

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
ACTION AGENDA SUMMARY

DEPT: Public Works *[Signature]*

BOARD AGENDA # *C-1

Urgent Routine

AGENDA DATE July 27, 2010

CEO Concurs with Recommendation YES NO
(Information Attached)

4/5 Vote Required YES NO

SUBJECT:

Approval of the Alternatives to be Studied for the State Route 99 - State Route 165 Project Study Report

STAFF RECOMMENDATIONS:

Approve the Alternatives to be Studied for the State Route SR 99 - State Route 165 Project Study Report.

FISCAL IMPACT:

Merced County Association of Governments has a Federal Earmark grant of \$400,000 and local matching funds of \$100,000 to pay for the Project Study Report for State Route 99 - State Route 165 improvement project. The Department of Public Works estimates approximately \$5,000 of staff time will be expended in support of the study. Funding for this purpose is included in Public Works Engineering's existing budget.

BOARD ACTION AS FOLLOWS:

No. 2010-487

On motion of Supervisor Chiesa, Seconded by Supervisor DeMartini
and approved by the following vote,

Ayes: Supervisors: O'Brien, Chiesa, Monteith, DeMartini, and Chairman Grover

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None

1) Approved as recommended

2) Denied

3) Approved as amended

4) Other:

MOTION:

[Signature: Christine Ferraro]

ATTEST: CHRISTINE FERRARO TALLMAN, Clerk

File No.

Approval of the Alternatives to be Studied for the State Route 99 - State Route 165 Project Study Report

DISCUSSION:

The State Route (SR) 99 - State Route (SR) 165 Project Study Report (PSR) project covers three jurisdictions: Merced County, Stanislaus County, and the City of Turlock. Five local agencies agreed to cooperate with Caltrans to implement the PSR. Those agencies include Merced County, Merced County Association of Governments (MCAG), Stanislaus County, Stanislaus Council of Governments (StanCOG), and the City of Turlock. A Memorandum of Understanding (MOU) was approved by the Stanislaus County Board of Supervisors on December 20, 2005. MCAG was identified as the project lead for the PSR.

In the fall of 2006, MCAG awarded a contract to Omni Means to prepare and complete the PSR phase.

Amendment One to the MOU was circulated and approved by the five agencies in November 2007 creating the following committees:

1. Citizens Advisory Committee (CAC) - Participants include community members from Merced County, Stanislaus County, and the City of Turlock. CAC members were selected by their respective governing boards.
2. Project Development Team (PDT) - Participants included technical personnel from each agency.
3. Policy Advisory Committee (PAC) - Participants included up to three persons including at least one member of the City Council/Board of Supervisors appointed by the City of Turlock, County of Stanislaus, and County of Merced. The California Department of Transportation (CalTrans), District 10 may be represented by the District Director or his/her designee.

In addition, the MOU requires that four major milestones be approved by the CAC, PDT, PAC, and the five jurisdictions included in the MOU. The four major milestones include:

- Traffic Modeling;
- Purpose and Need;
- Alternatives to be Studied; and
- Final Project Study Report.

The Board approved the Traffic Modeling Assumptions on September 9, 2008 and the Purpose and Need Statement on July 14, 2009. The other four partner agencies concurrently approved the Traffic Modeling Assumptions in 2008 and the Purpose and Need Statement in 2009.

Approval of the Alternatives to be Studied for the State Route 99 - State Route 165 Project Study Report

The third major milestone is the Alternatives to be Studied (see attached memo [Exhibit B] from Bender-Rosenthal/Omni-Means). These are being adopted by the five member agencies per the December 15, 2005 Memorandum of Understanding.

Alternatives to be Studied:

In the fall of 2009, Omni Means developed preliminary alternatives for Highway 165 realignments and for new Highway 99 interchange locations. These alternatives were then evaluated using a technical screening process (Alternative Selection Decision Matrix, ASDM), which evaluates and scores the preliminary alternatives based on project criteria (congestion and traffic operations, safety, improved access with Highway 99, goods movement, local traffic circulation, coordination with local planning, constructability/phasing, environmental impacts, right-of-way impacts, design standards, and cost). This technical screening process identified two alternatives, D2/D4 and I2 (see Exhibit A) and a need to move forward in the PSR with more detailed studies, evaluations, and environmental analyses.

Stanislaus County would prefer that the existing Lander Road alternative remain for further study. The existing Lander Road at SR 99 to the Merced County Line serves the residents of Stanislaus County well and is a more realistic project in this financially constrained environment. The residents of Hilmar are diametrically opposed to the existing Lander Road alternative as a 4-lane SR 165 through Hilmar would wipe out their downtown. In the interests of regional partnering, our recommendation is to approve the alternatives as recommended by Bender-Rosenthal/Omni-Means.

Of the selected alternatives, one (D2/D4) lands within Stanislaus County and one alternative (I2) is completely within Merced County. The alternative within Stanislaus County extends approximately 0.5 miles into Stanislaus County with an overall length of 10.2 miles.

Merced County, Merced County Association of Governments and the City of Turlock have already approved the Alternatives to be Studied on June 22, 2010, June 17, 2010, and July 13, 2010 respectively. StanCOG is anticipated to take this item to their Board in August of 2010. Staff recommends that the Board approves the selected alternatives for further study.

POLICY ISSUES:

The Board should consider if the recommended actions are consistent with its priorities of providing a Safe Community, a Healthy Community and a Well Planned Infrastructure System.

Approval of the Alternatives to be Studied for the State Route 99 - State Route 165 Project Study Report

STAFFING IMPACT:

There is no staffing impact associated with this item.

CONTACT PERSON:

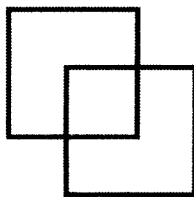
Matt Machado, Public Works Director. Telephone: (209) 525-4130.

DL:jg

L:\Janelle\BOARD ITEMS\Purpose & Need

EXHIBIT A





**BENDER
ROSENTHAL, INC.**
COMMERCIAL VALUATION AND RIGHT OF WAY SERVICES

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June 1, 2010

To: Merced County Association of Governments

From: Bob Morrison, PE, PMP
MCAG Consultant Project Manager

RE: SR 165 Project Study Report – Alternatives Selection

The purpose of this staff report is to provide a project update to the Board and provide recommended action for the Board's consideration.

Action:

Approve staff recommendations as outlined in this report.

Background:

State Route (SR) 99 – SR 165 Project Study Report (PSR) project covers three jurisdictions: Merced County, Stanislaus County, and the City of Turlock. Five local agencies agreed to cooperate with Caltrans to implement the project study report. Those agencies include Merced County, Merced County Associations of Governments (MCAG), Stanislaus County, Stanislaus Council of Governments (STANCOG), and the City of Turlock. MCAG was identified as the project lead for the project study report.

In the fall of 2006, MCAG awarded a contract to Omni Means to prepare and complete the Project Study Report phase. At the same time, a Memorandum of Understanding (MOU) was circulated and approved by the five agencies. The MOU created the following committees:

1. Citizens Advisory Committee (CAC) – Participants include community members from Merced County, Stanislaus County, and the City of Turlock. The CAC participants are appointed by members of the each of the respective governing boards.
2. Project Development Team (PDT) – Participants included technical personnel from each agency.
3. Policy Advisory Committee (PAC) – Participants include up to three persons including at least one member of the city council/board of supervisors appointed by the City of Turlock, the County of Stanislaus, and the County of Merced. Caltrans, District 10 may be represented by the District Director or his/her designee.

In addition, the MOU requires that four major milestones be approved by the CAC, PDT, PAC, and the five jurisdictions included in the MOU. The four major milestones include:

- A. Traffic Modeling
- B. Purpose and Need

EXHIBIT B

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- C. Alternatives to be studied
- D. Final Project Study Report

The five MOU agencies and Caltrans approved the traffic modeling criteria in the Fall of 2008. In the Fall of 2009, the five MOU agencies and Caltrans approved the purpose and need.

This staff report is specific to alternatives to be studied

Discussion:

The traffic modeling determines a range of how much traffic there will be in the year 2035. The purpose and need drives the process for consideration of the range of alternatives, the analysis, and the ultimate selection.

Based on the traffic modeling, the team identified 19 different alternatives. Those alternatives were then analyzed against a set of selection criteria derived from the purpose and need. Those criteria include:

1. Congestion and traffic operations
2. Safety
3. Improved Freeway Access
4. Goods Movement
5. Local Traffic Circulation
6. Coordination with planning documents
7. Constructability/phasing
8. Environmental impacts
9. Right of Way impacts
10. Design Standards
11. Cost

Over 30 people attended a public meeting on April 28, 2010 in Hilmar. The purpose of the meeting was to highlight the various alternatives studies, define the selection criteria and gather input on the two alternatives selected to be studied further. A number of comments were received and reviewed by the project team, and the public's comments were incorporated where appropriate into the various designs.

Alternatives Selected for Further Review

Of the 19 alternatives under consideration, two alternatives rose to the top. Those alternatives are known as alternative D2/D4 and Alternative I2. Both alternatives are 4 lane expressways with limited access every one half mile. Please see the attached map showing the 19 alternatives and the two proposed alternatives to be studied further.

EXHIBIT B

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Alternative D2/D4 (Orange)

This alternative diverges from the existing State Route 165 south of the Merced River. The new alignment crosses the river at either a new bridge adjacent to the existing SR 165 Bridge, or a new crossing to the east of the River Park. The old SR 165 Merced River Crossing Bridge will be demolished.

The alignment then proceeds directly north, to the east of the Community of Hilmar between Golf Link Road and Griffith Avenue. The new SR 165 will join SR 99 at a new interchange located on the Stanislaus/Merced County border.

Alternative I2

This alternative diverges from the existing State Route 165 south of the Merced River. The new alignment crosses the river at either a new bridge adjacent to the existing SR 165 Bridge, or a new crossing to the east of the River Park. The old SR 165 Merced River Crossing Bridge will be demolished.

North of the Merced River, the I2 alignment traverses northeast, then proceeds directly north, to the west of Griffith Avenue. At Letteau Avenue, the new alignment curves to tie into the existing Bradbury Interchange.

Current Project Schedule:

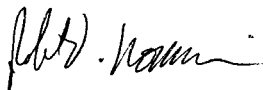
The current schedule for the Project Study Report is as follows:

- A. Traffic Modeling – Complete
- B. Purpose and Need – June 2009
 - Public Meeting – April 22, 2009 - Complete
- C. Alternatives to be studied – Spring/Summer 2010 - Complete
 - Public Meeting – April 2010 - Complete
- D. Final Project Study Report – September 2010

Staff Recommendation:

Staff recommends the MCAG Board approve the two alignments, D2/D4 and I2, for further study in the Project Study Report phase.

Respectfully,



BOB MORRISON, PE, PMP
MCAG Consultant Project Manager