions for the administration, project management and planning of work to be carried out by staff and/or supplemented by consultants if necessary. It serves as a guide for StanCOG, its member agencies, the public, Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The Fiscal Year 2020/21 OWP describes activities that will be performed during Fiscal Year 2020/21 and it assigns institutional responsibility for these tasks. The OWP identifies, within one document, the major activities of regional and interregional significance, which are planned and scheduled for the upcoming fiscal year.
B. PURPOSE

The OWP is an annual statement of work identifying the planning priorities and activities to be carried out within StanCOG’s metropolitan planning area. The OWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work and the source of the funds.

C. STANISLAUS COUNTY REGIONAL ISSUES

The Stanislaus County Region faces its share of issues related to growth. Concerns about the environment and quality of life, a slow recovery from the 2008 Recession, a shortage of employment opportunities, rapidly expanding population base, the desire to increase opportunities, the needs of a deteriorating infrastructure, and the decline of stable funding all contribute to the challenges that StanCOG must undertake as the region’s transportation planning agency. The following presents these issues and examples of ongoing and potential strategies that StanCOG must embark on to meet the transportation challenges of the region.

1. Paying for Needed Transportation Improvements Identifying and acquiring funds for the maintenance, rehabilitation, and expansion of Stanislaus County’s transportation infrastructure is a critical regional issue. The Regional Transportation Plan (RTP) will continue to carry the region’s transportation goals and values for long-term transportation planning, identifying these issues, and presenting strategies that are grounded with a realistic, financially constrained list of projects.

2. Air Quality Air Quality conformity continues to be a top-ranking issue, and one that affects transportation planning and transportation choices. Stanislaus County is one of the eight counties in the San Joaquin Valley Air Basin, which is currently designated as a non-attainment area with respect to federal air quality conformity standards for ozone and particulate matter under 2.5 microns in diameter (PM 2.5).

3. Goods Movement StanCOG has long been supportive of intra and interregional goods movement, participating in several joint regional planning efforts in the San Joaquin Valley for the purpose of evaluating infrastructure needs and developing project priorities, strategic programs, and policies to guide goods movement planning in the region. The San Joaquin Valley Goods Movement Sustainable Implementation Plan, identified first and last mile connectors, truck routing and parking needs, rural priority corridors, and a goods movement performance and modeling framework for the San Joaquin Valley. The San Joaquin Valley Interstate and State Route 99 Goods Movement Corridor study identified the freight clusters (intermodal facilities, distribution centers, large manufacturing facilities, etc.) responsible for a large percentage of truck trips within the Valley and to and from other regions in California. It also identified and evaluated the feasibility of specific projects and programs for mitigating traffic congestion and addressing freight traffic safety and other issues.

4. East-West Connectivity Two other significant freight movement projects; the State Route 132 West Freeway/Expressway (SR 132 West) and the North County Corridor (NCC) have been undertaken to independently address freight movement issues along two highly traveled transportation corridors. The SR 132 West project has advanced to the Construction Phase, which officially started on December 20, 2019.

The State Route 132 West Freeway/Expressway proposes a four lane freeway/expressway, grade separated structures at various local road crossings, a State Route 99/State Route 132 interchange, and State Route 99 corridor connectivity improvements. The project is being built in two phases. Phase 1, currently under construction, will build a two lane expressway on a new alignment. Phase 2, will construct the remaining portion
of the proposed four lane freeway/expressway, the proposed State Route 132/Carpenter Road interchange, the proposed State Route 99/State Route 132 freeway to freeway interchange, and State Route 99 corridor connectivity improvements. The project is intended to improve regional and interregional circulation, relieve traffic congestion along existing State Route 132 (Maze Boulevard), and enhance safety and operations for the transportation network in the area.

The North County Corridor (NCC) is a proposed east-west expressway serving directly the communities of Oakdale, Riverbank, and Modesto with interregional connectivity to promote goods movement and safe travel for our entire community. The purpose of the project is to identify a roadway alignment for an east-west facility from SR-108 (McHenry Avenue) north of the City of Modesto to SR-120 approximately six miles east of the City of Oakdale. This new roadway would be approximately 18 miles in length from a location on SR-219 (Kiernan Avenue) to a location on State Route 120, approximately six miles east of the City of Oakdale. The project would serve as a bypass for the cities of Riverbank, Oakdale, and Modesto. The North County Corridor Transportation Expressway Authority anticipates that the ultimate facility would be planned as a multi-lane, access-controlled expressway/freeway with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads, and local street alignments. The project is in the final stages of the Project Approval/Environmental Document (PA/ED) phase. Final approval of the Environmental Document is anticipated to occur in the Winter of 2020. Immediately following approval, the county will commence the Final Design phase with the preparation of detailed, working drawings/plans, specifications and estimates (PS&E).

5. Public Transportation Service
Transit services are provided individually by the Cities of Ceres, Turlock, Modesto, and the County of Stanislaus. Due to the unique combination of factors impacting the Region, each transit operator has faced significant challenges meeting performance standards while protecting services for transit dependent populations. The operators will continue to pursue opportunities to cooperate and coordinate programs to provide the best possible services with the available resources. StanCOG strives to find new opportunities to support transit and is currently participating in an innovative transit pilot project known as Valley Flex. StanCOG is also sponsoring regional projects to ease the burden on transit operators.

6. Economic Development
StanCOG participates in the California Partnership for the San Joaquin Valley (Partnership) addressing economic development matters, such as San Joaquin Rail Service and Greenhouse Gas Reduction Funding. StanCOG is currently providing outreach support to the California State University, Fresno Office of Community and Economic Development in their work with the San Joaquin Valley Regional Broadband Consortium. The Consortium was established by the Partnership to impact change in the lack of high-speed broadband infrastructure throughout the San Joaquin Valley, particularly in rural agricultural communities. StanCOG is coordinating an outreach event so that they may solicit input from local member agency engineers and public works representatives and city/county managers and water districts to support their work to achieve the 98% deployment goal.

StanCOG has championed support of passenger rail in the valley, including assisting the City of Modesto in identifying funding to make much needed multimodal station and safety improvements prior to the extension of ACEforward to Modesto. The investments in rail that are being made will not only improve rail efficiency and performance and reduce Vehicle Miles Traveled and pollutant emissions, but will bring much needed intercity and commuter services, connecting the San Joaquin Valley with Sacramento and the Bay Area, and the station enhancements will have a strong potential for acting as a catalyst for urban revitalization.
D. ORGANIZATIONAL STRUCTURE

The Policy Board  The Policy Board of StanCOG is comprised of sixteen voting members (each with one vote), including five members of the Stanislaus County Board of Supervisors, three council representatives for the City of Modesto, and one council representative from each of the other cities in the County. A Caltrans District 10 representative serves in an “ex-officio” capacity on the Policy Board and actively participates in the discussions. Caltrans is provided time on each Policy Board agenda for a report on transportation issues that could affect StanCOG. Transit within Stanislaus County is represented on the Policy Board through a designated Transit Representative from among Policy Board members.

The following are the StanCOG standing committees:

Executive Committee  The Executive Committee consists of five members of the StanCOG Policy Board: two representatives from the Stanislaus County Board of Supervisors, one representative from the City of Modesto, and two representatives from among the other Cities. The Chairperson and Vice-Chairperson of the Policy Board are ex-officio two of the five members of the Executive Committee, representing their respective Member Agencies, and serve as the Chairperson and Vice-Chairperson of the Executive Committee. This committee reviews and makes recommendations to the Policy Board regarding executive level financial and administrative matters.

Management and Finance Committee (MFC)  The Management and Finance Committee is composed of each City Manager/Administrator from the nine cities in Stanislaus County and the Chief Administrative Official for the County of Stanislaus. The MFC provides input to the StanCOG Policy Board on financial matters related to transportation projects and programs in the Stanislaus region.

Technical Advisory Committee (TAC)  The Technical Advisory Committee includes the Public Works and Transit staff from the local jurisdictions in Stanislaus County. This group meets regarding technical matters related to transportation projects and programs.

Planning and Programming Working Group (PPWG)  The Planning and Programming Working Group, an ad hoc group of planning, public works and transit staff from the local jurisdictions, is convened as needed to discuss matters regarding the programming of transportation projects and programs.

Citizens Advisory Committee (CAC)  The Citizens Advisory Committee is a standing committee of StanCOG that is comprised of ten residents of Stanislaus County. The CAC provides feedback to the Policy Board from the viewpoint of the public on matters related to transportation activities in the Stanislaus region. The ten members of the CAC consist of a representative from each of the ten jurisdictions in the region.

Social Services Transportation Advisory Council (SSTAC)  In addition to its committees that were created by the Bylaws, StanCOG also maintains the Social Services Transportation Advisory Council. In 1988, SB 498 statutorily created the SSTAC, which meets monthly. The primary focus of the SSTAC is to review any potential unmet transit needs and to advise StanCOG on transit issues. Public comment is taken at the individual meetings. The SSTAC then makes an annual recommendation to the StanCOG Policy Board regarding unmet transit needs that it feels are reasonable to meet. This information is utilized by the Policy Board as one means for its annual unmet transit needs determination and finding. Through the efforts of the SSTAC, numerous transit improvements have been realized or are in the process of being implemented. The activities of the SSTAC are part of StanCOG’s formal public participation procedures.
Mobility Advisory Committee (MAC) The Mobility Advisory Committee was formed to provide ad hoc support to StanCOG’s Consolidated Transportation Services Agency (CTSA), now known as MOVE. MAC works with MOVE on identifying and addressing the transit needs of Stanislaus County’s senior and disabled populations. Representatives from local social service agencies, public transit operators, and the elderly and disabled communities make up the MAC, which meets as needed.

Bicycle Pedestrian Advisory Committee (BPAC) The Bicycle Pedestrian Advisory Committee is a standing committee of StanCOG that is composed of ten residents of Stanislaus County. The BPAC provides input to the Policy Board on matters related to bicycle and pedestrian needs or concerns. It also provides advice on the development of the StanCOG Non-Motorized Transportation Plan. The ten members of the BPAC consist of a representative from each of the ten jurisdictions in the region.

Valley Vision Stanislaus Steering Committee (VVS) The Valley Vision Stanislaus Steering Committee is a standing committee of StanCOG. It advises the StanCOG Policy Board on issues related to the development of the Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP). It consists of up to 21 members. Tier I members include one representative from each of the 10 StanCOG Member Agencies, one representative from Local Agency Formation Commission, and one representative from the StanCOG Policy Board. Tier II members are appointed as needed from the Citizens Advisory Committee, Health Industry, Agriculture Industry, Environment/Conservation, Economic Development, Building Industry, Education, Environmental Justice and a Transit User/Provider.

Measure L Oversight Committee (MLOC) The Measure L Oversight Committee is an advisory committee of StanCOG that is composed of ten residents of Stanislaus County - one representative from each municipal agency. The MLOC provides an enhanced level of accountability for expenditures made under the Measure L Expenditure Plan to ensure that all voter mandates are carried out and that the financial integrity and performance of the program is maintained.
APPENDIX G: LANGUAGE ASSISTANCE PLAN FOR LIMITED ENGLISH PROFICIENCY INDIVIDUALS
DRAFT LANGUAGE ASSISTANCE PLAN (LAP) FOR LIMITED ENGLISH PROFICIENCY (LEP) POPULATIONS
8/20/20

Developed in compliance with FTA Circular 4702.1B | Approved via Policy Board Resolution 20-04
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STANCOG POLICY BOARD

The Stanislaus Council of Governments (StanCOG) is the Metropolitan Planning Organization (MPO), and Regional Transportation Planning Agency (RTPA) for the Stanislaus region. Governed by a board of sixteen elected members representing the nine cities and the county in the Stanislaus region, and one ex-officio representative, StanCOG serves as the forum for regional decision-making.

In this capacity, StanCOG builds consensus among local and regional agencies, develops long-term strategic plans, programs Federal and State funding for allocation to regional transportation infrastructure and transit projects, and provides information and data on a broad range of topics pertinent to the region’s economic and social conditions.

The following members currently serve on StanCOG’s Policy Board:

<table>
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<tr>
<td>Jeramy Young – Board Chair</td>
<td>City of Hughson</td>
</tr>
<tr>
<td>Terry Withrow – Vice Chair</td>
<td>Stanislaus County</td>
</tr>
<tr>
<td>Mike Kline</td>
<td>City of Ceres</td>
</tr>
<tr>
<td>Jenny Kenoyer</td>
<td>City of Modesto</td>
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<tr>
<td>Tony Madrigal</td>
<td>City of Modesto</td>
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<tr>
<td>Bill Zoslocki</td>
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<tr>
<td>Nick Candea</td>
<td>City of Newman</td>
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<tr>
<td>Ericka Chiara</td>
<td>City of Oakdale</td>
</tr>
<tr>
<td>Deborah Novelli</td>
<td>City of Patterson</td>
</tr>
<tr>
<td>Richard O’Brien</td>
<td>City of Riverbank</td>
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<tr>
<td>Gil Esquer</td>
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<tr>
<td>Michael Van Winkle</td>
<td>City of Waterford</td>
</tr>
<tr>
<td>Vito Chiesa</td>
<td>Stanislaus County</td>
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<tr>
<td>Jim DeMartini</td>
<td>Stanislaus County</td>
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<tr>
<td>Tom Berryhill</td>
<td>Stanislaus County</td>
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<tr>
<td>Kristin Olsen</td>
<td>Stanislaus County</td>
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<tr>
<td>District 10 Director</td>
<td>Caltrans Ex- Officio</td>
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THE STANISLAUS REGION

For the purposes of this document, the Stanislaus region's borders are concurrent with those borders established for the County of Stanislaus, which are illustrated in the figure below.

Source: U.S. Census Bureau, American Community Survey 2018
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OVERVIEW

The Stanislaus Council of Governments (StanCOG) promotes a positive and cooperative understanding of the importance of providing language assistance so that limited English proficient (LEP) individuals have meaningful access to StanCOG’s programs and activities.

While most individuals in the United States read, write, speak and understand English, there are many individuals whose primary language is not English. Individuals who do not speak English as their primary language and possess a limited ability to read, write, speak, or understand English are considered by federal law to be LEP. This language barrier may prevent individuals from accessing services and benefits, and they may be entitled to language assistance with respect to a particular type or service, benefit, or encounter.

In accordance with Federal law, any agency receiving Federal financial assistance must establish and execute a program to ensure that all operations and activities do not discriminate against minority individuals or communities. As a Metropolitan Planning Organization (MPO) and recipient of Federal Transit Administration (FTA) funds, the Stanislaus Council of Governments (StanCOG) is required to file a report to the FTA demonstrating adherence to Title VI of the 1964 Civil Rights Act. Pursuant to the reporting requirements established in FTA Circular 4702.1B, dated October 1, 2012 (see Appendix B: FTA Circular 4702.1B), the following report describes how StanCOG’s activities, programs, and policies adhere to the provisions established in Title VI.

The language assistance plan (LAP) describes how to identify individuals who may need language assistance, methods to provide such assistance, staff training, and how to provide notification to LEP individuals impacted or encountered during the planning and development process. The main objective of this LAP is to ensure that community members throughout the Stanislaus region have the opportunity to participate in the transportation planning and decision-making process.

Who Is a Limited English Proficient (LEP) Individual?

As defined in FTA Circular 4702.1B, LEP individuals refers to persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all.

Title VI and Executive Order 13166


“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Stanislaus Council of Governments Language Assistance Plan PAGE 1
In August 2000, President Bill Clinton issued Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency,” which directs Federal agencies to examine the services they provide to ultimately develop and implement a system by which LEP individuals can meaningfully access those services (see Appendix A: Executive Order 13166). This Executive Order states:

“Each Federal Agency shall prepare a plan to improve access to its federally conducted programs and activities by eligible LEP persons. Each plan shall be consistent with the standards set forth in the LEP Guidance and shall include the steps the agency will take to ensure that eligible LEP persons can meaningfully access the agency’s programs and activities.”

Federal agencies were directed to provide guidance and technical assistance to recipients of Federal funds as to how they can provide meaningful access to LEP individuals of Federal programs.

**Policy Guidance from the U.S. Department of Transportation**

On December 14, 2005, in accordance with Executive Order 13166, the United States Department of Transportation (DOT) issued its Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient Persons. This document states,

“Title VI and its implementing regulations require that DOT recipients take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP) and that recipients should use the DOT LEP Guidance to determine how best to comply with statutory and regulatory obligations to provide meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are LEP.”

Adopting the framework established by the Department of Justice in its August 11, 2000 Guidance, the DOT identifies four factors that should be considered by a recipient of federal funds in assessing the needs of LEP individuals and for implementing a plan to address those needs. These four factors are:

- **FACTOR 1:** The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or grantee;
- **FACTOR 2:** The frequency with which LEP individuals come in contact with the program;
- **FACTOR 3:** The nature and importance of the program, activity, or service provided by the program to the people’s lives; and
- **FACTOR 4:** The resources available to the grantee/recipient and the costs associated therewith.
FOUR FACTOR LEP ASSESSMENT FOR STANCOG

StanCOG references the same four factor framework recommended by the DOT. The DOT policy guidelines give recipients of federal funds substantial flexibility in determining what language assistance is appropriate based on a local assessment of these factors. The following is an assessment of needs in the Stanislaus region in relation to the four factors and the transportation planning process.

Factor 1:
The number or proportion of LEP persons eligible to be served or likely to be encountered by the agency or grantee.

In order to gain a comprehensive understanding of the profile of individuals that may be participating in the transportation planning process, StanCOG examined the American Community Survey 2018 (2018 ACS) 5-year estimate demographic data for the Stanislaus region. For the purposes of this LAP, individuals that identified as being able to speak English less than “very well” are considered LEP individuals. This LAP plan addresses only LEP individuals and identifies the four most common languages spoken in the Stanislaus region. StanCOG is comprised of the cities of Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock and Waterford, and Stanislaus County. Tables 1 and 2, below, present the demographic information for each of the cities, the unincorporated area and the county based on information from the 2018 ACS.

Table 1 depicts the number and the proportion of individuals over five (5) years of age who are identified as being LEP. In examining the Stanislaus region by city, the greatest proportions of LEP individuals are found in Ceres (24.5%), Riverbank (21.2%), and Waterford (20.6%). With the exception of the Cities of Oakdale (region low of 7.0% LEP individuals) and Hughson (8.7% LEP individuals), in examining the Stanislaus region as a whole, the data set describes similar concentrations of LEP individuals across the region. It is estimated that 16.8% of Stanislaus County’s total population identify themselves as LEP individuals (speaking English less than “very well”).

Table 2 illustrates the total population over five (5) years of age who indicate that they speak English less than “very well,” by the four most common language groups. In the Stanislaus region, an estimated 76.6% of LEP individuals speak the Spanish language. The second most common language spoken by LEP individuals is Other Indo-European languages at 9.3%, followed by Asian and Pacific languages at 8.2%, and Other languages at 5.9%. This hierarchy of language frequency is prevalent through each of the local jurisdictions with Spanish being the most common language spoken by LEP individuals.
Table 1: IDENTIFYING LIMITED ENGLISH PROFICIENCY INDIVIDUALS

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Total Population Age 5 years and Over</th>
<th>Speak English less than &quot;very well&quot;</th>
<th>Percent of Total Population age 5 years and over per jurisdiction that speak English less than &quot;very well&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ceres</td>
<td>44,173</td>
<td>10,833</td>
<td>24.5%</td>
</tr>
<tr>
<td>Hughson</td>
<td>6,800</td>
<td>592</td>
<td>8.7%</td>
</tr>
<tr>
<td>Modesto</td>
<td>196,629</td>
<td>26,959</td>
<td>13.7%</td>
</tr>
<tr>
<td>Newman</td>
<td>10,112</td>
<td>2,003</td>
<td>19.8%</td>
</tr>
<tr>
<td>Oakdale</td>
<td>20,521</td>
<td>1,444</td>
<td>7.0%</td>
</tr>
<tr>
<td>Patterson</td>
<td>19,764</td>
<td>3,882</td>
<td>19.6%</td>
</tr>
<tr>
<td>Riverbank</td>
<td>22,469</td>
<td>4,762</td>
<td>21.2%</td>
</tr>
<tr>
<td>Turlock</td>
<td>67,518</td>
<td>10,596</td>
<td>15.7%</td>
</tr>
<tr>
<td>Waterford</td>
<td>8,061</td>
<td>1,659</td>
<td>20.6%</td>
</tr>
<tr>
<td>Unincorporated areas</td>
<td>103,844</td>
<td>21,151</td>
<td>20.4%</td>
</tr>
<tr>
<td>Stanislaus County</td>
<td>499,891</td>
<td>83,881</td>
<td>16.8%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, American Community Survey 2018 5-year estimate (S1601)

Table 2: LANGUAGE SPOKEN BY LEP INDIVIDUALS

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Total LEP</th>
<th>Total LEP Spanish</th>
<th>Percent of LEP Spanish</th>
<th>Total Other LEP Indo-European</th>
<th>Percent of LEP Other Indo-European</th>
<th>Total LEP Asian and Pacific Island</th>
<th>Percent of LEP Asian and Pacific Island</th>
<th>Total Other</th>
<th>Percent of LEP Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ceres</td>
<td>10,833</td>
<td>8,707</td>
<td>80.4%</td>
<td>1,031</td>
<td>8.0%</td>
<td>626</td>
<td>6.8%</td>
<td>469</td>
<td>4.3%</td>
</tr>
<tr>
<td>Hughson</td>
<td>592</td>
<td>423</td>
<td>71.5%</td>
<td>66</td>
<td>11.1%</td>
<td>54</td>
<td>9.1%</td>
<td>49</td>
<td>8.3%</td>
</tr>
<tr>
<td>Modesto</td>
<td>26,959</td>
<td>18,281</td>
<td>67.8%</td>
<td>3,026</td>
<td>11.2%</td>
<td>3,806</td>
<td>14.1%</td>
<td>1,846</td>
<td>6.8%</td>
</tr>
<tr>
<td>Newman</td>
<td>2,003</td>
<td>1,945</td>
<td>97.1%</td>
<td>58</td>
<td>2.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Oakdale</td>
<td>1,444</td>
<td>1,331</td>
<td>92.2%</td>
<td>27</td>
<td>1.9%</td>
<td>86</td>
<td>6.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Patterson</td>
<td>3,882</td>
<td>3,025</td>
<td>77.9%</td>
<td>268</td>
<td>6.9%</td>
<td>416</td>
<td>10.7%</td>
<td>173</td>
<td>4.5%</td>
</tr>
<tr>
<td>Riverbank</td>
<td>4,762</td>
<td>4,414</td>
<td>92.7%</td>
<td>63</td>
<td>1.3%</td>
<td>232</td>
<td>4.9%</td>
<td>53</td>
<td>1.1%</td>
</tr>
<tr>
<td>Turlock</td>
<td>10,596</td>
<td>5,882</td>
<td>55.5%</td>
<td>2,061</td>
<td>19.5%</td>
<td>505</td>
<td>4.8%</td>
<td>2,148</td>
<td>20.3%</td>
</tr>
<tr>
<td>Waterford</td>
<td>1,659</td>
<td>1,578</td>
<td>95.1%</td>
<td>24</td>
<td>1.4%</td>
<td>66</td>
<td>4.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Unincorporated areas</td>
<td>21,151</td>
<td>18,697</td>
<td>88.4%</td>
<td>1,142</td>
<td>5.4%</td>
<td>1,119</td>
<td>5.3%</td>
<td>184</td>
<td>0.9%</td>
</tr>
<tr>
<td>Total County</td>
<td>83,881</td>
<td>64,283</td>
<td>76.6%</td>
<td>7,766</td>
<td>9.3%</td>
<td>6,910</td>
<td>8.2%</td>
<td>4,922</td>
<td>5.9%</td>
</tr>
</tbody>
</table>
The 2018 ACS identifies the two major races in the Stanislaus County region as Caucasian only (not Hispanic or Latino) and Hispanic or Latino (of any race). Caucasians account for 42.6 percent and Hispanics account for 45.6% of the county-wide population. StanCOG takes great effort to conduct targeted outreach and provide translation services for Spanish speaking individuals. As made evident by the 2018 ACS data summarized in Tables 1 and 2, there is a large, growing population of LEP individuals in the region who speak Spanish. It is important to StanCOG that public involvement during plan and program development workshops, meetings, hearings, and all other aspects of StanCOG’s work, continue to include participation from these citizens.

**Factor 2:**

The frequency with which LEP individuals come in contact with the agency.

Although the LEP population in the Stanislaus region is diverse, StanCOG’s prior experience with LEP individuals has been primarily with Spanish speakers. This is consistent with the identified majority of LEP individuals as Spanish language speakers above. In developing the long-range transportation plans and other transportation planning activities, StanCOG gathers public input from a range of minority and low-income residents from community-based organizations. StanCOG staff attends the region’s Hispanic Leadership Council and El Concilio meetings to conduct public outreach and;

- provide an overview of the unmet transit needs assessment process,
- announce transportation planning developments, and
- solicit comments from LEP populations with regard to the long-range regional transportation plan (RTP), the Sustainable Communities Strategy, and the Federal Transportation Improvement program (FTIP).

Vital planning documents are regularly translated into Spanish. Spanish language translation services are available for all public meetings, upon request, to ensure active engagement of Spanish speaking LEP individuals in regional planning activities.

**Factor 3:**

The nature and importance of the program, activity, or service provided by the program to people’s lives.

StanCOG participates in a wide range of regional and project level planning activities. In conjunction with other Regional Transportation Planning Agencies, Metropolitan Planning Organizations, the California Department of Transportation (Caltrans), and the local jurisdictions, StanCOG participates as a member of regional project development teams and steering committees that work toward implementing projects that improve transportation and mobility in the region. As the primary agency responsible for coordinating the regional transportation planning process for the Stanislaus region, StanCOG must ensure that all segments of the population, including LEP persons, have the opportunity to be involved in the planning process. Evaluating the impact of proposed transportation investments in the underserved and underrepresented community groups is a significant step in developing a comprehensive
transportation investment plan. As such, StanCOG provides oversight and helps ensure that LEP individuals and other underrepresented persons and groups are not overlooked in the transportation planning process. StanCOG develops several transportation planning documents including:

- The 20-25-year Regional Transportation Plan (RTP);
- Federal Transportation Improvement Program (FTIP);
- Sustainable Community Strategy (SCS);
- Non-Motorized Transportation Plan;
- Unmet Transit Needs Identification and Analysis Report;
- Public Transit - Human Services Coordination Plan; and
- Other technical planning studies, as needed.

These planning documents work in tandem with each other to serve as a program or schedule of short- and long-range transportation capital improvements, programs, and activities intended to be implemented through a combination of federal, state, and local funding. StanCOG is committed to ensuring that our planning projects and activities are accessible to all citizens within the Stanislaus region. The forecasted plans and development of transportation projects and programs can have a significant impact on the communities in the region. As a result, StanCOG staff takes appropriate steps during the planning and public outreach phases of these activities to encourage participation from all members of the public, including those in the LEP community. This ensures a variety of input from all stakeholders and community members, and that every effort is taken to make the planning process as inclusive as possible.

Factor 4:

The resources available to the grantee/recipient and the costs associated therewith.

In the Stanislaus region, while the large majority of identified LEP individuals include members from the Spanish speaking community, StanCOG is committed to involving the participation of all residents in the transportation planning and decision-making process. As such, a variety of resources and strategies are currently employed to cater to the immediate LEP needs and to include others who represent LEP interests in the region’s transportation planning process and on advisory committees and citizen panels.

Access to LEP and Title VI Complaint Process

This LEP plan and the Title VI complaint process is clearly posted on StanCOG’s website (www.stancog.org) to ensure its widespread availability to community members. A statement of the availability of language assistance upon request is clearly visible on the website.

In addition, StanCOG is committed to a policy of nondiscrimination in the conduct of its business, including its Title VI responsibilities, and to the delivery of equitable and accessible transportation services. Any person who believes that he or she has been subjected to discrimination under Title VI on the basis of race, color, national origin, age, gender, or disability may file a Title VI complaint with StanCOG. The Title VI Complaint form is available in both English and Spanish on the StanCOG webpage and is attached as Appendix C: Title VI Compliance Process.
Language Translation Assistance

Upon request, StanCOG can provide an interpreter for Committee/Policy Board meetings with 72-hour advance notice to the subject meeting. Additionally, survey forms for StanCOG’s transportation planning process such as the Unmet Transit Needs (UTN) Assessment processes are already available in Spanish to provide direct service to the large Spanish speaking population of LEP individuals in the Stanislaus region. Given the small size of the LEP population of other languages, there is not an immediate need to produce translated materials in other languages on a regular basis. However, these forms and other similar planning materials can be translated into other languages on an as needed and within available funds. StanCOG will continue to monitor and reevaluate populations of LEP individuals and their needs in future LAP updates. Translated outreach materials from organizations such as federal, state, and local transportation agencies will be used when possible and applicable during public outreach workshops and other meetings to maximize efficient use of available resources.

Local Media Outreach

Meetings, agendas, and hearing notices are regularly published on the StanCOG website and in local English and Spanish language newspapers. For large regional planning projects, StanCOG utilizes an array of English and non-English media outlets to announce public meetings and participation opportunities. This ensures that community members have proper notice and opportunity to participate in StanCOG’s regional planning and development activities.

Dedication of Budgetary Funds for Translation Services

StanCOG staff has an annual budget that identifies the work items for its planning responsibilities including, but not limited to, the Regional Transportation Plan, Federal Transportation Improvement Program, and other planning documents. The budget establishes provisions for outreach activities required for each of these work items and serves as the primary funding source to deliver the LAP efforts identified in this report. StanCOG will continue efforts to monitor language assistance needs and will work with state and local agencies to provide language translation and interpretation services, as needed, and within available funds.

Safe Harbor Provision

As a recipient of Federal funding, StanCOG is required by the Federal law’s “Safe Harbor” provision to undertake reasonable efforts to provide translation of vital written documents, as needed. The written translation need is based on each eligible LEP language group that constitutes 5 percent or 1,000 individuals, whichever is less, of the population eligible to be served or likely to be affected or encountered. The safe harbor provision does not affect the requirement to provide meaningful access to LEP individuals through oral interpreters, when oral language services are needed and are reasonable. Translation of documents, if needed, can be provided orally. The failure to provide written translations under the circumstances outlined above does not mean there is noncompliance. Instead, the safe harbor provisions provide a guide to enhance compliance requirements than can be provided by a fact-intensive, four factor analysis.
LANGUAGE ASSISTANCE PLAN IMPLEMENTATION

StanCOG is dedicated to providing LEP individuals with meaningful access to materials by ensuring that effective communication exists between the project, activity, or service and the LEP individuals.

The essential key to accomplish effective communication lies in the ability to:

1. Identify LEP individuals;
2. Notify LEP individuals of the availability of language assistance services;
3. Provide Language Assistance Measures to translate vital documents;
4. Train staff in how to identify and assist LEP individuals; and
5. Monitor and evaluate access to language assistance.

In order to achieve these critical elements and provide meaningful access and communication to LEP individuals, StanCOG coordinates with its staff, Policy Board, Advisory Committees, and community stakeholders to identify and pursue efforts to address the needs of the LEP population throughout the Stanislaus region. These efforts are described in the following sections below.

1. Identify LEP Individuals

StanCOG will continue its efforts to identify LEP individuals and address their language assistance needs.

- In this process, StanCOG will examine records to see if requests for language assistance have been received in the past, either at meetings or over the phone, to determine whether language assistance might be needed at future events or meetings.
- At StanCOG events, staff will informally engage participants to establish each attendee’s ability to speak and understand English.
- StanCOG will use Census Bureau Language Identification Flashcards at public meetings to assist in identifying language assistance needs for future events and meetings (see Appendix F: I-Speak Identification Flash Cards).

2. Notify LEP Individuals of the Availability of Language Assistance Services

When possible, StanCOG will notify LEP individuals of the availability of language assistance services in advance of meetings and with publication of vital documents that may encounter or affect LEP individuals. When a target audience is expected to include a large number of LEP individuals, StanCOG will prepare documents, meeting notices, flyers and agendas in the alternative language based on the known LEP population. Interpreters will be available as needed. Public participation is a key component in StanCOG’s entire regional planning process. The policies and procedures established in StanCOG’s currently adopted 2020 Public Participation Plan (PPP) enables all members of the public to actively participate in the planning and decision-making processes undertaken during the development of the region’s long-range planning and
funding documents. Opportunities for public involvement can be seen in a wide-range of activities currently being carried out by StanCOG:

- Participation of citizens in the Policy Board meeting, and all other standing, ad hoc, and other technical committee meetings conducted by StanCOG;
- Direct participation of the Citizens Advisory Committee in StanCOG’s formal planning process;
- Placement of public hearing notices in both English and Spanish newspapers of general circulation;
- Presentations to and meetings with community groups, organizations, and traditionally underrepresented or underserved minority populations;
- Representation from the elderly, disabled, low-income, and minority population groups on StanCOG’s Social Services Transportation Advisory Council;
- Dissemination of news releases and public service announcements (with translation available);
- Public outreach efforts and information provided through the local media sources;
- Preparation and distribution of the StanCOG informational brochure (provided in English and Spanish languages);
- Continual utilization of StanCOG’s web page to disseminate information to the public regarding draft planning documents, new policies, and upcoming public hearings;
- Providing for a regional public forum for plan implementation project teams to identify and address specific regional planning opportunities.

StanCOG will continue to work with community-based organizations throughout the Stanislaus region to inform LEP individuals of available language assistance opportunities and translation services. Through collaboration with the community and stakeholder groups, StanCOG can better determine what information regarding community development programs and projects are most important to those who speak languages other than English. Publications in local newspapers, online, and through other media will be available in the pertinent LEP language of the target area to spread up-to-date information regarding meeting schedules, project status, and language assistance opportunities.

3. Provide Language Assistance Measures to Translate Vital Documents

To serve LEP individuals, StanCOG provides numerous language assistance measures including both oral and written language services. StanCOG will provide interpretive services, within reason, for public meetings, if advance notice is provided to StanCOG and such services are readily available. Upon request, StanCOG will also make translated versions (or provide interpretation of relevant sections) of documents/publications available within a reasonable timeframe and if resources permit. StanCOG will identify those documents deemed vital and provide translated services, as needed and as described above. A list of forms and documents commonly used by LEP individuals will be maintained and reviewed regularly. These documents may include major planning documents, meeting and event notices, notification to LEP persons informing them of free language assistance, and general outreach materials. StanCOG will attempt to access language assistance services from a professional translation service or when
an interpreter is needed in person or on the telephone. The following list identifies StanCOG’s LEP procedures:

- All committee agenda packets and report documents are advertised as being able to be translated upon written request (notification is placed in the public hearing and directly on the agenda packet);
- Major mailers and public information handouts are published in both English and Spanish languages, and can be further translated upon request;
- During StanCOG’s outreach to local social organizations, both verbal and visual presentations have been translated into Spanish, as needed;
- Public information and hearing notices are posted in both English and Spanish language newspapers of general circulation in the Stanislaus region including the Modesto Bee and Vida en el Valle.
- StanCOG’s planning processes and policy decisions are currently covered by English and Spanish news media sources, and are further open to other minority media sources;
- All public workshops and hearings are structured to involve citizen participation from all populations, with translation by a translator brought in to represent the person or group involved.

4. Train Staff on How to Identify and Assist LEP Individuals

Awareness training and LEP informational meetings will be provided to StanCOG staff to educate its members about the Title VI LEP requirements and how to provide meaningful access to services for LEP individuals. StanCOG staff will have knowledge of current areas of LEP groups throughout the Stanislaus region and their language assistance needs. To address potential LEP individuals’ needs, informational materials regarding language assistance services will be readily available to StanCOG staff. Staff will also be instructed on how to use the Census Bureau’s language identification flashcards to further help identify and document the language assistance needs of LEP individuals. In addition, StanCOG staff provides extensive data and technical assistance to the region’s three public transit operators, and to multiple social service agencies that provide transportation services for elderly and disabled populations within the Stanislaus region. As the Metropolitan Planning Organization and Regional Transportation Planning Agency, StanCOG maintains a record of census and other demographic data for the Stanislaus region. This public information is made available to public transit operators and private social service agencies to support the update and development of their Title VI compliance information. In addition, StanCOG’s Social Services Transportation Advisory Council (SSTAC) provides a forum for regional public and private social service transit agencies to collaborate on identifying and addressing the transportation needs of every population group within the region. StanCOG will annually review the Title VI complaint procedures and LEP plan with its staff members to ensure efficient management and assistance to LEP individuals. This review will include how StanCOG handles LEP complaints using the documented Title VI procedures, and potential methods to improve meeting the needs of LEP individuals. Staff will be trained regularly on how to assist LEP groups utilizing the LEP plan and Title VI complaint process and will have resources available to assure effective language assistance to LEP individuals through telephone and in-person contact.
5. Monitor and Evaluate Access to Language Assistance

StanCOG will review this LEP Plan as needed to ensure reasonable efforts are made to identify and address the needs of LEP individuals in the Stanislaus region. Further updates of the LEP plan will include:

- Updates to demographic information concerning LEP populations;
- Analysis of LEP individuals encountered;
- How the needs of LEP persons have been addressed;
- Determination on the effectiveness of language assistance measures;
- Determination if the needs of language services have changed;
- Evaluation of the Title VI Complaint process and addressing past complaints; and
- Evaluation of StanCOG’s performance in adhering to the objectives of the LEP plan.

StanCOG continues to actively encourage public participation to ensure that all members of the public have an equal opportunity in the planning and decision-making process conducted by StanCOG and all of its member agencies. In developing the adopted 2020 Public Participation Plan, 2018 Regional Transportation Plan, 2019 Federal Transportation Improvement Program, and the FY 2020/21 Overall Work Program, StanCOG has ensured that all Title VI provisions have been followed. StanCOG does not have any open Title VI investigations, complaints or lawsuits. A copy of the StanCOG complaint log showing the findings of any complaint, action taken, and the status of the complaint filed in the last three years is included in Appendix J. StanCOG adheres to the equal employment opportunities processes. StanCOG intends to take many more proactive steps to further improve the quality of transit service for all residents within the Stanislaus region. Furthermore, StanCOG will continue to explicitly assess the impact of proposed transit investments on low income and minority populations throughout all future transportation project/program development.

Dissemination of StanCOG’s LEP Plan

StanCOG’s LAP and Title VI Civil Rights Complaint Procedures are available on StanCOG’s website at [http://www.stancog.org/title-vi.shtm](http://www.stancog.org/title-vi.shtm). Any person or agency with internet access will be able to access and download the plan from the StanCOG website. Alternatively, any person or agency may request a copy of the plan via telephone, fax, mail, or in person and shall be provided a copy of the plan. LEP individuals may request translated copies of the plan, which StanCOG will provide, if feasible.

Questions or comments regarding the LAP may be submitted to:

Stanislaus Council of Governments  
ATTN: Rosa De León Park, Executive Director  
1111 I Street, Suite 308  
Modesto, CA 95354  
Phone: (209) 525-4642  
Fax: (209) 558-7833  
Email: rpark@stancog.org
APPENDIX H: STANCOG'S TITLE VI COMPLIANCE POLICY
Title VI Policy Statement

The Stanislaus Council of Governments (StanCOG) is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color, national origin, age, gender, or disability, pursuant to Title VI of the Civil Rights Act of 1964, as amended.

Towards this end, it is StanCOG's objective to:

- Ensure that the level and quality of transportation service is provided without regard to race, color, national origin, age, gender, or disability;

- Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations;

- Promote the full and fair participation of all affected populations in transportation decision making;

- Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit minority populations or low-income populations; and

- Ensure meaningful access to programs and activities by persons with limited English proficiency (LEP).

The Executive Director, management, and all employees share the responsibility for carrying out StanCOG’s commitment to Title VI compliance. The Title VI staff is responsible for the day- to- day operation of the program and receives and investigates Title VI complaints that come through the complaint procedures process.

Signed: Rosa De Leon Park, Executive Director
Date: July 20, 2020
Declaración de Políticas del Título IV

El Consejo de Gobiernos de Stanislaus (StanCOG por sus siglas en inglés), en cumplimiento con el Título VI del Acta de Derechos Civiles de 1964, corregida, se ha comprometido a garantizar que a ninguna persona se le niegue servicio o participación basado en su raza, color, país de origen, sexo o incapacidad.

Con este fin, el objetivo del StanCOG es:

- Garantizar que se ofrezca el mismo nivel y calidad de transporte, irrelevante de la raza, color, país de origen, sexo o incapacidad del usuario;

- Determinar si los programas y actividades causan efectos exagerados o adversos a la salud humana y al medioambiente, incluyendo efectos en grupos minoritarios o de bajos ingresos, tomando las medidas apropiadas;

- Motivar la apropiada y total participación de todos los grupos afectados en la toma de decisiones de transporte;

- Evitar la eliminación, reducción o demora en componentes relacionados a programas y actividades que beneficien a minorías o gente de bajos ingresos; y

- Garantizar acceso real a personas con limitado dominio del inglés (LEP, por sus siglas en inglés) a los programas y actividades.

El Director Ejecutivo, la administración, y todos los empleados comparten la responsabilidad de lograr que el StanCOG cumpla con el Título VI. La aplicación diaria del programa-como también la recepción e investigación de quejas llegadas a través del procedimiento de reclamos- recae en el personal del Título VI.

Firmado: Rosa De Leon Park, Director Ejecutivo

Fecha: 07-20-2020
APPENDIX I: STANCOG'S STATEMENT OF NON-DISCRIMINATION POLICY
APPENDIX A

FEDERAL TRANSIT ADMINISTRATION CIVIL RIGHTS ASSURANCE

The Stanislaus Council of Governments ("STANCOG") HEREBY CERTIFIES THAT, as a condition of receiving Federal financial assistance under the Urban Mass Transportation Act of 1964, as amended, it will ensure that:

1. No person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.

2. STANCOG will compile, maintain, and submit in a timely manner Title VI information required by FTA Circular 4702.1B and in compliance with the Department of Transportation’s Title VI regulation, 49 CFR Part 21.9.

3. STANCOG will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

The person or persons whose signature appears below are authorized to sign this assurance on behalf of the grant applicant or recipient.

Rosa De León Park, Executive Director
(NAME AND TITLE OF AUTHORIZED OFFICER)

DATE: 07-21-2020

(SIGNATURE OF AUTHORIZED OFFICER)
APPENDIX B

DEPARTMENT OF TRANSPORTATION TITLE VI ASSURANCE

The STANCOG hereinafter referred to as the "Recipient") HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the Department of Transportation it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including STANCOG, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its Federally funded Programs:

1. That the Recipient agrees that each "program" and each "facility" as defined in subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.

2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with all and, in adapted form in all proposals for negotiated agreements:

STANCOG, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

2
3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to this Act and the Regulations.

4. That the Recipient shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.

7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements enter into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under STANCOG; and (b) for the construction or use of or access to space on, over, or under real property acquired, or improved under STANCOG.

8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.

9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations and this assurance.
THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient by the Department of Transportation under the STANCOG and is binding on it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest and other participants in the STANCOG. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

DATED: 07-21-2020

by

Stanislaus Council of Governments (STANCOG)
(Name of Recipient)

Rosa De León Park, Executive Director
(Name and Title of Authorized Officer)

(Signature of Authorized Officer)

Attachments:

Appendices A, B, C, and D
(APPENDIX A TO TITLE VI ASSURANCE)

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations: The Contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. Information and Reports: The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by STANCOG to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to STANCOG, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of the contractor's noncompliance with nondiscrimination provisions of this contract, STANCOG shall impose contract sanctions as it or STANCOG may determine to be appropriate, including, but not limited to:
a. withholding of payments to the contractor under the contract until the contractor complies; and/or
b. cancellation, termination, or suspension of the contract, in whole or in part

6. Incorporation of Provisions: The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as STANCOG may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request STANCOG to enter into such litigation to protect the interests of STANCOG, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.
(APPENDIX B TO TITLE VI ASSURANCE)

The following clauses shall be included in any and all deeds affecting or recording the transfer of real property, structures or improvements thereon, or interest therein from the United States.

(GRANTING CLAUSE)

NOW, THEREFORE, the Department of Transportation, as authorized by law, and upon the condition that STANCOG will accept title to the lands and maintain the project constructed thereon, in accordance with STANCOG, the Regulations for the Administration of STANCOG and the policies and procedures prescribed by STANCOG of the Department of Transportation and, also in accordance with and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation (hereinafter referred to as the Regulations) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto STANCOG all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto STANCOG and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on STANCOG, its successors and assigns.

STANCOG, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over or under such lands hereby conveyed, and (2) that STANCOG shall use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the
Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended, and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department shall have a right to re-enter said lands and facilities on said land, and the above described land and facilities shall thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purposes of Title VI of the Civil Rights Act of 1964.
(APPENDIX C TO TITLE VI ASSURANCE)

The following clauses shall be included in all deeds, licenses, leases, permits, or similar instruments entered into by STANCOG pursuant to the provisions of Assurance 7(a).

The (grantee, licensee, lessee, permitee, etc., as appropriate) for herself/himself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permitee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination of Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

(Include in licenses, leases, permits, etc.)*

That in the event of breach of any of the above nondiscrimination covenants, STANCOG shall have the right to terminate the (license, lease, permit, etc.) and to re-enter and repossess said land and the facilities thereon, and hold the same as if said (licenses, lease, permit, etc.) had never been made or issued.

(Include in deeds)*

That in the event of breach of any of the above nondiscrimination covenants, STANCOG shall have the right to re-enter said lands and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of STANCOG and its assigns.

The following shall be included in all deeds, licenses, leases, permits, or similar agreements entered into by STANCOG pursuant to the provisions of Assurance 7(b).

The (grantee, licensee, lessee, permitee, etc., as appropriate) for herself/himself, his/her personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in case of deeds, and leases add "as a covenant running with the land") that (1) no person on the grounds of race, color, or national origin shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over or under such land and the furnishing services thereon, no person on the grounds of race,
color, or national origin shall be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination, and (3) that the (grantee, licensee, lessee, permittee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

(Include in licenses, leases, permits, etc.)*

That in the event of breach of any of the above nondiscrimination covenants, STANCOG shall have the right to terminate the (license, lease, permit, etc.) and to re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, lease, permit, etc.) had never been made or issued.

(Include in deeds)*

That in the event of breach of any of the above nondiscrimination covenants, STANCOG shall have the right to re-enter said land and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of STANCOG and its assigns.

* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI of the Civil Rights Act of 1964.
APPENDIX C

DIRECTORY

DEPARTMENT OF TRANSPORTATION AND
FEDERAL TRANSIT ADMINISTRATION OFFICES

Headquarters

Departmental Director of Civil Rights
Office of the Secretary
1200 New Jersey Avenue
Washington, D.C. 20590

Director, Office of Civil Rights
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

AREA CIVIL RIGHTS

OFFICES EASTERN AREA
(Regions 1 and 2)

FTA Region 1 Office
Kendall Square
55 Broadway, Suite 920
Cambridge, MA 02142-1093

FTA Region 2 Office
One Bowling Green, Room 429
New York, NY 10004-1415

SOUTHEASTERN AREA
(Regions 3 and 4)

FTA Region 3 Office
1760 Market Street, Suite 500
Philadelphia, PA 19103-4124

FTA Region 4 Office
230 Peachtree NW, Suite 800
Atlanta, GA 30303

CENTRAL/MID-WESTERN AREA
(Regions 5, 6, and 7)

FTA Region 5 Office
200 W. Adams St, Suite 320
Chicago, IL 60606

FTA Region 6 Office
819 Taylor Street, Room 14A02
Fort Worth, TX 76102

FTA Region 7 Office
901 Locust Street, Room 404
Kansas City, MO 64106

WESTERN AREA
(Regions 8, 9, and 10)

FTA Region 8 Office
Byron Rogers Federal Building
1961 Stout Street, Suite 13-301
Denver, CO 80202

FTA Region 9 Office
San Francisco Federal Building
90, 7th Street, Suite 15-300
San Francisco, CA 94103

FTA Region 10 Office
915 Second Ave, Suite 3412
Seattle, WA 98174-1002
APPENDIX D

APPLICATION OF TITLE VI REQUIREMENTS TO FEDERAL FINANCIAL ASSISTANCE OF THE FEDERAL TRANSIT ADMINISTRATION

Examples: Nondiscrimination on FTA Projects

The following examples, without being exhaustive, illustrate the application of the nondiscrimination provisions of this part to projects receiving Federal financial assistance under the programs of certain Department of Transportation operating administrations.

1. Any person who is, or seeks to be, a patron of any public vehicle which is operated as a part of, or in conjunction with, a project shall be given the same access, seating, and other treatment with regard to the use of such vehicle as other persons without regard to their race, color, or national origin.

2. No person who is, or seeks, to be an employee of the project sponsor or lessees, concessionaires, contractors, licensees, or any organization furnishing public transportation service as a part of, or in conjunction with, the project shall be treated less favorably than any other employee or applicant with regard to hiring, dismissal, advancement, wages, or any other conditions and benefits of employment, on the basis of race, color, or national origin.

3. No person or group of persons shall be discriminated against with regard to the routing, scheduling, or quality of transportation service furnished as a part of the project on the basis of race, color, or national origin. Frequency of service, age and quality of vehicles assigned to routes, quality of stations serving different routes, and location of routes may not be determined on the basis of race, color, or national origin.

4. The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin.
APPENDIX J: STANCOG COMPLAINT LOG
<table>
<thead>
<tr>
<th>Name</th>
<th>Complaint/Claim</th>
<th>Date Received</th>
<th>Date of Incident</th>
<th>Summary of Allegations/Facts</th>
<th>Final Findings/Results of Investigation</th>
<th>Action Taken</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title VI Complaint Form</td>
<td>7/30/2018</td>
<td>7/18/2018</td>
<td></td>
<td>1. Has StanCOG provided insufficient public notice and public outreach for the low-income and</td>
<td>No finding. Investigation concluded no violation of StanCOG Title VI Policy.</td>
<td>No action taken because there was insufficient evidence to support allegations. Response sent by Rosa De León Park, Executive Director on 5/22/2019</td>
<td>Closed</td>
</tr>
</tbody>
</table>
Announcement of PUBLIC HEARING & PUBLIC COMMENT PERIOD for the State Route 132 West Freeway/Expressway Project and Caltrans Modesto Soil Stockpiles Draft Final Remedial Action Plan

The Draft EIR/EA and the Draft Final RAP will be available during the extended review period from January 18, 2017 to March 17, 2017 at the following locations:

- Caltrans District 10 office at 1976 Dr. Martin Luther King Jr. Boulevard, Stockton, CA 95206, weekdays from 8:00 a.m. to 4:00 p.m.
- StanCOG office at 1111 I Street, Suite 308, Modesto, CA 95354, weekdays from 8:00 a.m. to 5:00 p.m. (Closed alternating Fridays)
- Stanislaus County Library at 1500 1st Street, Modesto, CA 95354, Monday–Thursday from 10:00 a.m. to 9:00 p.m., Saturday from 10:00 a.m. to 5:00 p.m.
- DTSC office at 8800 Cal Center Drive, Sacramento, CA 95826. To make arrangement for review of these documents, please call (916) 255-4159 or (916) 255-3578.

The public hearing will be held in an open forum format. You will have an opportunity to review the design concepts, information, and displays, as well as provide written comments on the Draft EIR/EA and Draft Final RAP. DTSC and RWQCB staff will be available to answer your questions. Do you believe the project’s potential impacts have been adequately addressed by the draft environmental document? Do you have information that should be included?

Comment cards will be available for you to fill out. A court reporter will also be available to record individual comments. If you prefer to comment on the Draft EIR/EA and/or Draft Final RAP at a later time, you must submit your written comments no later than March 17, 2017 to Caltrans, Attn: Phil Vallejo, Central Sierra Environmental Analysis Branch, 855 M Street, Suite 200, Fresno, CA 93721; or via email to philip.vallejo@dot.ca.gov. Your written comments on the documents will be part of the public record.

After considering and replying to all written comments on the Draft EIR/EA, Caltrans will make a decision on the project. Similarly, after considering and replying to all written comments, DTSC and RWQCB will make a decision on the RAP. Comments on the Draft Final RAP should also be sent to the above Caltrans address and these comments will be forwarded to DTSC and RWQCB to review and respond to them.

For more information on the SR 132 West Freeway/Expressway project, please contact Phil Vallejo, Central Sierra Environmental Analysis Branch, at Caltrans, 855 M Street, Fresno, CA 93721, phone (559) 445-6172 or email philip.vallejo@dot.ca.gov. For all other State Highway matters in the area, please contact the District 10 Public Information Office at district10publicaffairs@dot.ca.gov, or phone (209) 948-7977. TDD users may contact the California Relay Service TDD and/or Voice Line at 1-800-735-2929, or 711.
AVISO al PÚBLICO

AVISO PÚBLICO DE DISPONIBILIDAD de los Informes Preliminares al Impacto Ambiental/Evaluación Medioambiental del y Plan Final de Acción Correctiva

Anuncio de AUDIENCIA PÚBLICA Y PERÍODO ABIERTO AL COMENTARIO PÚBLICO para Proyecto Autopista Ruta Estatal 132-Oeste/Vía Expresa y Propuesta Final de Acción Correctiva De Los Montones de Suelos con Residuos Caltrans en Modesto

El Departamento de Transporte de California (Caltrans), en su condición de agencia-líder en cumplimiento al Acta de Calidad Medioambiental en California (CEQA) y como dicta la Administración Federal de Carreteras bajo el Acta Nacional de Políticas Medioambientales (NEPA) —al momento de la firma de este documento medioambiental— y en colaboración con el Consejo de Gobiernos de Stanislaus (StanCOG), propone la construcción de una autopista/vía rápida de cuatro carriles a los largo de la ya aprobada Ruta Estatal 132 —al sur de Av. Kansas desde la Av. Dakota al este de la Ruta Estatal 99, al cruce de Needham Street Bridge en la ciudad de Modesto.

Los montones de Caltrans en Modesto ocupan tres áreas dentro el derecho-de-vía ubicado al sur de la Av. Kansas: entre la Av. Carpenter, Av. Emerald y Ruta 99, y al este de la Ruta 99. Caltrans propone aplicar una capa de tierra limpia sobre los montones contaminados como parte de la construcción del proyecto Autopista Ruta Estatal 132-Oeste/Vía Expresa. En cumplimiento a la ley Estatal, el Departamento de Control de Sustancias Tóxicas de California (DTSC) y el Directorio de Control Regional de Calidad del Agua del Valle Central (RWQCB) han analizado ésta, la última Propuesta Final de Acción Correctiva (RAP) y la han aprobado para su notificación pública.

Tanto el EIR/EA preliminar como la Propuesta Final del RAP estarán disponibles durante el periodo de revisión ampliada a partir del 18 de enero de 2017 y el 17 de marzo, 2017, en los siguientes lugares:
- Oficina Caltrans del Distrito 10, 1976 Dr. Martin Luther King Jr. Boulevard, Stockton, CA 95206, días de semana de 8 am a 4 pm.
- Oficinas del StanCOG, 1111 “F” Street, Suite 308, Modesto, CA 95354, días de semana de 8 am a 5 pm, cerrado un viernes si y otro no.
- Biblioteca del Condado Stanislaus, 1500 “F” Street, Modesto, CA 95354, lunes-lunes hasta 10 am a 9 pm, sábados de 10 am a 5 pm.
- Oficina del DTSC, 8800 Cal Center Drive, Sacramento, CA 95826. Para concertar una visita para revisar estos documentos, sírvase llamar a los teléfonos (916) 255-4159 o (916) 255-3578.
- Las copias del EIR/EA preliminar, de la Propuesta Final del RAP, y de la documentación de respaldo se hallan en el sitio de Caltrans: http://www.dot.ca.gov/dist10/environmental/projects/sr132west/index.html

La audiencia pública se realizará en un formato de foro abierto. Ud. tendrá la oportunidad de examinar los conceptos de diseño, información e ilustraciones, como también de vertir sus comentarios por escrito en el EIR/EA preliminar y la Propuesta Final del RPA. Habrá personal de Caltrans, DTSC y RWQCB dispuesto a contestar sus preguntas. ¿Cree Ud. que los posibles efectos del proyecto han sido apropiadamente tomados en cuenta en el documento medioambiental presentado? ¿Tiene Ud. información que debiese incluirse? Se dispondrá de teléfonos para dejar sus comentarios. Habrá también un estacionado para tomar declaraciones individuales. Si prefiere comentar sobre el EIR/EA preliminar y la Propuesta Final del RPA en otra ocasión, puede enviar su nota escrita a Caltrans, Attn: Philip Vallejo, Central Sierra Environmental Analysis Branch, 855 M Street, Suite 200, Fresno, CA 93721; o por correo electrónico a philip.vallejo@dot.ca.gov. Los comentarios escritos deben ser recibidos a más tardar el 17 de marzo, 2017. Sus comentarios formarán parte del archivo público.

Después de tomar en consideración y responder a todos los comentarios escritos sobre el EIR/EA preliminar, Caltrans tomará una decisión sobre el proyecto. Asimismo, después de tomar en consideración y responder a todos los comentarios escritos, el DTSC y el RWQCB tomarán una decisión respecto del RAP. Los comentarios sobre la Propuesta Final del RPA deben, también, enviarse a la dirección de Caltrans (ver arriba) desde donde se remitirán al DTSC y al RWQCB para su análisis y respuesta.

Para mayor información sobre el proyecto Autopista Ruta Estatal 132-Oeste/Vía Expresa, sirva comunicarse con Phil Vallejo, Sucursal de Análisis Medioambiental de la Sierra Central, en Caltrans, 855 M Street, Fresno, CA 93721, tel. (559) 445-6172 o correo electrónico philip.vallejo@dot.ca.gov. Para todo otro asunto sobre carreteras estatales en el área, sirva comunicarse con el director de relaciones públicas del Distrito 10 de Caltrans en district10publicaffairs@dot.ca.gov, o al tel. (209) 948-7977. Personas que requieran dispositivo de telecomunicación para sordos (TDD, por sus siglas en inglés) pueden comunicarse con la línea TDD del California Relay Service (Servicio de Retransmisión de California) o al teléfono 1-800-735-2922 o 711.

En cumplimiento al Acta Estadounidenses Incapacitados de 1990, aquellos que requieren de modificaciones o arreglos especiales (intérprete de señas, asientos especiales, documentación en formatos alternativos, etc.) deben comunicarse con la oficina de relaciones públicas del Distrito 10 de Caltrans en district10publicaffairs@dot.ca.gov, o al tel. (209) 948-7977. Personas que requieran dispositivo de telecomunicación para sordos (TDD, por sus siglas en inglés) pueden comunicarse con la línea TDD del California Relay Service (Servicio de Retransmisión de California) o al teléfono 1-800-735-2922 o 711.
AVISO DE PERIODO DE 30 DÍAS ABIERTOS A COMENTARIO PÚBLICO Y REUNIÓN ABIERTA SOBRE EL PROGRAMA DE MEJORAS AL TRANSPORTE REGIONAL (RTIP) – 2018, DEL CONSEJO DE GOBIERNOS DE STANISLAUS (StanCOG)

POR MEDIO DE LA PRESENTE SE INFORMA QUE el 1º de octubre del 2017 se dará comienzo a un período de 30 días para inspección y comentario público del Programa de Mejoras al Transporte Regional (RTIP por sus siglas en inglés), correspondiente al año 2017, del Consejo de Gobiernos de Stanislaus (StanCOG, siglas en inglés), periodo que se cerrará el 30 de octubre, 2017. A partir del 1º de octubre se podrá acceder al RTIP 2018 del StanCOG visitando el sitio virtual en línea http://www.stancog.org/trans-fund.shtml o visitando las oficinas del StanCOG, ubicadas en la calle “I” Nº1111, Suite 308, Modesto, California. Se aceptarán comentarios por escrito sobre este documento hasta las 3:00 p.m. del 30 de octubre, mismos que pasarán a formar parte del archivo.

Además, StanCOG celebrará una reunión abierta al público a las 6:00 p.m. del miércoles 11 de octubre, 2017, en el Salón de Juntas del StanCOG, calle “I” Nº1111, Suite 308, Modesto, California, con el objeto de recibir opiniones sobre el documento RTIP 2016 del StanCOG. Se le dará la oportunidad de hablar a todo quien desee hacerlo.

Cada dos años la Comisión de Transporte de California (CCT, siglas en inglés) aprueba un plan de Programa de Mejoras al Transporte Estatal (STIP, siglas en inglés) que planifica los ingresos federales y estatales que se esperan en el próximo ciclo quinquenal y que estarán disponibles para proyectos viales para todo California. En su calidad de Agencia Regional de Planificación de Transporte (RTPA, siglas en inglés) para el Condado Stanislaus, StanCOG debe preparar y someter un RTIP a la CTC para el 15 de diciembre del 2017. Este documento se ha preparado ya, y está siendo circulado para su inspección pública, en cumplimiento con las normativas del STIP 2018 aprobadas por la CTC. Se espera que el RTIP 2018 del StanCOG sea aprobado por el Comité de Políticas del StanCOG para el 15 de noviembre, 2017.

Se pueden obtener mayores informes respecto del RTIP 2018 del StanCOG comunicándose con las oficinas del StanCOG ubicadas en la calle “I” Nº1111, Suite 308, Modesto, California, o telefoneando al (209) 525-4900.
STATE OF CALIFORNIA  
County of Stanislaus

Here-un-to being first duly sworn, deposes and says that all time hereinafter mentioned he/she was a citizen of the United States over the age of twenty-one (21) years, and doing business in said county, not interested in the matter of the attached publication, and is competent to testify in said matter, that he/she was at and during all said time the principal clerk to the printer and publisher of the

WATERFORD NEWS

a legal newspaper of general circulation published weekly in Waterford in said County of Stanislaus, State of California: that said

WATERFORD NEWS

is and was at all times herein mentioned, a newspaper of general circulation as that term is defined by Section 8000 of the Government Code, and as provided by said section and so adjudicated by Decree No. 41155 by the Superior Court of Stanislaus County, State of California, is published for the dissemination of local and telegraphic news and intelligence of a general character; have a bona fide subscription list of paying subscribers, and is not devoted to the interest, or published for the entertainment or instruction of a particular class, profession, trade, calling, race, denomination; or for the entertainment and instruction of any number of such classes, professions, trades, callings, races or denominations; that at all times said newspaper has been established, in Waterford; in said County and State, at regular intervals for more than one year preceding the first publication of the notice herein mentioned, that said notice was set in type not smaller than nonpareil and was preceded with words printed in blackface type not smaller than nonpareil, describing and expressing in general terms, the purport and character of the notice intended to be given.

Legal # 3250

PUBLIC NOTICE

09-26-2017

of which named annexed is a printed copy, was published and printed in said

WATERFORD NEWS

at least 1 TIME commencing on the 26TH Day of
SEPTEMBER, 2017 and ending on the 26TH of
SEPTEMBER 2017 the days inclusive, and as often
during said time as said newspaper was regularly
issued, to wit:

I declare under penalty of perjury under the laws of
the State of California that the foregoing is true and correct.
Dated this 26TH Day of SEPTEMBER 2017

[Signature]

Lisa Mendes

PRINCIPAL CLERK OF THE PRINTER

Legal # 3250

NOTICE OF A 30-DAY
PUBLIC COMMENT PERIOD AND PUBLIC HEARING FOR THE STANISLAUS COUNCIL OF GOVERNMENTS (STANCOG)
2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)
NOTICE IS HEREBY GIVEN that a 30-day public review and comment period will commence on October 01, 2017, and conclude on October 30, 2017, to elicit comments on the Stanislaus Council of Governments 2017 Regional Transportation Improvement Program (RTIP): Beginning on October 01st, you may access the StanCOG 2018 RTIP via the agency’s public website at http://www.stancog.org/trans-fund.shim or by visiting the StanCOG office, located at 1111 I Street, Suite 308, Modesto, California. Written comments regarding this document must be received by 3:00 p.m. on October 30th to be included as a part of the record.

StanCOG will also hold a public hearing on Wednesday, October 11, 2017, at 6:00 p.m. in the StanCOG Board Room, 1111 I Street, Suite 308, Modesto, California, for the purpose of soliciting comments on the StanCOG 2018 RTIP document. All those wishing to speak will be given an opportunity to do so.

Every two years the California Transportation Commission (CTC) adopts a State Transportation Improvement Program (STIP) document that programs anticipated Federal and State revenues for the next 5-year period, which will be available to construct transportation projects throughout California. As Stanislaus County’s Regional Transportation Planning Agency (RTPA), StanCOG is required to prepare and submit an RTIP to the CTC by December 15, 2017. This document has been prepared, and is being circulated for public review, in accordance with the CTC adopted 2018 STIP Guidelines. It is anticipated that the StanCOG 2018 RTIP will be adopted by the StanCOG Policy Board on November 15, 2017.

Further information regarding the StanCOG 2018 RTIP may be obtained by contacting the StanCOG office, located at 1111 I Street, Suite 308, Modesto, California, or by calling (209) 525-4600.

Publish date: 09-26-2017
AVISO DE APERTURA POR 30 DÍAS A LA INSPECCIÓN Y COMENTARIO PÚBLICO Y AUDIENCIA PÚBLICA SOBRE EL PROGRAMA REGIONAL DE MEJORAS AL TRANSPORTE (RTIP) DEL 2020 POR EL CONSEJO DE GOBIERNOS DE STANISLAUS (STANCOG)

POR MEDIO DE LA PRESENTE SE INFORMA QUE se dará inicio a un periodo de 30 días para el estudio y comentario de parte del público, mismo que comenzará el 2 de octubre del 2019, y concluirá el 31 de octubre del 2019. El documento preliminar sobre el Programa Regional de Mejoramiento del Transporte (RTIP) 2020 está disponible para su lectura en las oficinas del StanCOG, ubicadas en la Suite 308 del 1111 de la Calle I, Modesto, CA 95354, y en el sitio virtual www.stanco.org.

Cada dos años la Comisión de Transporte de California (CTC, por sus siglas en inglés) aprueba un documento denominado Programa de Mejoramiento al Transporte Estatal (STIP) que presupuesta los ingresos estatales y federales que se esperan recolectar durante el próximo quinquenio, fondos que se dispondrán para ser utilizados en proyectos de transporte por todo California. En su papel de Agencia de Planeación Regional de Transporte (RTPA, por sus siglas en inglés) para el Condado Stanislaus, el StanCOG debe preparar y presentar un RTIP al CTC para el 15 de diciembre del 2019. Este documento ha sido preparado y —en cumplimiento a las normas del STIP del CTC aprobado para 2020— se encuentra ya en circulación para la inspección del público.

A las 4:30 del miércoles 23 de octubre del 2019 se realizará una audiencia pública en la sala de juntas del Comité de Políticas del StanCOG—ubicadas en la Suite 308 del 1111 de la Calle I, Modesto, California—con el objeto de escuchar comentarios de la comunidad sobre el RTIP 2020 del StanCOG.

Los comentarios escritos que se reciban en las oficinas del StanCOG a más tardar a las 3:00 p.m. del 31 de octubre del 2019, pasarán a formar parte del archivo.

Usted puede obtener más información sobre el RTIP 2020 de StanCOG comunicándose con la oficina del StanCOG, 1111 de la calle I, Suite 308, Modesto, California, 95354, o telefoneando al (209) 525-4600.

El Comité de Políticas de StanCOG someterá a votación la aprobación del Programa Federal de Mejoramiento del Transporte (RTIP) 2020 en su junta ordinaria del 20 de noviembre del 2019, misma que se llevará a cabo a la 6 p.m. en las oficinas del StanCOG, ubicadas en la Suite 308 del 1111 de la Calle I, Modesto, CA.

Declaración de Publicación
C.C.P. S2015.5

STATE OF CALIFORNIA )
) ss.

County of Stanislaus )

I am a citizen of the United States; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the Vida en el Valle, which has been adjudged a newspaper of general circulation by the Superior Court of the County of Stanislaus, State of California, under the date of February 25, 1951
Action No. 46453. The Notice of which the annexed is a printed copy, has been published in each issue thereof on the following dates, to wit:

October 02, 2019

I certify (or declare) under penalty of perjury that the foregoing is true and correct and that this declaration was executed at Dallas, Texas on:

Date: 2nd, day of October, 2019

Signature

[Stamp]
STATE OF CALIFORNIA  
County of Stanislaus

Shay Lawrence

Hereunto being first duly sworn, deposes and says that at all time hereinafter mentioned he/she was a citizen of the United States over the age of twenty-one (21) years, and doing business in said county, not interested in the matter of the attached publication, and is competent to testify in said matter, that he/she was at and during said time the principal clerk to the printer and publisher of the WATERFORD NEWS

a legal newspaper of general circulation published weekly in Waterford in said County of Stanislaus, State of California: that said WATERFORD NEWS

is and was at all times herein mentioned, a newspaper of general circulation as that term is defined by Section 6000 of the Government Code, and as provided by said section and so adjudicated by Decree No. 41155 by the Superior Court of Stanislaus County, State of California, is published for the dissemination of local and telegraphic news and intelligence of a general character, have a bona fide subscription list of paying subscribers, and is not devoted to the interest, or published for the entertainment or instruction of a particular class, profession, trade, calling, race or denomination: or for the entertainment and instruction of any number of such classes, professions, trades, callings, races or denominations: that at all times said newspaper has been established, in Waterford; in said County and State, at regular intervals for more than one year preceding the first publication of the notice herein mentioned, that said notice was set in type not smaller than nine nonpareil and was preceded with words printed in 54 blackface type not smaller than nonpareil, describing and expressing in general terms, the purport and character of the notice intended to be given

LEGAL NOTICE #6658

NOTICE OF A 30-DAY REVIEW

PUBLICATION DATE: 10-01-2019

of which named annexed is a printed copy, was published and printed in said

WATERFORD NEWS

at least 1 time commencing on the 1st of October, 2019 and ending on the 1st of October, 2019 the days inclusive, and as often during said time as said newspaper was regularly issued, to wit:

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.
Dated this 1st of October, 2019.

[Signature]

PRINCIPAL CLERK OF THE PRINTER

[Image]

A public hearing will be held on Wednesday, October 23, 2019, at 4:30 p.m. in the StanCOG Board Room, 1111 I Street, Suite 308, Modesto, California, to solicit comments on the StanCOG 2020 RTIP document.

Written comments received at the StanCOG office by 3:00 p.m., October 31, 2019, will be made a part of the record.

Further information regarding the StanCOG 2020 RTIP may be obtained by contacting the StanCOG office, located at 1111 I Street, Suite 308, Modesto, California, or by calling (209) 525-4600.

The StanCOG Policy Board is scheduled to adopt the 2020 Regional Transportation Improvement Program (RTIP) at their November 20, 2019 Policy Board meeting. The Policy Board meeting will be held in the StanCOG Policy Board Room located at 1111 I Street, Suite 308, in Modesto, CA at 6:00 p.m.

Published Date: 10-01-2019

Legal#6658

NOTICE OF A 30-DAY PUBLIC REVIEW AND COMMENT PERIOD AND PUBLIC HEARING FOR THE STANISLAUS COUNCIL OF GOVERNMENTS (STANCOG) 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

NOTICE IS HEREBY GIVEN that a 30-day public review and comment period will commence on October 2, 2019 and conclude on October 31, 2019. The draft 2020 RTIP document is available for review at the StanCOG Office, located at 1111 I Street, Suite 308, Modesto, CA 95354 or online at www.stanco.org.

Every two years the California Transportation Commission (CTC) adopts a State Transportation Improvement Program (STIP) document that programs anticipated Federal and State revenues for the next 5-year period, which will be available to construct transportation projects throughout California. As Stanislaus County's Regional Transportation Planning Agency (RTPA), StanCOG is required to prepare and submit an RTIP to the CTC by December 15, 2019. This document has been prepared, and is being circulated for public review, in accordance with the CTC adopted 2020 STIP Guidelines.
NOTICE IS HEREBY GIVEN that a 30-day public review and comment period will commence on October 01, 2017, and conclude on October 30, 2017, to elicit comments on the Stanislaus Council of Governments 2018 Regional Transportation Improvement Program (RTIP). Beginning on October 01st, you may access the StanCOG 2018 RTIP via the agency’s public website at http://www.stancog.org/trans-fund.shtm or by visiting the StanCOG office, located at 1111 I Street, Suite 308, Modesto, California. Written comments regarding this document must be received by 3:00 p.m. on October 30th to be included as a part of the record.

StanCOG will also hold a public hearing on Wednesday, October 11, 2017, at 6:00 p.m. in the StanCOG Board Room, 1111 I Street, Suite 308, Modesto, California, for the purpose of soliciting comments on the StanCOG 2018 RTIP document. All those wishing to speak will be given an opportunity to do so.

Every two years the California Transportation Commission (CTC) adopts a State Transportation Improvement Program (STIP) document that programs anticipated Federal and State revenues for the next 5-year period, which will be available to construct transportation projects throughout California. As Stanislaus County’s Regional Transportation Planning Agency (RTPA), StanCOG is required to prepare and submit an RTIP to the CTC by December 15, 2017. This document has been prepared, and is being circulated for public review, in accordance with the CTC adopted 2018 STIP Guidelines. It is anticipated that the StanCOG 2018 RTIP will be adopted by the StanCOG Policy Board on November 15, 2017.

Further information regarding the StanCOG 2018 RTIP may be obtained by contacting the StanCOG office, located at 1111 I Street, Suite 308, Modesto, California, or by calling (209) 525-4600.
STANISLAUS COUNCIL OF GOVERNMENTS (StanCOG)
NOTICE OF PUBLIC HEARING AND PUBLIC REVIEW AND COMMENT PERIOD

DRAFT 2020 PUBLIC PARTICIPATION PLAN

NOTICE IS HEREBY GIVEN, that StanCOG will hold a 45-day public review and comment period that will commence on April 1, 2020 and conclude on May 18, 2020. The Draft 2020 Public Participation Plan is available on the StanCOG website at www.stancog.org.

The PPP is meant to inform the public and other stakeholders about the overall StanCOG public participation process, how they can receive information from StanCOG, and how they can provide input into regional planning, policy, and decision-making efforts. It sets forth the commitment to an open process that provides opportunities for input.

Due to the COVID-19 situation, two public hearings will be conducted via teleconference call on April 14, 2020 to solicit public input on the Draft 2020 Public Participation Plan. The first hearing will be held from 12 p.m. to 1:00 p.m. and the other at 5:00 p.m. to 6:00 p.m. to solicit comments. Spanish translation services will be available at these hearings and other language support or reasonable Americans with Disabilities Act accommodations may be requested 72 hours in advance of the hearings.

You can dial in using your phone.
United States: +1 (224) 501-3412
Access Code: 438-994-189

Comments can be submitted in writing to the StanCOG office via U.S. Mail at 1111 I Street, Suite 308, Modesto, CA, 95354, attention Debbie Trujillo, Assistant Planner or via email at publicplan@stancog.org. Written comments received by 3:00 p.m., May 18, 2020, will be made a part of the record.

Further information or a hard copy of the document may be obtained by contacting the StanCOG Office by calling (209) 525-4639.

The StanCOG Policy Board is scheduled to adopt the 2020 Public Participation Plan at its June 17, 2020 Policy Board meeting. The meeting is to be held in the StanCOG Policy Board Room located at 1111 "I" Street, Suite 308, in Modesto, CA at 6:00 PM.

Contact Person:
Debbie Trujillo, Assistant Planner
1111 I Street, Suite 308, Modesto, CA 95354
(209) 525-4639
publicplan@stancog.org
CONSEJO DE GOBIERNOS DE STANISLAUS (StanCOG)
NOTIFICACIÓN DE AUDIENCIA PÚBLICA E
INSPECCIÓN Y COMENTARIO ABIERTO AL PÚBLICO

PLAN DE PARTICIPACIÓN PÚBLICA PRELIMINAR PARA EL 2020


El PPP tiene como objetivo informar al público y a cualquier otro interesado sobre el proceso de participación del StanCOG en general, cómo recibir información del StanCOG, y cómo se puede aportar una opinión tanto en las políticas de planificación regional como en la toma de decisiones. Esto inicia el compromiso de ofrecer un proceso público, abierto al parecer ciudadano.

Debido a la situación derivada del COVID-19, el 14 de abril del 2020 se celebrarán dos Audiencias Abiertas —por medio de teleconferencia— para escuchar comentarios sobre este Plan de Participación Pública Preliminar para 2020. La primera audiencia se efectuará entre las 12:00 p.m. y las 1:00 p.m.; y la segunda será entre las 5:00 p.m. y las 6:00 p.m. Habrá servicio de intérprete en español durante estas audiencias. Para asistencia lingüística en otros idiomas, al igual que razonables adaptaciones para personas con limitaciones (ADA), se deben solicitar con 72 horas de anticipación a la reunión como mínimo.

Usted podrá participar por medio de su teléfono marcando
Estados Unidos: +1 (224) 501-3412
Clave de Acceso: 438-994-189

Comentarios por escrito se pueden someter por correo a las oficinas del StanCOG, Calle I #1111, Suite 308, Modesto, CA 95354, a la atención de Debbie Trujillo, Auxiliar de Planificación, o por correo electrónico a publicplan@stancog.org. Los comentarios escritos que se reciban hasta las 3:00 p.m. del 18 de mayo, 2020, pasarán a formar parte del archivo.

Usted puede obtener más información o una copia impresa del documento comunicándose con las oficinas del StanCOG o telefoneando al (209) 525-4639.

El Comité de Políticas de StanCOG someterá a votación este Plan de Participación Pública 2020 en su junta ordinaria del 17 de junio, 2020, misma que se llevará a cabo a las 6:00 p.m. en el Salón de Juntas del Comité de Políticas del StanCOG, ubicadas en Calle I #1111, Suite 308, Modesto, CA 95354.

Persona a Contactar:
Debbie Trujillo, Auxiliar de Planificación
Calle I #1111, Suite 308, Modesto, CA 95354
(209) 525-4639
dtrujillo@stancog.org
AVISO DE AUDIENCIA PÚBLICA Y APERTURA A PERÍODO ABIERTO A INSPECCIÓN Y COMENTARIO PÚBLICO SOBRE EL PLAN REGIONAL DE TRANSPORTE Y ESTRATEGIA DE COMUNIDADES SOSTENIBLES (PRELIMINAR) DEL 2016 Y A SUS CORRESPONDIENTES INFORMES PRELIMINARES TANTO DE ANÁLISIS DE CONFORMIDAD, IMPACTO MEDIOAMBIENTAL COMO DEL PROGRAMA FEDERAL DE MEJORAS AL TRANSPORTE DEL 2019

POR MEDIO DE LA PRESENTE SE INFORMA QUE el Consejo de Gobiernos de Stanislaus (StanCOG) con sus siglas en inglés) llevará a cabo una audiencia pública durante la reunión del Consejo de Políticas para celebrar la audiencia el 23 de junio del 2016 a las 6:00 PM en el Salón de Estancias 310 en la Casa del Convento de Modesto, California 95354. El Consejo de Gobiernos de Stanislaus abierta al público —también ante la directiva del StanCOG— los días 31 de julio del 2018 en el Centro Comunitario de Ceres ubicado en la Calle Calle 3101, Ceres, California 95307.


- El RTP/SCS 2018 es una estrategia —a largo plazo— de coordinación entre transporte y uso de suelo cuyo objetivo es suplir las necesidades visibles del Convento de Stanislaus hasta el año 2042.
- El documento EIR brinda un análisis de posibles efectos medioambientales relacionados a la implementación del RTP/SCS en conformidad con el Acta de Calidad Ambiental de California.
- El Análisis de Conformidad correspondiente contiene la documentación que avala la determinación que el FTIP del 2019 y el RTP/SCS del 2018 cumplen con los requisitos de conformidad de calidad del aire respecto de ozono y materia en suspensión.
- El FTIP 2018 es un listado de mejoras de importancia crítica, que incluyen inversiones que se realizarán en el concurso de los próximos cuatro años en el Convento Stanislaus.

El objetivo de la segunda audiencia pública es escuchar opiniones sobre el documento preliminar del Programa Regional de Transporte y Estrategia de Comunidades Sostenibles 2018 (2018 RTP/SCS) y que corresponden con el Informe de Impacto Ambiental (EIR), también preliminar.

Personas con limitaciones que requieran equipamiento auxiliar para participar en la audiencia pública pueden comunicarse con Cindy Malekos (209) 525-6200 con por menos 72 horas de anticipación. Se ofrecen servicios de intérprete a cualquier participante que así lo solicite con por lo menos 72 horas de anticipación y cuyo idioma esté dentro de los servicios profesionales disponibles.

Un período de 55 días abiertos a la inspección y comentario público sobre el RTP/SCS preliminar del 2018 y su correspondiente EIR, también preliminar, se iniciará el 11 de mayo del 2018 y finalizará el 5 de julio del 2018.

A partir del 5 de junio del 2018 se dará inicio a un período de 30 días abiertos a la inspección y comentario público sobre el documento preliminar FTIP 2019, que finalizará el 5 de julio del 2018.

Los documentos preliminares se encuentran abiertos a su revisión y comentario público durante la duración de las audiencias públicas, y también se aceptarán comentarios por escrito, a más tardar a las 3 p.m. del 5 de julio, 2018, en la dirección indicada.

Después de considerarse los comentarios, el Comité de Políticas del StanCOG someterá el documento al voto de aprobación durante la reunión de junio del 15 de agosto, 2018. Los documentos serán entonces sometidos a las agencias estatales y federales para su aprobación.

Para el Preliminar RTP/SCS 2018 y su EIR, comuníquese con:
- Elisabeth Hahn, Jefe de Planificación
  1111 1 Street, Suite 308
  Modesto, CA 95354

Para el FTIP 2019 Preliminar, comuníquese con:
- Debbie Trujillo, Asistente de Planificación
  1111 1 Street, Suite 308
  Modesto, CA 95354

Declaration of Publication
C.C.P. S2015.5

STATE OF CALIFORNIA
)
)
County of Stanislaus
)

I am a citizen of the United States; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the Vida en el Valle, which has been adjudged a newspaper of general circulation by the Superior Court of the County of Stanislaus, State of California, under the date of February 25, 1951

Action No. 46453. The notice of which the annexed is a printed copy, has been published in each issue thereof on the following dates, to wit:

May 09, 2018

I certify (or declare) under penalty of perjury that the foregoing is true and correct and that this declaration was executed at Modesto, California on:

Date: 9th, day of May, 2018

Signature
Affidavit of Publication

STATE OF CALIFORNIA } as
County of Stanislaus

Alyssa Mendoza
Hereunto being first duly sworn, deposes and says that all time
hereinafter mentioned he/she was a citizen of the United States
over the age of twenty-one (21) years, and doing business in said
county, not interested in the matter of the attached publication, and
is competent to testify in said matter, that he/she was at and during
all said time the principal clerk to the printer and publisher of the
WATERFORD NEWS

is and was at all times herein mentioned, a newspaper of general
circulation as that term is defined by Section 6000 of the Govern-
ment Code, and as provided by said section and so adjudicated by
Decree No. 41155 by the Superior Court of Stanislaus County, State
of California, is published for the dissemination of local and tele-
graphic news and intelligence of a general character, have a bona
fide subscription list of paying subscribers, and is not devoted
to the interest, or published for the entertainment or instruction of
a particular class, profession, trade, calling, race or denomination:
or for the entertainment and instruction of any number of such
classes, professions, trades, callings, races or denominations:
that at all times said newspaper has been established, in Waterford;
in said County and State, at regular intervals for more than one year
preceding the first publication of the notice herein mentioned, that
said notice was set in type not smaller than nonpareil and was
preceded with words printed in blackface type not smaller than
nonpareil, describing and expressing in general terms, the purport
and character of the notice intended to be given

Legal #4291

NOTICE OF PUBLIC HEARING

PUBLISH DATES: 05-08-2018

of which named annexed is a printed copy, was published
and printed in said
WATERFORD NEWS

at least 1 time commencing on the 8th of May, 2018 and
ending on the 8th of May, 2018 the days inclusive, and as
often during said time as said newspaper was regularly
issued, to wit:

I declare under penalty of perjury under the laws of the
State of California that the foregoing is true and correct.
Dated this May 8th, 2018.

PRINCIPAL CLERK OF THE PRINTER

---

The EIR document provides an analysis of potential
environmental impacts related to the implementa-
tion of the RTP/SCS as re-
quired by the California
Environmental Quality Act.
The corresponding Con-
formity Analysis contains the
documentation to sup-
port a finding that the 2019
FTIP, and 2018 RTP/SCS
meet the air quality con-
formity requirements for
ozone and particulate mat-
ter.
The 2019 FTIP is a near-
term listing of capital im-
provement and operational
expenditures utilizing fed-
eral and state monies for
transportation projects in
Stanislaus County during
the next four years.
The purpose of the second
public hearing is to receive
public comments regarding
the Draft 2018 Regional
Transportation Plan/Sus-
tainable Community Strat-
egy (2018 RTP/SCS) and
the Draft Environmental
Impact Report (EIR).
Individuals with disabilities
may call Cindy Malekos at
(209) 525-4600 (with 72
hours advance notice) to
request auxiliary aids ne-
cessary to participate in the
public hearing. Translation
services are available (with
72 hours advance notice)
to participants speaking
any language with avail-
able professional transla-
tion services.
A 55-day public review and
comment period will com-
ence on May 11, 2018
and conclude on July 5,
2018 for the Draft 2018
RTP/SCS and Draft EIR.
A 30-day public review and
comment period will com-
ence on June 5, 2018
and conclude on July 5,
2018 for the Draft 2019
FTIP.

Publish Date: 05-08-2018
Regional Transportation Plan/
Sustainable Communities Strategy
Outreach Summary Report

This is a complete list of all activities undertaken to promote the Valley Vision Stanislaus: Regional Transportation Plan/Sustainable Communities Update public participation opportunities.

City Council/Board of Supervisors Presentations
City of Ceres, September 11
City of Oakdale, September 18
City of Waterford, September 21
City of Hughson, October 9
City of Turlock, October 10
City of Riverbank, October 10
City of Newman, October 24
City of Modesto, November 8

Community Events and Presentations
Over 1000 people were provided information about the update throughout the County. This includes individuals and/or groups representing interests of seniors, veterans, people with disabilities and Hispanic residents and service providers.

Newman Fall Festival, September 2 100+ Attendees
Waterford Lions Club, September 5 10 Attendees
Turlock Farmers Market, September 9 150+ Attendees
Stanislaus County Commission on Aging, September 11 20 Attendees
Patterson Farmers Market, September 13 100+ Attendees
Rotary Club of Patterson, September 20 18 Attendees
Central Park Market Turlock, September 21 100+ Attendees
Turlock Young Professionals, September 28 18 Attendees
Disability Resource Agency for Independent Living, October 2 6 Attendees
Stanislaus County Farm Bureau, October 3 43 Attendees
Services to Older Adults Advisory Committee, October 4 18 Attendees
Modesto Farmers Market, October 5 100+ Attendees
Rotary Club of Turlock, October 10 20 Attendees
Rotary Club of Oakdale, October 11 25 Attendees
Parents Café/Healthy Resource Center (Spanish), October 20 10 Attendees
Modesto Gateway Rotary, October 23 17 Attendees
Salida Municipal Advisory Council, October 24 30+ Attendees
Patterson Lions Club, October 25 16 Attendees
El Concilio, October 26 40+ Attendees
Rotary Club of Newman, November 27 11 Attendees
Oakdale Chamber/Economic Development, November 3 7 Attendees
Catholic Charities Presentation Riverbank (Spanish), November 20 12 Attendees
Modesto Downtown Rotary, February 6 100+ Attendees
South Modesto Municipal Advisory Committee, February 8 12 Attendees

**Community Workshops**

*Complete Results Attached*

**Monday, July 31, 2017, 6:00 PM**
Hammon Senior Center
1033 W. Las Palmas
Patterson, CA

**Wednesday, August 2, 2017, 6:00 PM**
Gene Bianchi Community Center
110 S. 2nd Ave.
Oakdale, CA

**Thursday, August 3, 2017, 6:00 PM**
Modesto Centre Plaza
1000 L Street (L and 10th)
Modesto, CA

**Monday, November 6, 2017 6:00 PM**
Modesto Library - Downstairs Meeting Room
1500 I Street
Modesto, CA

**Monday, November 13, 2017, 6:30 PM**
City of Newman Council Chambers
938 Fresno Street
Newman, CA

**Tuesday, November 14, 2017, 6:30 PM**
Ceres Community Center
2701 4th Street
Ceres, CA

**Monday, November 20, 2017, 6:30 PM**
Iglesia Católica San Frances de Roma (Spanish Language Workshop)
2827 Calle Topeka
Riverbank, CA

**Wednesday, January 10, 2018, 5:00 PM**
Notice of Preparation Scoping Meeting
StanCOG Board Room
1111 I Street
Modesto, CA

**Monday, May 14, 2018, 6:30 PM**
Turlock City Council Chambers, Yosemite Room
156 S. Broadway
Turlock, CA

**Monday, May 21, 2018, 6:30 PM**
Hammon Senior Center
1033 W. Las Palmas
Patterson, CA

**Tuesday May 22, 2018, 5:00 PM**
Notice of Preparation Scoping Meeting
StanCOG Board Room
1111 I Street
Modesto, CA
Collateral Materials and Social Media

- A total of 12 eNews announcements were sent to our entire list of 450+ subscribers promoting upcoming workshops.

- Workshops were further promoted via Facebook events, board posts and ad-supported placements which yielded over 1400 impressions in our target market.

- Print ads were places in both the Modesto Bee and Vida to promote workshops in Spanish and English. (Affidavits Attached).

- Two pull-up banners, 1500 business card handouts, 200 posters and flyers were created and distributed County-wide.

- English and Spanish language handouts were created and placed on our project website:
  - Overview of Scenarios
  - Performance of Scenarios
  - Project FAQ
  - Project Overview

- News releases were sent to all publications, radio and online services in Stanislaus County.

- Website consistently updated with information, new documents and presentations. Currently averaging over 1000-page visits per week.

- Closed Workshop #1 Survey with 31 participants.
# Stanislaus Council of Governments

## Public Meeting Schedule

<table>
<thead>
<tr>
<th>Policy Board</th>
<th>Executive Committee</th>
<th>Citizens Advisory Committee</th>
<th>Management and Finance Committee</th>
<th>Valley Vision Stanislaus Steering Committee</th>
<th>Social Services Transportation Advisory Council</th>
<th>Bicycle/Pedestrian Advisory Committee</th>
<th>Measure L Oversight Committee</th>
</tr>
</thead>
<tbody>
<tr>
<td>3rd Wednesday of the month</td>
<td>Monday of week prior to PB mtg</td>
<td>1st Wednesday of the month</td>
<td>1st Wednesday of the month</td>
<td>1st Tuesday of the month</td>
<td>1st Tuesday of the month</td>
<td>1st Wednesday of every other month</td>
<td>Quarterly on 4th Tuesday of the month</td>
</tr>
<tr>
<td>6:00 p.m.</td>
<td>5:00 p.m.</td>
<td>6:00 p.m.</td>
<td>3:00 p.m.</td>
<td>1:00 p.m.</td>
<td>9:00 a.m.</td>
<td>10:00 a.m.</td>
<td>5:30 p.m.</td>
</tr>
</tbody>
</table>

## Place

All public meetings are held at StanCOG, **1111 I Street, Suite 308, Modesto, CA**, unless otherwise announced.

## Agenda Information

Posted agendas for public meetings are available at StanCOG offices, or by visiting www.stancog.org. Policy Board agendas are also available at all Stanislaus County Public Libraries. To be placed on a list to receive email notification of public meetings, please call 209-525-4600.

## Other Opportunities for Information

StanCOG is also available to provide information to the public in the following ways:
1. Call StanCOG during business hours (8 am to 5 pm) at 209-525-4600 with any questions/requests.
2. Email StanCOG at info@stancog.org with any questions/comments.
3. Make a request for StanCOG to speak to your club or organization by calling 209-525-4600.
## DOCUMENT / PROGRAM ADOPTION

<table>
<thead>
<tr>
<th>Document</th>
<th>Public Hearing</th>
<th>Comment Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)</td>
<td>Yes</td>
<td>55 Days</td>
</tr>
<tr>
<td>Federal Transportation Improvement Program (FTIP)</td>
<td>Yes</td>
<td>30 Days</td>
</tr>
<tr>
<td>Air Quality Conformity Analysis (AQCA)</td>
<td>Yes</td>
<td>30 Days</td>
</tr>
<tr>
<td>Public Participation Plan (PPP)</td>
<td>Yes</td>
<td>45 Days</td>
</tr>
<tr>
<td>Unmet Transit Needs (UTN) Assessment</td>
<td>Yes</td>
<td>30 Days</td>
</tr>
</tbody>
</table>

## DOCUMENT / PROGRAM AMENDMENT

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<td>45 Days</td>
</tr>
<tr>
<td>Federal Transportation Improvement Program (FTIP)</td>
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<tr>
<td>- Type 1</td>
<td>No</td>
<td>NONE</td>
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<tr>
<td>- Type 2</td>
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<td>- Type 4</td>
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<td>30 Days</td>
</tr>
<tr>
<td>- Type 5</td>
<td>Yes</td>
<td>30 Days</td>
</tr>
<tr>
<td>Public Participation Plan (PPP)</td>
<td>Yes</td>
<td>45 Days</td>
</tr>
</tbody>
</table>

### Place

All Public Hearings are held at StanCOG, **1111 I Street, Suite 308, Modesto, CA**, unless otherwise announced.

### Comment Information

Posted agendas for public hearings are available at StanCOG offices, or by visiting [www.stancog.org](http://www.stancog.org).

Mail comments to:

1111 I Street, Suite 308, Modesto, CA 95354 or emailed to the project manager of the document being adopted.

To be placed on a list to receive email notification of public meetings, please call 209-525-4600.
Is Public Transit Meeting Your Needs?

The Stanislaus Council of Governments is looking for your input on how well the existing transit systems are meeting your needs.

We invite you to attend one of the following events to share your ideas and learn more about public transportation within the Stanislaus Region.

**Workshops:**

- **Whitmore Oaks Apartments**
  2617 Blaker Ave.
  Ceres, CA
  Nov 20, 2019
  2:00 PM

- **McConnell Adult Education**
  1388 Patchett Dr.
  Newman, CA
  Dec 04, 2019
  11:00 AM

- **Riverbank Community Center**
  3600 Santa Fe St.
  Riverbank, CA
  Dec 05, 2019
  11:00 AM

- **Ralston Towers Senior Center**
  900 17th St.
  Modesto, CA
  Dec 06, 2019
  5:00 PM

- **Salvation Army**
  893 Lander Ave
  Turlock, CA
  Dec 10, 2019
  11:00 AM

- **Hospitality House**
  5400 Kiernan Ave.
  Salida, CA
  Dec 11, 2019
  10:00 AM

**Public Hearing:**

March 18, 2020, 6:00 PM
1111 I St. Ste. 308 Modesto, CA

Unable to attend in person? We still want your comments!

https://es.surveymonkey.com/r/2020-21StanCOG

https://www.surveymonkey.com/r/2020-21StanCOGUTN

http://www.stancog.org/unmet-transit-needs.shtm

Unmettransitneeds@stancog.org
El transporte público ¿Suple sus necesidades?

En Consejo de Gobiernos de Stanislaus quiere saber qué tan bien los servicios de transporte público cubren sus necesidades.

Le invitamos a asistir a uno de los siguientes foros para que nos comparta su opinión y que se familiarice con la movilización pública en la Región Stanislaus.

**Talleres:**

**Whitmore Oaks Apartments**
Crlta. Blaker Nº 2617
Ceres, CA
20 Nov, 2019
2:00 PM

**McConnell Adult Education**
Dr. Patchett Nº 1388
Newman, CA
04 Dic, 2019
11:00 AM

**Riverbank Community Center**
Calle Santa Fe Nº 3600
Riverbank, CA
05 Dic, 2019
11:00 AM

**Ralston Towers Senior Center**
Calle 17 Nº 900
Modesto, CA
06 Dic, 2019

**Salvation Army**
Av. Lander Nº 893
Turlock, CA
10 Dic, 2019
11:00 AM

**Hospitality House**
Av. Kiernan Nº 5400
Salida, CA
11 Dic, 2019
10:00 AM

**Audiencia Pública:**
18 de Marzo , 2020, 6:00 PM
Calle “I” Nº 1111, Ste. 308, Modesto, CA

¿No puede asistir en persona? ¡Igual queremos su opinión!

https://es.surveymonkey.com/r/2020-21StanCOG
UTNEspanol

https://www.surveymonkey.com/r/2020-21StanCOGUTN

Unmettransitneeds @stancog.org

http://www.stancog.org/
unmet-transit-needs.shtm
PUBLIC TRANSIT WORKSHOPS

Does public transit meet your needs?

Are there missing links in our public transit system?

Share your ideas with us at the following workshops:

**MONDAY DEC. 3, 2018**
12:00 PM—1:30 PM
Gladys L. Lemmons Center
450 East A St.
Oakdale, CA

**TUESDAY DEC. 11, 2018**
11:30 AM—1:00 PM
Patterson Senior Center
1033 Las Palmas Ave
Patterson, CA

**WEDNESDAY DEC. 12, 2018**
11:30 AM—1:00 PM
Modesto Senior Center
211 Bodem St.
Modesto, CA

**WEDNESDAY DEC. 12, 2018**
5:30 PM—7:00 PM
Ceres Community Center
2701 Fourth St.
Ceres, CA

**TUESDAY JAN. 8, 2019**
12:30 PM—2:00 PM
Empire Library
18 S Abbie St.
Empire, CA

**WEDNESDAY JAN. 16, 2019**
6:00 PM—7:30 PM
StanCOG Policy Board Meeting
1111 I St. Ste. 308
Modesto, CA

*if you need language support or other assistance to participate in these events please contact us below:

Submit comments/questions to:
Edith Robles, Planning Technician
unmettransitneeds@stancog.org
(209) 525-4891

Can’t come to a meeting? Take this short survey to share your feedback:
https://www.surveymonkey.com/r/StanCOG2019UTN
https://www.surveymonkey.com/r/StanCOG_SpanishUTN
TALLERES SOBRE TRANSPORTE PÚBLICO

El transporte público ¿Suple sus necesidades?
¿Hay lagunas de servicio en nuestro transporte público?
Compártanos sus ideas en los siguientes talleres*

LUNES DIC. 3, 2018
12:00 PM—1:30 PM
Centro Gladys L. Lemmons
450 East A St.
Oakdale, CA

MIÉRCOLES DIC. 12, 2018
5:30 PM—7:00 PM
Centro Comunitario de Ceres
2701 Fourth St.
Ceres, CA

MIÉRCOLES DIC. 12, 2018
11:30 AM—1:00 PM
Centro para Tercera Edad de Modesto
211 Bodem St.
Modesto, CA

Audiencia Abierta al Público
MIÉRCOLES ENE. 16, 2019
6:00 PM—7:30 PM
StanCOG
Sala de Juntas del Comité de Políticas
1111 I St. Ste. 308
Modesto, CA

*si usted requiere traductor u otro tipo de asistencia para participar en estas juntas, sirva comunicarse con nosotros (ver abajo):

Someta sus comentarios/preguntas a:
Edith Robles, Técnica en Planificación
unmettransitneeds@stancog.org
(209) 525-4891

¿No puede asistir a la junta? Llene esta corta encuesta para saber su opinión:

https://www.surveymonkey.com/r/StanCOG2019UTN
https://www.surveymonkey.com/r/StanCOG_SpanishUTN
Does public transit meet your needs?
Share your transit ideas with us at the public hearing listed below!

**WEDNESDAY, JANUARY 17, 2018**
6:00PM

StanCOG Policy Board
1111 I Street, Suite 308
Modesto, CA, 95354

*Spanish translation services will be provided*

The StanCOG Unmet Transit Needs Survey (English and Spanish) is available at the following website:

[https://www.surveymonkey.com/r/StancogUTN](https://www.surveymonkey.com/r/StancogUTN)

Submit questions to:
Stephen Hanamaikai, Associate Planner
shanamaikai@stancog.org
1111 I Street, Suite 308
Modesto, CA  95354
(209) 525-4646

AUDIENCIAS AL PÚBLICAS
DE TRANSPORTE PÚBLICO

¿Cubrimos sus necesidades de transporte?
¡Comparta sus ideas de transporte público con nosotros en una de nuestras audienicas públicas!

MIÉRCOLES, 17 DE ENERO DEL 2018
6:00PM

El Consejo de Gobiernos de Stanislaus (StanCOG)
1111 I Street, Suite 308
Modesto, CA, 95354

Se ofrecerá servicio de traducción al español

La Encuesta sobre Carencias de Transporte Público Sin Remediar del StanCOG está disponible en inglés y en español en el sitio:

https://www.surveymonkey.com/r/StancogUTN

Háganos llegar sus preguntas a:

Stephen Hanamaikai, Associate Planner
shanamaikai@stancog.org
1111 I Street, Suite 308
Modesto, CA 95354
(209) 525-4646

APPENDIX L: ENVIRONMENTAL JUSTICE

The completed RTP can be accessed via the following link:

http://www.stancog.org/rtp.shtm
07 Environmental Justice

Hickman Road Bridge, Waterford, CA
Environmental Justice and Equity

Environmental Justice (EJ) seeks to ensure that no one population group receives an unfair burden or benefit from local policies, decisions, and investments, and that all are given the opportunity to be involved in the transportation planning and decision-making process. Consequently, an important part of preparing the 2018 RTP/SCS is ensuring that EJ is addressed and adhered to in Scenario 2 (Preferred Scenario/Infill and Redevelopment) consistent with federal and state requirements. The emphasis on EJ is intended to protect low-income and minority individuals across the Stanislaus region by identifying and addressing any disproportionately high and adverse effects that could result from the implementation of the 2018 RTP/SCS.

A number of federal and state laws and regulations govern how EJ is incorporated into the 2018 RTP/SCS. Primary among these are:

- **Title VI of the Civil Rights Act of 1964**, which prohibits discrimination by recipients of federal funds on the basis of race, color or national origin, so that no person is excluded from participation in, or denied the benefits of, federally funded programs.

- **Section 11135 of the California Government Code**, which expands Title VI protections to prevent discrimination in state activities on the basis of sex, religion, ancestry, ethnic group identification, age, mental disability, physical disability, medical condition, genetic information, marital status, or sexual orientation.

- **Presidential Executive Order 12898**, which requires that recipients of federal funding identify and address disproportionately high and adverse human health or environmental effects of their activities on minority or low-income populations.

- **U.S. Department of Transportation EJ Order 5610.2(A)**, which specifies that transportation programs must identify and evaluate environmental, public health, and interrelated social and economic effects; propose measures or consider alternatives to avoid or reduce disproportionately high and adverse effects; and obtain public input including from affected minority and low-income populations when considering alternatives.

Additional guidance is provided in the following implementing regulations: Title 23 Code of Federal Regulations (CFR) Part 450.316(a); Title 49 CFR Part 21; Federal Transit Administration Circular 4702.1B; and Federal Highway Administration Order 6640.23A.

Based on these federal and State requirements, StanCOG has two primary responsibilities in addressing EJ while developing Scenario 2 (Infill and Redevelopment/Preferred Scenario). First, StanCOG must ensure there is equity in the distribution of potential benefits and burdens resulting from the proposed transportation investments identified in Scenario 2. Second, StanCOG’s planning process itself must provide an equal opportunity for all segments of the population to provide input into the transportation planning process.

This chapter details StanCOG’s efforts to address EJ in the 2018 RTP/SCS Plan, and presents six performance measures and the results of a financial benefits and burdens analysis evaluating the equity of the Plan’s decision-making and investment strategy. This chapter also provides an overview of the outreach efforts specific to Environmental Justice. Additional data and analysis is provided in Appendix R.

Assessing Equity and Burdens

**Performance Measures**

To determine if EJ Communities in Stanislaus County have an equitable share in the 2018 RTP/SCS’s transportation investments and are not disproportionately impacted by such investments, StanCOG analyzed demographic and travel data from the transportation demand model. This analysis evaluated how EJ Communities are considered in the transportation investment strategies compared to non-EJ Communities. This analysis involved three steps:

1. Collecting socio-economic data on target populations.
2. Identifying and locating low-income and minority populations (i.e., EJ communities or EJ areas).
3. Quantitatively assessing the benefits and burdens of the transportation plan with respect to EJ communities.
Basic socioeconomic information was collected from the Census Bureau about the people who live in the Stanislaus region. Specifically, 2015 American Community Survey (ACS) 5-Year Data was gathered to establish racial, ethnic, and income-distribution patterns in the region. Census data offers the advantage of providing a diverse demographic profile at the census block level that roughly corresponds to the Traffic Analysis Zones (TAZs) used in StanCOG’s travel-demand forecasting model.

The Census Block Group, which is the smallest level of geography for which both racial/ethnic and income data are available, was chosen as the geographic unit of analysis. Census Bureau definitions of racial and ethnic populations were used to identify minority status among persons living in Stanislaus County. Minority persons are those who identify as Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, Hispanic/Latino of any race, or a combination of these or other races. The ACS estimates of median household income were used to define “low-income” populations for the Stanislaus County region.

For the 2018 RTP/SCS, EJ areas are defined as those Census Block Groups that contained 60% or more minority populations or had a median household income of $40,100 or less. These are Census Block Groups with slightly higher minority concentrations than the countywide average (55%) or with households making 80 percent or less of the median household income for the county ($50,125). For the sake of accuracy, Census Block Groups with populations of less than one person per acre were eliminated from the analysis. EJ and non-EJ Census Block Groups were then translated into the traffic analysis zones (TAZs), which represent the basic geographical unit of StanCOG’s travel demand model. All TAZs that were more than 50 percent covered by an identified EJ Census Block Group were included as EJ TAZs.

To determine if regional investments unduly benefit or burden any one population under Scenario 2, the following six performance measures were developed to compare the social equity impacts expected by 2035 within EJ areas and non-EJ areas.

**Percentage of Low-Income Housing/Minority Population Within a Half-Mile of Transit**

For populations with limited financial, physical, or other means, having convenient access to transit is critical. To analyze the benefits and burdens of Scenario 2’s transit investments, a comparison of households with walking access (i.e., within one half-mile) to a transit stop in EJ areas versus non-EJ areas was prepared. Under Scenario 2, in 2035 an estimated 128,961 total households in the Stanislaus region will be located within a half-mile of transit. Of these households, 51.8% will be located in EJ areas compared with 48.2% located in non-EJ areas, resulting in slightly greater EJ access. Under Scenario 1 (General Plan Trend/Business As Usual), EJ communities would fare well, but not as well as under Scenario 2. In this case, fewer total households (125,823) would be located within a half-mile of transit, and only 50.9% of the total would be located in EJ areas compared with 49.1% located in non-EJ areas. One reason why Scenario 2 achieves better access to transit than Scenario 1 is because of the emphasis on more compact, mixed-use, and infill development, especially in downtowns, which means that more new housing under Scenario 2 is located near transit.

**Percentage of Low-Income Housing/Minority Population Within a Half-Mile of Frequent Transit**

A similar transit analysis was performed of the number of households located within a half-mile of high frequency transit service. Under Scenario 2, in 2035 an estimated 109,009 total households in Stanislaus County will be located within a half-mile of frequent transit. Of these households, 49.3% (53,741) will be located in EJ areas compared with 50.7% (55,268) located in non-EJ areas. Under Scenario 1, EJ communities would again fare less well than under Scenario 2. Fewer total households, 94,487, would be located within a half-mile of frequent transit, and only 48.3% (45,637) of these would be located in EJ areas, compared with 51.7% (48,850) located in non-EJ areas.

**Percentage of Low-Income/Minority Population Benefiting from Roadway Expenditures**

To measure the extent that EJ areas benefit from roadway investments compared to non-EJ areas, a benefits and burdens analysis was performed. The
analysis was intended to determine the relative benefit received from roadway improvement expenditures by estimating the percentage share of trips originating from EJ areas that would traverse the identified roadway projects. This analysis focused on the Tier I (financially constrained) regionally significant roadway projects identified in Scenario 2 that are forecasted to have at least 20,000 average daily trips by 2035. Based on this analysis, EJ populations were responsible for slightly more trips than non-EJ populations on the selected roadways in 2035: EJ population trips accounted for 50.2% of all trips on the selected project model links, while non-EJ populations accounted for 49.8% of all trips. Consequently, there does not appear to be a disproportionate benefit or burden from roadway projects to any one population in the Stanislaus region.

**Percentage of Housing Within 500 Feet of a Major Transportation Corridor**
Proximity to major transportation facilities can increase a population’s exposure to health-based air contaminants emitted from motor vehicles, as well as from road dust. To determine the proportion of EJ communities that may be subject to these conditions, an analysis was performed to compare the percentage of the EJ households relative to non-EJ households located within 500 feet of a major transportation facility, defined as any interstate or state-owned highway or arterial. Under Scenario 2, 8.1% of EJ households will be located near major transportation corridors in 2035 while only 4.4% of non-EJ households will be. EJ households will therefore be nearly twice as likely to be within 500 feet of a major transportation corridor under Scenario 2, which is an improvement over the Business-as-Usual scenario. Under that scenario, 8.7% of EJ households would be located near major transportation corridors in 2035 while only 4.6% of non-EJ households would be. This is because Scenario 2 reduces the percentage of total households near major transportation corridors from 6.5% to 6.2% relative to Scenario 1. Consequently, it can be inferred that EJ communities are likely to experience reductions in health-based impacts resulting from proximity to major transportation facilities under Scenario 2.

**Disparity in Countywide Housing-Type Stock**
Scenario 2 was developed using the scenario planning software Envision Tomorrow, which provides a suite of comparative measures to develop indicators for a range of factors, including housing-type distribution. A greater mix of housing types provides households greater ability to match their housing choice to their needs. These built-in indicators were used to evaluate the disparity in housing-types of Scenario 2 relative to Scenario 1. Scenario 2 provides a good mix of housing types, with over 60% of new housing dedicated to multifamily housing and townhomes and with less than 40% dedicated to single-family homes. This compares with 44% of new housing dedicated to multifamily housing and townhomes and 56% dedicated to single-family homes under the Business-as-Usual scenario. Further, Scenario 2 will have half as many large lot and conventional lot single-family homes than the Business-as-Usual scenario, resulting in more affordable housing types. This wider range of housing choices combined with smaller lot sizes will likely generate more housing choice for EJ communities and increase their ability to meet their housing needs.

**Availability and Variety of Housing at All Economic Levels**
In addition to evaluating the distribution of housing types, Envision Tomorrow was also used to analyze the availability of new housing for the region by income level. It is important to provide not only a greater mix of housing, but affordable options for all populations as well. Scenario 2 provides greater access to housing for lower income households. The average household income required to afford new multi-family housing will decrease from $51,799 under the Business-as-Usual scenario to $46,659 under Scenario 2, a reduction of over $5,000 a year. Similarly, the average household income required to afford new single-family housing will decrease from $80,813 under the Business-as-Usual scenario to $77,721 under Scenario 2, a difference of more than $3,000. It should be emphasized that lower income households will benefit in many ways other than just more affordable housing. Under Scenario 2, 10.4% of new households in low-income EJ areas will be within walking distance (0.5 miles) of a park compared with only 5.9% under the Business-as-Usual scenario. And 8.6% of new households in low-income EJ areas will be within walking distance of a transit stop compared with only 4.1% under the Business-as-Usual scenario.
**Benefits and Burdens Analysis**

Table 7.1 shows the impact and benefit profiles of key capacity increasing projects included in this RTP. Out of the 33 evaluated projects, eight were located entirely within environmental justice areas, ten were not, and the remaining 15 traverse both environmental justice and non-environmental justice areas (identified in the following table under EJ Location as "Both").

**Table 7.1: Benefits and Burdens**

<table>
<thead>
<tr>
<th>Project</th>
<th>EJ Locations</th>
<th>Daily Trips</th>
<th>Low Income</th>
<th>Minority</th>
<th>EJ</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 132 Expressway SR 99 to Dakota Ave</td>
<td>Both</td>
<td>185,461</td>
<td>22.8%</td>
<td>18.4%</td>
<td>32.2%</td>
</tr>
<tr>
<td>Whitmore Ave Widening Mitchell Rd to Faith Home Rd</td>
<td>Both</td>
<td>122,112</td>
<td>26.4%</td>
<td>33.3%</td>
<td>40.5%</td>
</tr>
<tr>
<td>Whitmore Ave Widening Ustick Rd to Blaker Rd</td>
<td>Both</td>
<td>142,930</td>
<td>30.4%</td>
<td>55.5%</td>
<td>62.2%</td>
</tr>
<tr>
<td>Central Ave Widening Hatch Rd to Grayson Rd</td>
<td>Both</td>
<td>98,214</td>
<td>35.4%</td>
<td>46.7%</td>
<td>65.6%</td>
</tr>
<tr>
<td>Mitchell Rd Widening River Rd to Service Rd</td>
<td>Both</td>
<td>592,621</td>
<td>32.8%</td>
<td>38.0%</td>
<td>54.7%</td>
</tr>
<tr>
<td>Crows Landing Rd Widening Service Rd to Grayson Rd</td>
<td>Both</td>
<td>212,650</td>
<td>33.6%</td>
<td>28.4%</td>
<td>44.1%</td>
</tr>
<tr>
<td>Grayson Rd Widening Ustick Rd to Central Ave</td>
<td>Both</td>
<td>73,713</td>
<td>28.2%</td>
<td>26.0%</td>
<td>43.6%</td>
</tr>
<tr>
<td>Dale Rd Widening Pelandale Ave to Kiernan Ave</td>
<td>Both</td>
<td>123,853</td>
<td>9.2%</td>
<td>25.4%</td>
<td>30.7%</td>
</tr>
<tr>
<td>Dale Rd Widening Pelandale Ave to Standiford Ave</td>
<td>Both</td>
<td>160,261</td>
<td>16.8%</td>
<td>30.0%</td>
<td>39.7%</td>
</tr>
<tr>
<td>Clause Rd Widening Briggsmore Ave to Sylvan Ave</td>
<td>Both</td>
<td>398,346</td>
<td>24.9%</td>
<td>30.1%</td>
<td>42.0%</td>
</tr>
<tr>
<td>Oakdale Rd Widening Sylvan Ave to Claratina Ave</td>
<td>Both</td>
<td>469,226</td>
<td>15.7%</td>
<td>30.2%</td>
<td>41.7%</td>
</tr>
<tr>
<td>SR 33 Improvements Yolo St to Sherman Pkwy</td>
<td>Both</td>
<td>178,640</td>
<td>38.9%</td>
<td>53.3%</td>
<td>63.8%</td>
</tr>
<tr>
<td>SR 33 Improvements Sherman Pkwy to Stuhr Rd</td>
<td>Both</td>
<td>201,326</td>
<td>38.9%</td>
<td>52.7%</td>
<td>63.0%</td>
</tr>
<tr>
<td>Hickman Rd Bike Lane East Ave to City Limit</td>
<td>Both</td>
<td>39,916</td>
<td>16.7%</td>
<td>4.9%</td>
<td>20.2%</td>
</tr>
<tr>
<td>South County Corridor</td>
<td>Both</td>
<td>80,831</td>
<td>7.2%</td>
<td>28.2%</td>
<td>31.2%</td>
</tr>
<tr>
<td>SR 99 Auxiliary Lanes - Keyes Rd to Taylor Rd</td>
<td>No</td>
<td>246,762</td>
<td>40.5%</td>
<td>41.1%</td>
<td>57.6%</td>
</tr>
<tr>
<td>SR 132 Extension Dakota Ave to Gates Ave</td>
<td>No</td>
<td>267,246</td>
<td>18.2%</td>
<td>17.7%</td>
<td>27.1%</td>
</tr>
<tr>
<td>McHenry Widening Ladd Rd to Hogue Rd</td>
<td>No</td>
<td>364,945</td>
<td>13.5%</td>
<td>15.2%</td>
<td>25.5%</td>
</tr>
<tr>
<td>F St Widening Willowood St to Oak ST</td>
<td>No</td>
<td>186,523</td>
<td>13.6%</td>
<td>21.6%</td>
<td>30.4%</td>
</tr>
<tr>
<td>Claratina Ave Widening McHenry Ave to Coffee Rd</td>
<td>No</td>
<td>496,549</td>
<td>8.2%</td>
<td>38.3%</td>
<td>44.8%</td>
</tr>
<tr>
<td>Claratina Ave Widening Coffee Rd to Oakdale Rd</td>
<td>No</td>
<td>552,292</td>
<td>10.0%</td>
<td>40.6%</td>
<td>47.8%</td>
</tr>
<tr>
<td>SR 33 Improvements Yolo St to Inyo Ave</td>
<td>No</td>
<td>172,156</td>
<td>38.5%</td>
<td>53.7%</td>
<td>64.1%</td>
</tr>
<tr>
<td>Taylor Rd Widening Tegner Rd to Golden State Blvd</td>
<td>No</td>
<td>151,855</td>
<td>39.6%</td>
<td>20.7%</td>
<td>48.7%</td>
</tr>
<tr>
<td>Taylor Rd Widening Golden State Blvd to SR 99</td>
<td>No</td>
<td>243,513</td>
<td>34.0%</td>
<td>26.1%</td>
<td>43.7%</td>
</tr>
<tr>
<td>Golden State Blvd &amp; Taylor Rd Intersection Expansion</td>
<td>No</td>
<td>140,155</td>
<td>27.7%</td>
<td>17.7%</td>
<td>34.9%</td>
</tr>
<tr>
<td>SR 99 Auxiliary Lanes - Hatch Rd to S 9th St</td>
<td>Yes</td>
<td>189,695</td>
<td>31.3%</td>
<td>18.2%</td>
<td>40.8%</td>
</tr>
<tr>
<td>SR 99 Auxiliary Lanes - Fulkerth Rd to W Main St</td>
<td>Yes</td>
<td>286,773</td>
<td>37.3%</td>
<td>32.4%</td>
<td>52.4%</td>
</tr>
<tr>
<td>SR 99 Auxiliary Lanes - Crows Landing Rd to Tuolumne Blvd NB</td>
<td>Yes</td>
<td>279,815</td>
<td>34.8%</td>
<td>28.5%</td>
<td>50.6%</td>
</tr>
<tr>
<td>SR 99 Auxiliary Lanes - Crows Landing Rd to Tuolumne Blvd SB</td>
<td>Yes</td>
<td>409,627</td>
<td>43.8%</td>
<td>35.6%</td>
<td>54.6%</td>
</tr>
<tr>
<td>Morgan Rd Widening 7th St to Grayson Rd</td>
<td>Yes</td>
<td>54,878</td>
<td>41.5%</td>
<td>59.9%</td>
<td>76.3%</td>
</tr>
<tr>
<td>Rogers Rd Widening Delta Mendota to Keytone Pacific Pkwy</td>
<td>Yes</td>
<td>54,142</td>
<td>8.7%</td>
<td>81.2%</td>
<td>83.0%</td>
</tr>
<tr>
<td>Roselle Ave Widening Sylvan Ave to Claratina Ave</td>
<td>Yes</td>
<td>174,619</td>
<td>6.7%</td>
<td>56.4%</td>
<td>59.9%</td>
</tr>
<tr>
<td>SR 33 Improvements Inyo Ave to South City Limits</td>
<td>Yes</td>
<td>106,351</td>
<td>39.7%</td>
<td>55.3%</td>
<td>66.4%</td>
</tr>
</tbody>
</table>

7,457,996 25.5% 33.9% 46.9%
Overall, nearly 47% of project benefit, as measured by daily trips, serves environmental justice areas. A total of 25.5% is to low-income areas, while just under 34% is for Hispanic or non-White population centers. The RTP projects projected to benefit environmental justice areas exceed equity requirements by 7.7%, with approximately 47% of total benefits within EJ areas.

**Distribution of Project Benefits**

*Figure 7.1* shows the geographic distribution of project benefits as compared with the location of environmental justice areas within the county. Project benefits align well with the environmental justice population centers within the county, given that many of the TAZs with the highest project benefits are EJ areas or adjacent to them.

**Conclusion**

The region-wide EJ analysis, based on six identified performance measures, indicates that Scenario 2 will not have a disparate impact on the identified EJ communities. The amount of benefit within low-income and minority populations is proportional to non-EJ communities, if not higher, with better access to high frequency transit service, and fewer households within 500 feet of major transportation facilities in Scenario 2 compared with Scenario 1. Additionally, Scenario 2 will result in a greater mix of housing and more affordable housing (both single-family and multi-family) than Scenario 1.

The financial benefits and burdens analysis, including a focus on state and federal transit funding, also shows that EJ areas are projected to receive nearly 47% of project use benefits in terms of daily trips.

Additionally, as is shown in Sections 8 and 9, Scenario 2 reduces congested lane miles and vehicle hours of delay for all users of the transportation system relative to Scenario 1 while increasing the amount of funding available for alternative modes of transportation, including transit, bicycling and walking – which benefit low-income and minority populations to a greater degree. A financial analysis of expenditures by mode share for low-income populations and transit expenditures by minority populations revealed that while roadway expenditures are slightly higher for non-low-income populations, transit and bicycle/pedestrian expenditures generate an overall benefit for low-income and minority populations in the Stanislaus region.
Figure 7.1a: Distribution of Project Benefits With Respect to the Location of Environmental Justice Areas
Figure 7.1b: Distribution of Project Benefits With Respect to the Location of Environmental Justice Areas
Figure 7.1c: Distribution of Project Benefits With Respect to the Location of Environmental Justice Areas
Figure 7.1d: Distribution of Project Benefits With Respect to the Location of Environmental Justice Areas
Figure 7.1e: Distribution of Project Benefits With Respect to the Location of Environmental Justice Areas
Figure 7.1f: Distribution of Project Benefits With Respect to the Location of Environmental Justice Areas
APPENDIX M: REGIONAL TRANSPORTATION SYSTEM

The completed RTP can be accessed via the following link:

http://www.stancog.org/rtp.shtm
Regional Transportation System
The regional transportation system in Stanislaus County consists of a multimodal network of vehicular, transit, bicycle, pedestrian, aviation, and freight facilities. It encompasses multiple transportation modes that contribute to the movement of people and goods through and within the county. Interstate 5 (I-5) and State Route 99 (SR 99) serve as the backbones of regional travel, connecting the cities and the unincorporated parts of the county to other areas of California.

National, regional, and local transit services are available that provide safe, reliable, affordable, and environmentally friendly alternatives to driving. Due to the rural nature of Stanislaus County, with widely distributed populations and dispersed land use patterns, commuting by a mode other than motor vehicle can be challenging; however, the county features a growing network of bicycle and pedestrian facilities to encourage increased participation in active transportation options.

The 2018 RTP/SCS seeks to enhance connections between travel modes for more seamless travel throughout the region. It also identifies opportunities to improve the performance of modal elements through enhancements to infrastructure and services, as well as better management of travel and transportation resources that address the future needs of the regional transportation system. For example, improvements to local roadways can be accompanied by improvements to, or additions of, bicycle facilities and sidewalks. In addition, rehabilitation of roadway pavement also improves driving conditions for individual motorists, transit vehicles, and bicyclists. As such, it is important to understand the ways in which transportation infrastructure can improve conditions for all modes of travel.

The following sections describe existing conditions of the regional transportation system for all transportation modes.

Roadway

Highways and roads are major transportation conduits in Stanislaus County. Roads serve cars, trucks, buses, cyclists, pedestrians, and provide a means of access to rail stations, airports, and trails. Roadways within the county are maintained by local agencies, Caltrans, and other state and federal agencies. Each roadway’s role in the transportation network is defined by its functional classification as shown in Figure 3.1, with additional detail provided in Appendix X.

In addition to I-5 and SR 99, the county has several rural roadways, including signed county highways and major county roadways that are vital for inter- and intra-regional travel. These roadways move people and goods and connect the cities and unincorporated towns of the county; however, there is currently a lack of adequate east-west connectivity. As such, east-west improvements—including the North County and South County corridor projects—are critical components of the 2018 RTP/SCS project recommendations. The North County Corridor connects Modesto and Oakdale, while the South County Corridor connects Turlock and I-5.

Roadway Maintenance and Pavement Management

Roadway maintenance and pavement management are crucial aspects to plan for the future of the Stanislaus region’s roadway system. In 2016, the League of California Cities released the California Statewide Local Streets and Roads Needs Assessment, which surveyed all 58 counties and 480 cities in California. The study assessed the condition of local roadway systems and determined the cost to bring local facilities to a Best Management Practice (BMP) condition within 10 years. The report concluded that the statewide average pavement condition index placed it in the “at risk” category. In 2016, total funding for pavement improvements was projected at $1.98 billion annually over the 10 subsequent years (2016-2026). California’s pavement needs for the next 10 years are estimated at approximately $70 billion. Stanislaus County and its cities’ pavement needs are estimated at $1.8 billion (or nearly 2.6 percent of the state’s total), which is higher than Stanislaus County’s percentage of statewide roadway miles (1.9 percent). Roadway Maintenance and Pavement Management is discussed further in Chapter 6 – System Preservation.
Figure 3.1 - Roadway Functional Classifications
Active Transportation
The availability of viable alternative and active transportation options, including bicycle and pedestrian options, is integral to achieving a successful regional transportation network in Stanislaus County. Transportation improvements that encourage biking and walking help to meet emissions reduction standards by reducing the number of motor vehicle trips and vehicle miles traveled, resulting in reduced congestion and improved air quality, health, and quality of life. In addition, Stanislaus County is classified by the Federal government as a non-attainment area for ozone and particulate matter (PM) pollutants. As such, the county is well-positioned for transportation funding for alternative transportation projects that could improve air quality and human health.

Other viable strategies for improving air quality and human health include promoting active transportation, such as StanCOG’s transportation demand management (TDM) program, called Dibs. The Dibs program works directly with commuters, employers, member agencies, and community organizations to promote smart travel options such as carpooling, vanpooling, transit, and biking and walking. Program elements include a comprehensive on-line trip planning tool, community outreach and presentations, vanpool subsidies, Emergency Ride Home (ERH), San Joaquin Valley Air Pollution Control District Rule 9410 implementation assistance, and coordination of employer and community events.

The availability of viable active transportation options, including bicycle and pedestrian options, is integral to achieving a successful regional transportation network in Stanislaus County.

Stanislaus County’s alternative transportation network consists of trails and on-street bicycle routes. Most major streets have sidewalks and local agencies have developed, or are developing, active transportation plans to identify and close gaps in the active transportation network. There are many challenges to active transportation in Stanislaus County including:

- Long distances between origins and destinations, especially for citizens who reside in the more remote rural areas of the county
- Travel speeds on rural roadways not conducive to safe biking
- Limited state and federal funding for bicycle and pedestrian improvements
- Damaged sidewalks
- Lack of sidewalks or paved shoulders or inadequate shoulder width to safety accommodate non-motorized traffic
- Lack of safe crossings, signals, markings, signage, and wayfinding
- Lack of a safe, continuous, and accessible sidewalk and bike network
- Lack of facilities around schools
- Need for bike and pedestrian safety education for motor vehicle operators and non-motorized users

The proposed bicycle and pedestrian improvements presented in the 2018 RTP/SCS project list have been identified to help address these alternative transportation challenges. With further accommodations for bicyclists and pedestrians, biking and walking will become a more viable option in a region that enjoys many months of mild weather and beautiful scenery.

Transit
Reliable and convenient public and private transit services are key considerations of the Stanislaus region’s overall transportation system. Efficient transit service can serve as a viable option for commuting throughout the region. Transit service provides general mobility options for individuals who do not own or choose not to use a vehicle, including the elderly, disabled populations, and persons of limited means. According to the most recent American Community Survey (2016), approximately 0.9 percent of Stanislaus commuters used transit.

Intraregional Transit Services
Currently, the Stanislaus region contains local, regional, and inter-county transit services provided by four local transit operators:

- The County of Stanislaus (Stanislaus County Regional Transit [StaRT and StaRT Dial a Ride])
- The City of Modesto (Modesto Area Express [MAX] and Modesto Area Dial-A-Ride [MADAR])
- The City of Turlock (Turlock Transit) and Turlock Transit Dial-A-Ride
- The City of Ceres (Ceres Area Transit [CAT] and Ceres Dial-A-Ride [CDAR])
In addition to these transit services, other mobility services are available to Stanislaus County residents, including Dibs and CalVans. Dibs is a travel service available in Stanislaus, San Joaquin, and Merced counties that provides information about transportation options including carpooling, vanpooling, riding transit, biking, and walking. Its goal is to enhance air quality and help reduce congestion through these Transportation Demand Strategies. CalVans is a program offered by the California Vanpool Authority that provides van-share options for qualified California residents. CalVans allows for individuals to use available vehicles for their personal or commute needs without having to own a car themselves. CalVans has grown to include more than 200 vanpools tailored to meet the needs of commuters, plus nearly 150 vans especially designed for farm workers.

**Interregional Transit Services**

Several transit operators provide interregional services to neighboring counties and regions. For example, MAX’s commuter express service provides a connection from Modesto to the Lathrop/Manteca ACE train and the Pleasanton/Dublin Bay Area Rapid Transit (BART) stations, as well as to the Modesto Amtrak station. StaRT’s Commuter route to BART provides service between Turlock, Patterson, and Dublin. Other interregional services provided by outside transit systems include the City of Escalon’s eTrans, the City of Ripon’s Blossom Express, and Merced County’s The Bus. Both Amtrak and the ACE also provide interregional rail service to the County, connecting the Stanislaus region to the Bay Area for commuter service as well as the state and national passenger rail network operated by Amtrak. The SJRJC currently plans to extend ACE from its current terminus in Lathrop to Ceres (Phase I) and Merced (Phase II), with several additional stations located in Stanislaus and Merced Counties. Greyhound provides northbound and southbound daily bus trips throughout the state with stations in Modesto and Turlock.

**Rail**

**Altamont Corridor Express (ACE) Expansion**

The SJRRC is the owner, operator, and policy-making body for the Altamont Corridor Express (ACE) that connects northern San Joaquin County, the Tri-Valley (Pleasanton, Livermore, Dublin), and the Silicon Valley with daily train service from Stockton to San Jose. The SJRRC is proposing to expand ACE service to enhance commuter and intercity rail service and to promote greater transit connectivity between the San Joaquin Valley, the San Francisco Bay Area, and Sacramento. SJRRC is working on a phased improvement plan (known as ACE Forward) for service expansion, station enhancements and track improvements that will extend ACE service to the cities of Manteca, Modesto, Ceres, Turlock and Merced (see Figure 3.2).
The first phase of the project will be for an extension of ACE service to the cities of Modesto and Ceres by no later than 2023. SJRRC’s goal is to initiate ACE service to Modesto and Ceres by 2020. The longer-term expansion to the cities of Turlock and Merced is anticipated to be completed by 2027 (see Figure 3.2). Senate Bill (SB) 132 (Budget Act of 2016) passed by the Legislature and signed by the Governor in April 2017 appropriated $400 million for the extension of ACE to Modesto/Ceres and Merced, including associated system improvements.

ACE expansion is anticipated to improve connectivity with other modes, increase transit ridership, reduce congestion, improve air quality (reducing GHG emissions), and further regional land use/transportation planning goals under SB 375. It will support walkable communities and the revitalization of core urban areas within Stanislaus County.

**Valley Rail Project**
The Valley Rail Project is a joint proposal by the San Joaquin Joint Powers Authority (SJJPA) and the SJRRC to dramatically improve passenger rail service to the Sacramento region with both the Amtrak San Joaquins and ACE service. StanCOG is one of the 10 Member Agencies that make up the SJJPA. The SJRRC is the managing agency for the SJJPA.

The Valley Rail project will implement track improvements on the existing Union Pacific Railroad Sacramento Subdivision freight corridor that runs just east of Interstate 5 so that it can be used for passenger service, and build new shared San Joaquins and ACE stations in Lodi, Elk Grove, Sacramento City College, Sacramento Midtown, Old North Sacramento, and Natomas, with a shuttle connection to the Sacramento International Airport.

New stations will also be constructed along the ACE and San Joaquin routes. Along the ACE route, the new stations will be constructed in the cities of Ceres, Modesto, Ripon, Manteca, and North Lathrop (see Figure 3.3). In addition, Valley Rail will help convert the entire fleet, including the thruway bus network, to renewable diesel fuel, providing GHG benefits across the entire existing (449 track miles) and proposed expanded (119 track miles) San Joaquins and ACE services.

![Figure 3.2: Ace Extension Project Map– Lathrop to Ceres to Merced](source: San Joaquin Regional Rail Commission, June 2018)
On April 26, 2018 the California State Transportation Agency (CalSTA) announced a $500.5 million award to the SJJPA/SJRRC for the Valley Rail Program. Valley Rail will result in the initiation of San Jose-bound commuter service from Sacramento using existing commuter rail equipment (expected by 2020). Four trains leaving from Ceres initially are included in the proposal, with three heading to Sacramento (with a transfer to San Jose in Lathrop) and one direct route to San Jose by no later than 2023. Interim electric feeder bus service will connect to Ceres from Merced. Valley Rail also adds two new San Joaquins round-trips between Fresno and Sacramento on top of the two round-trips currently available. Total rail service between Stockton and Sacramento will be nine round-trips across all available routes and service providers, including one Sacramento to Stockton only round trip (which connects to a San Joaquins train between Oakland and Bakersfield).

Figure 3.3: Valley Rail Project Map

Amtrak San Joaquins Expansion
The SJJPA is also in the process of a significant optimization and expansion effort of the San Joaquins Service. SJJPA recently (May 7, 2018) launched "Morning Express Service to Sacramento" to transport Amtrak San Joaquins riders through the San Joaquin Valley from Fresno to Sacramento with stops in Madera, Merced, Turlock/Denair, Modesto, Stockton and Lodi. The service enables riders to arrive in Sacramento before 8 a.m. SJJPA is planning a second Morning Express train, with service to the Bay Area to/from Fresno. SJJPA is also in the process of a significant expansion of service for the San Joaquins. As a result of the Valley Rail Program award, SJJPA expects to implement the 8th and 9th daily roundtrips to Sacramento within the next five years. SJJPA is planning for hourly service between the San Joaquin Valley and Sacramento within the next 10-15 years. SJJPA’s planned expansion of the San Joaquins Service is fully coordinated and consistent with the Draft 2018 State Rail Plan and the California High-Speed Rail Authority’s (CHSRA’s) Connected Corridors North Study.

Aviation
Airports are classified in two broad categories, commercial airports and general aviation airports. The Stanislaus County region has one commercial and two general aviation airports. The Modesto City-County Airport is classified as a commercial airport, while both the Oakdale Municipal Airport and the Turlock Municipal Airport are classified as general aviation airports. The Oakdale and Turlock Municipal Airports are primarily used for private aviation. There are also six privately owned airports in the County: Crows Landing (Crows Landing), Flying Bull (Modesto), Mapes Ranch (Modesto), Peterson (Riverbank), Emanuel Medical Center (Turlock), and Valley Crop Dusters, Inc. (Westley). The location of each airport is shown in Figure 3.4.
Figure 3.4 - Stanislaus County Airports
STANISLAUS COUNCIL OF GOVERNMENTS
RESOLUTION 20-03
ADOPTING THE 2020 STANCOG TITLE VI COMPLIANCE REPORT

WHEREAS, the Stanislaus Council of Governments (StanCOG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation; and

WHEREAS, Title VI of the Civil Rights Act of 1964 states, no person in the United States shall, on the ground of race, color, or national origin, shall be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance; and

WHEREAS, as a recipient of Federal Transit Administration and Federal Highway Administration funds, StanCOG is required to adhere to all provisions established in Title VI of the 1964 Civil Rights Act; and

WHEREAS, StanCOG is committed to a policy of nondiscrimination in the conduct of its business, including its Title VI responsibilities, and to the delivery of equitable and accessible transportation services; and

WHEREAS, any person who believes that he or she has been subjected to discrimination under Title VI on the basis of race, color, national origin, age, gender, or disability may file a Title VI complaint with StanCOG within 180 days from the date of the alleged discrimination.

NOW, THEREFORE BE IT RESOLVED that the StanCOG Policy Board adopts the 2020 StanCOG Title VI Compliance Report.

BE IT FURTHER RESOLVED that the Executive Director is authorized to make administrative changes to the scope or budget of the executed contract, as needed, to ensure that the project is implemented in the most efficient and cost effective manner possible.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Council of Governments, on the 19th day of August 2020. A motion was made and seconded to adopt the foregoing Resolution. Motion carried and the Resolution was adopted.

MEETING DATE: August 19, 2020

ATTEST:

JERAMY YOUNG, CHAIR

ROSAL DE LEÓN PARK, EXECUTIVE DIRECTOR