

North County Corridor Expressway Project

Where we are today and where we
are going tomorrow!

Project Parameters

- A new 24 mile east-west expressway in Northern Stanislaus County
- Connectivity between SR99 north of Modesto and SR120 east of Oakdale
- High capacity / high speed, four to eight lane Class A Expressway

Current Objectives

- To keep monies previously programmed for the SR120 Oakdale Bypass within the region, serving the regions needs for improved circulation.
- To have an ITIP eligible project with a project phase identified for the 2010 STIP.
- Identify a state route designation and complete the route adoption for the NCC
- Identify an appropriate first phase for construction with the intention of progressing through the environmental phase and into the design phase and to construction

State Route Adoption

- Will require a programmatic CEQA document for the entire corridor
- State Route 108 is considered the most feasible option for adoption
- Other routes to be considered will be SR219 and SR120
- Will most likely require legislative assistance

Route Adoption Challenges

- SR108 will require an analysis and strategy for relinquishment of the existing route
- Connectivity at SR99 via the Hammett Interchange may result in access restrictions
- SR219 is not a part of the interregional road system routes, IRRS routes
- Route adoption must be complete for the 2010 STIP, scheduling is critical

Phase 1 Identification

- Identify a segment along the corridor that has logical termini and utility
- Conduct a project level environmental review, CEQA/NEPA EIR/EIS
- The intent is to have this phase 1 built with the regional ITIP funding

Phase 1 Challenges

- Identify a segment that meets the requirements of logical termini and utility and has the full support of all partners – City of Oakdale, City of Riverbank, City of Modesto, Stanislaus County, CALTRANS, and Stan COG

Current Progress

- FTIP Amendment 11a is awaiting FHWA approval
- STIP Allocation request is scheduled for August CTC agenda
- AB872 will be used to start work now with local PFF dollars and be reimbursed by STIP once authorization is received
- Caltrans Partnership – environmental lead, project oversight – kickoff meeting and first PDT within the next couple of weeks

Anticipated Schedule

- Current effort PA&ED completed in 2012
- Phase 1 design 2012-2014
- Phase 2 environmental 2012-2014
- Phase 1 construction 2014-2016
- Phase 2 design 2014-2016
- Phase 3 environmental 2014-2016
- Phase 2 construction 2016-2018
- With this aggressive concurrent approach the corridor will take approximately 20 years to build-out

Funding outlook

- Current funding to conduct studies / design consists of \$4.9 million of PFF, and \$6.2 million of STIP
- Current construction estimates for the corridor are in the order of magnitude of \$1 billion.
- Projected construction funding sources: \$91 million of ITIP, \$117 million of proposed sales tax revenue, \$200 million of proposed draft PFF
- Additional funding will need to be identified, ie – future STIP funds, federal earmarks, additional impact fees