



North County Corridor Transportation Expressway Authority

To: Board of Directors, Ex-Officio Members, Technical Advisory Committee
From: Matt Machado, Authority Manager *MM*
CC: City Councils, Board of Supervisors, County CEO's Office, City Managers
Date: 11/12/08
Re: North County Corridor Transportation Expressway Authority – October 8th Meeting Summary

The November 12th NCC JPA meeting was held at 4:30 pm in the City / County basement training room. The majority of the meeting's discussion revolved around the Route Adoption Strategy agenda item. I presented a powerpoint discussion of the process and challenges as we understand them to date. I am attaching a copy of this powerpoint to serve as the managers report for this month.

For complete agenda item discussions and actions see attached minutes.

Our next scheduled meeting is December 10th at 4:30 pm in the Basement Training Room at 1010 10th St.

North County Corridor

Route Adoption Strategy and Phase 1
Development Process
November 12, 2008

Today's Agenda

- Project Type
- Key Project Planning Steps
- Critical Deliverables for Route Adoption
- NCC Route Adoption Process
- Associated Risks
- Next Steps

Project Type as defined by Caltrans

- Projects requiring access control, new right of way, adoption of a route location by the CTC, and Freeway Agreements are Defined as: Category 1

Key Project Planning Steps

- Preliminary Environmental Evaluation
- Project Initiation Document
- Initial Public Meeting
- Written Notice of Studies
- Initiate Formal Environmental Studies
- Project Report
- Phase 1 Project Study Report
- Environmental Document
- Public Hearing
- CTC Route Adoption
- Freeway Agreement

Critical Deliverables for Route Adoption

- CEQA Document
- Project Report (to include: cost estimate, funding plan, and schedule)
- Phase 1 PSR (to include: cost estimate, funding plan, and schedule)
- Local Agency Resolutions requesting State Route Adoption
- Route Adoption Map

NCC Route Adoption Process

1. Public Notice of CEQA Studies - Done
2. Public Scoping meeting – Scheduled
3. CEQA technical studies – In progress (May 2009 completion)
4. Preliminary engineering (GAD, Design exceptions, etc.) – Feasibility Study Approved. PDR Completed. Surveys in Progress. Traffic Studies in Progress. (See risks). April 2010, if risks are not mitigated. If mitigated, minor enhancements to PDR will serve the PR, and can be completed by May 2009.

NCC Route Adoption Process, cont.

5. Relinquishment Agreement (MOU) – May 2009 (No risk to Caltrans since Relinquishment Costs are borne by the NCC project)
6. Draft Project Report and Draft CEQA Doc – June 2009
7. Public comment & workshop – July 2009
8. Select Route Alignment - September 2009
9. Local Agency Resolutions – September 2009
10. Final PR and CEQA – September 2009 (See Risks for PR)

NCC Route Adoption Process, cont.

11. Route Adoption Map – October 2009
12. State Route Adoption package to Caltrans HQ – Mid October 2009 (See Risks)
13. CTC item & Public hearing – December 2009
14. CTC approval – December 2009

Associated Risks

1. Caltrans Geometric Approval

- a. Interchange Spacing Design exceptions (Highway Design Manual - Section 501.3 Spacing - The minimum interchange spacing shall be one mile in urban areas, two miles in rural areas, and two miles between freeway-to-freeway interchanges and local street interchanges)
- b. Freeway – Freeway connection Design Geometrics

Associated Risks, cont.

- 1. Caltrans Acceptance of the Modified Project Report and Modified Project Study Report (PSR)
 - A. Schedule constraints to do the full Project Report and Project Study Report required

Associated Risks, cont.

- 1. CTC Route Adoption Plan
 - a. Additional Public Hearing, etc
 - b. Substandard PR

Associated Risks, cont.

- 1. Added Costs to the Project
 - a. Lack of Interchange Spacing Design Exception will lead to loss of direct access for retail commercial in the Salida area.
 - b. Should Freeway-to-Freeway connection be required by Caltrans at the Hammett Avenue Interchange, approximately \$200M in additional project cost will be incurred to rebuild Hammett Avenue Interchange and the adjacent Stanislaus River Bridge.
 - c. Should Design Exceptions not be granted, and should the Salida alternative be chosen to be the west end alternative, completion of the Project Report to accompany Route Adoption CEQA will be delayed beyond December 2009. This will impact the Route Adoption and Interregional Designation and result in the NCCTEA's inability to seek the \$91M of the Oakdale Bypass funding in the 2010 STIP.

Anticipated Board Action for December

- Approval of Task 2
- Approval of Caltrans Project Charter Agreement