

**NORTH COUNTY CORRIDOR
TRANSPORTATION EXPRESSWAY AUTHORITY**

SUBJECT: 3a

Project Updates and Next Steps (Draft Project Schedule)

STAFF RECOMMENDATIONS:

Discussion Only

FISCAL IMPACT:

Not determined

DISCUSSION:

The most recent schedule is attached. The Final Environmental Impact Report (FEIR) for Route Adoption has been completed and is with Caltrans for review. Due to the volume of comments and the size of the environmental (over 800 pages), the release of the document to the public is now scheduled for end of January 2010. The result of this delay is that the California Transportation Commission hearing to pass a resolution supporting the project in the 2010 State Transportation Improvement Program (STIP) will now be at their February 2010 hearing. The formal STIP adoption will be in March of 2010.

A meeting with the new Caltrans Director, Randall Iwasaki was held to brief him on the project. A letter confirming his and Caltrans continued support of the NCC project will be forthcoming.

Jacob's staff provides the following updates:

The PDT and the FEIR selected corridor B. Please refer to the alternative-screening matrix attached.

Design Update – The submittal of the Draft Project Study Report, Route Adoption Map, and Project Report was made to Caltrans. Alignment geometric refinements continue within the selected corridor. Note: The Route Adoption Bill Legislation (SB 532) was signed by the Governor.

Public Outreach – The FEIR will be posted on the NCC and Caltrans website upon approval. CD's will be mailed to members of the public that responded to the DEIR.

A meeting was held with the consultant to discuss current scope and schedule.

**PROPOSED DRAFT
NCC SR 108 East Route Adoption
Delivery Schedule (Standard)**

No.	Task	Expedited Start	Weekday	Expedited Finish	Weekday	Notes for Expedited Schedule	Current Status
D01	Jacobs prepares draft Project Report	11/6/2009	Friday	11/16/2009	Monday		Complete
D02	Caltrans review Final Draft Project Report	11/17/2009	Tuesday	12/17/2009	Thursday		In Process
D03	Jacobs prepares Final Project Report	12/18/2009	Friday	12/23/2009	Wednesday		
D04	Jacobs submits Final PR for Caltrans Signature	12/28/2009	Monday	1/11/2010	Monday		
D05	Last Caltrans review and approval of Final PR	1/11/2010	Monday	1/15/2010	Friday		
D06	Caltrans District Director signs Project Report	1/19/2010	Tuesday	1/19/2010	Tuesday		
E01	Jacobs prepares response to comments	11/6/2009	Friday	11/10/2009	Tuesday		Complete
E02	Jacobs prepares Admin Final EIR (w/ response/comments)	11/6/2009	Friday	11/15/2009	Sunday		Complete
E03	PDT Identifies preferred alternative	11/9/2009	Monday	11/9/2009	Monday		Complete
E04	Caltrans Reviews Response to comments	11/11/2009	Wednesday	11/11/2009	Wednesday		Complete
E05	Circulate draft responses to public agencies	11/13/2009	Friday	11/23/2009	Monday		Complete
E07	Jacobs revises Admin Final EIR	11/18/2009	Wednesday	11/18/2009	Wednesday		Complete
E06	JPA review Admin Final EIR	11/19/2009	Thursday	11/20/2009	Friday	Assumes concurrent review	Complete
E08	Caltrans review of Admin Final EIR	12/7/2009	Monday	1/4/2010	Monday		
E09	Jacobs revises Final EIR	1/4/2010	Monday	1/8/2010	Friday		
E10	Last Caltrans review and approval of Final EIR	1/11/2010	Monday	1/15/2010	Friday	5 Day Environmental Review	
E11	Caltrans District Director signs FEIR	1/18/2010	Monday	1/18/2010	Monday		
E12	Notice of Determination	1/22/2010	Friday	1/22/2010	Friday		
E13	Jacobs produces Final EIR	1/25/2010	Monday	1/29/2009	Thursday		
PSR01	Admin Draft PSR-PDS to Caltrans	10/29/2009	Thursday	10/29/2009	Thursday	Milestone	Complete
PSR02	Caltrans reviews draft PSR-PDS	11/19/2009	Thursday	12/7/2009	Monday		
PSR03	Jacobs addresses PSR-PDS comments and resubmits	12/7/2009	Monday	12/11/2009	Friday	includes weekend	
PSR04	Final PSR-PDS to Caltrans	12/14/2009	Monday	12/22/2009	Tuesday	Milestone	
PSR05	Caltrans District Director signs PSR-PDS	12/28/2009	Monday	12/28/2009	Monday	Milestone	
R01	Jacobs submits revised Final Draft Route Adoption Package to Caltrans	11/12/2009	Thursday	11/12/2009	Thursday		Complete
R02	Anton Discusses Route Adoption Package with Headquarters	11/16/2009	Monday	11/23/2009	Monday		Complete
R03	Jacobs revises Route Adoption Package and resubmit	11/24/2009	Tuesday	12/10/2009	Thursday		In Process
R04	District / Headquarters / Jacobs resolve Final Comments	12/11/2009	Friday	1/8/2010	Friday		
R05	District submits final Route Adoption package to Headquarters	1/11/2010	Monday	1/22/2010	Friday		
R06	Headquarters submits final Route Adoption Package to CTC Liaison	1/25/2010	Monday	1/25/2010	Monday		
R07	Route Adoption Action by CTC	2/24/2010	Wednesday	2/25/2010	Thursday	Milestone	
R08	CTC Notifies Local Planning Commissions of Route Adoption. Circulation elements of General Plans must adopt in 90 days	2/25/2010	Thursday	5/24/2010	Monday		
F01	Submit funds request for ITIP to Caltrans Headquarters	11/19/2009	Thursday	11/19/2009	Thursday	These dates are from standard submittal	
F02	Final ITIP to CTC and Caltrans Headquarters	2/18/2010	Thursday	2/18/2010	Thursday	process and will need to be compressed	
F03	North STIP Hearing	March 2010		March 2010		Milestone	

Legend
E=Environmental
D=Design
R=Route Adoption
F=Funding
PSR=PSR-PDS

NORTH COUNTY CORRIDOR STATE ROUTE 108 EAST ROUTE ADOPTION PROJECT

DRAFT ALTERNATIVES SCREENING MATRIX

NOTE: This alternatives screening matrix is to be used for the purposes of screening alternatives only. The matrix is a tool to be used by the NCC PDT to discuss and select the locally preferred alternative, as based on the alternatives' ability to meet the purpose and need of the project, impacts presented in the Draft EIR prepared for the project in compliance with CEQA, as well as public and agency input on the alternatives and the project.

The rating used in the matrix are as follows:

1	positive effect	0	neutral or no effect	-1	negative effect
2	Very positive effect	?	data insufficient to rate	-2	very negative effect

PROJECT PURPOSE	Improve Regional Network Circulation - 20%	Reduce Existing and Future Traffic Congestion - 25%	Benefit Commerce - 25%	Enhance Traffic Safety on SR 108 - 30%
Corridor A	Corridor A would improve regional network circulation by providing an alternate and more reliable east-west route to existing SR 108. Corridor A is anticipated to reduce travel times and improve travel time reliability by allowing long distance travelers to bypass the high congestion areas of existing SR 108 through Riverbank and Oakdale. Short distance travelers would also benefit from Corridor A as several north/south roadways would directly connect the communities of Riverbank and Oakdale to Corridor A.	Corridor A is anticipated to reduce existing and future traffic congestion along existing SR 108 and other parallel facilities by diverting traffic away from these facilities. Furthermore, Corridor A is being designed to accommodate all of the new and diverted traffic from future growth in northern Stanislaus County. The existing and future daily vehicle hours of delay in northern Stanislaus County is anticipated to be reduced with the implementation of Corridor A.	Corridor A would improve the east-west mobility and access to transportation systems needed for job creation and retention, movement of goods and services, and economic stability and growth.	Corridor A is anticipated to reduce accidents and traffic along SR 108 by providing a new east-west facility that is designed to handle high uninterrupted traffic flows for regional travelers. The benefits to existing SR 108 from Corridor A would be lower traffic volumes and increased use of local trips; thereby reducing the conflicts between long distance travelers (through trips) and local trips (trips from the side streets).
Rating	1	1	1	2
Corridor B	Corridor B would improve regional network circulation by providing an alternate and more reliable east-west route to existing SR 108. Corridor B is anticipated to reduce travel times and improve travel time reliability by allowing long distance travelers to bypass the high congestion areas of existing SR 108 through Riverbank and Oakdale. Short distance travelers would also benefit from Corridor B as several north/south roadways would directly connect the communities of Riverbank and Oakdale to Corridor B.	Corridor B is anticipated to reduce existing and future traffic congestion along existing SR 108 and other parallel facilities by diverting traffic away from these facilities. Furthermore, Corridor B is being designed to accommodate all of the new and diverted traffic from future growth in northern Stanislaus County. The existing and future daily vehicle hours of delay in northern Stanislaus County is anticipated to be reduced with the implementation of Corridor B.	Corridor B would improve the east-west mobility and access to transportation systems needed for job creation and retention, movement of goods and services, and economic stability and growth.	Corridor B is anticipated to reduce accidents and traffic along SR 108 by providing a new east-west facility that is designed to handle high uninterrupted traffic flows for regional travelers. The benefits to existing SR 108 from Corridor B would be lower traffic volumes and increased use of local trips; thereby reducing the conflicts between long distance travelers (through trips) and local trips (trips from the side streets).
Rating	2	1	2	2
No Action	The No Action would not improve regional network circulation.	The No Action would not reduce existing or future traffic congestion.	The No Action would not benefit commerce as it would not address the existing and future restrictions on east-west mobility that could negatively impact the region's commerce through increased travel times and increased vehicle operating costs.	The No Action would not reduce the accident rate on existing SR 108 which is well above the statewide average accident rate for similar facilities.
Rating	0	0	-1	-2

NORTH COUNTY CORRIDOR STATE ROUTE 108 EAST ROUTE ADOPTION PROJECT

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2	Very positive effect	?	data insufficient to rate	-2	very negative effect

HUMAN ENVIRONMENT	Land Use/Growth - local plan consistency	Farmlands - Prime farmlands in corridor	Community Impacts - divide communities	Relocations - resources in corridor	Utilities - Major utilities	Emergency Services - Affects to service delivery	Visual/Aesthetics - Potential light and glare, impacts to scenic resources	Cultural Resources - potential historic and pre-historic resources within the corridor
Corridor A	An amendment to the Circulation Element of the general plans for Stanislaus County and the cities of Modesto, Riverbank and Oakdale would be required to be considered fully consistent with these plans. The proposed project would be consistent with growth plans of the County and cities local plans.	Contains 4,617.7 acres of farmland (Dairies included in this)	Could potentially displace peripheral blocks in some residential areas. However it would not directly divide any established neighborhoods or communities.	Could potentially result in the displacement of urban residences, rural residential farmhouses, manufactured home parks, agricultural production buildings, and commercial buildings. (286 structures, 79 non-residential)	May affect a sanitary sewer line and water line owned by the city of Riverbank. This corridor would cross the Modesto Irrigation District, the Oakdale Irrigation District, the Hetch Hetchy Aqueduct, and Pacific Gas & Electric in numerous locations and has the potential to temporarily disrupt service.	Response times would likely be reduced due to the projected reduction in traffic congestion on the local road network and high speed capacity of the proposed roadway. Temporary impacts.	Farmland would become physically separated from the expressway motorist's view. Foreground views of orchards, vineyards, and row crop fields would be moved to middle ground views. Distant views may become available to expressway motorists from new elevated, grade-separated railroad crossings. Compared to corridor B, Corridor A would convert less agricultural land to highway use and would convert less high-value visual resources from pastureland, foothills, and River Valley units to highway visual character.	No known cultural resources listed in the Nation Register of Historic Places or the California Register of Historic Places were identified. However, two cultural resources have been identified within the study area: 1) a segment of the Hetch Hetchy Aqueduct, and 2) a segment of the Sierra Railroad. Corridor A would cross these resources. Also, approximately 50 parcels containing buildings and structures that are 45 years or older would be located within Corridor A.
Rating	1	-1	-1	-1	-1	1	-1	-2
Corridor B	An amendment to the Circulation element of the general plans for Stanislaus County and the cities of Modesto, Riverbank and Oakdale would be required to be considered fully consistent with these plans. The proposed project would be consistent with growth plans of the County and cities local plans.	Contains 4,594.4 acres of farmland	Could potentially displace peripheral blocks in some residential areas. However it would not directly divide any established neighborhoods or communities.	Could potentially result in the displacement of urban residences, rural residential farmhouses, manufactured home parks, agricultural production buildings, and commercial buildings. (286 structures, 79 non-residential)	May affect a sanitary sewer line and water line owned by the city of Riverbank. This corridor would cross the Modesto Irrigation District, the Oakdale Irrigation District, the Hetch Hetchy Aqueduct, and Pacific Gas & Electric in numerous locations and has the potential to temporarily disrupt service.	Response times would likely be reduced due to the projected reduction in traffic congestion on the local road network and high speed capacity of the proposed roadway. Temporary impacts.	Farmland would become physically separated from the expressway motorist's view. Foreground views of orchards, vineyards, and row crop fields would be moved to middle ground views. Distant views may become available to expressway motorists from new elevated, grade-separated railroad crossings. Compared to corridor A, Corridor B would convert more agricultural land to highway use and would convert more high-value visual resources from pastureland, foothills, and River Valley units to highway visual character.	No known cultural resources listed in the Nation Register of Historic Places or the California Register of Historic Places were identified. However, two cultural resources have been identified within the study area: 1) a segment of the Hetch Hetchy Aqueduct, and 2) a segment of the Sierra Railroad. Corridor B would cross these resources. Also, approximately 40 parcels containing buildings and structures that are 45 years or older would be located within Corridor B.
Rating	2	-1	-1	-1	-2	2	-1	-1
No-Action	Benefits of alleviating local traffic congestion, enhancing regional connectivity, and the economic benefits of an improved transportation infrastructure would not be realized.	RTP improvements will impact farmland whether or not the North County Corridor is built.	Any potential impacts on community cohesion and/or isolation would be avoided.	Any potential relocations would be avoided.	Any potential impacts to utilities would be avoided.	Would avoid the potential disruption of emergency response. However, the benefit of faster response times would not be realized.	Would not create new highway routes where they do not currently exist. Continued increases in population and employment would degrade the existing visual quality by adding traffic and vehicle headlight glare.	Any potential impacts on cultural resources would be avoided.
Rating	-2	0	0	0	0	-1	0	0

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PHYSICAL ENVIRONMENT	Hydrology And Floodplain - impacts to floodplains	Water Quality/ Storm Water Runoff - additional impervious surface	Geology/Soils/ Seismic/Topography - Faults, seismic shaking, landslides	Paleontology - Resource sensitive areas within the corridor	Hazardous Waste or Materials - Sites within corridors	Air Quality - Sensitive receptors in corridor	Noise And Vibration - Receptors in corridor	Greenhouse Gas/Climate Change
Corridor A	Corridor A would increase the area of impervious surface between 222-361 acres and cross seven canals and irrigation districts. This corridor would not cross any perennial streams or rivers or encroach on regulated floodplains.	Would add impervious surface area to the watershed, which would constitute a long-term impact to affected water resources. Corridor A would not cross any perennial streams and would not impact any streams or rivers. Corridor A would cross seven irrigation canals and three irrigation wells.	No known active faults are in the project area and surface ruptures are not anticipated. No maps indicating landslide hazards for the project area was identified. There is potential for soil liquefaction within both corridors. Exposure to radon gas would be remote. There are no known mercury deposits in the project area. The nearest asbestos-form mineral deposit is located 11 miles northeast of the project area.	May disturb native materials with potential for impacts on paleontological resources.	There are four hazardous materials/waste sites within or near the project vicinity. Only the UPRR Tidewater Subdivision would be located within the project limits. The remaining sites are all located north of the corridors, and are closest in proximity to Corridor A. This corridor would have potential to affect hazardous materials/waste sites.	Would result in temporary construction emissions. In comparison to the No-Build Alternative, Corridor A would result in decreases in pollutant emissions in the year 2030 and an increase in the year 2050. <i>Future emissions for Corridor A would not exceed the San Joaquin Valley Air Pollution Control District thresholds.</i>	Would "approach or exceed" the FHWA noise impact criterion. Residences in the project area could be affected because implementation of the proposed project would result in substantial increases in traffic noise (as defined by Caltrans). (4 rural residents)	Carbon dioxide emissions would decrease for 2030 conditions and would increase for 2050 conditions. The increase in 2050 conditions would not exceed thresholds established by the San Joaquin Valley Air Pollution Control District.
Rating	-1	-1	0	-1	-1	1	-1	1
Corridor B	Corridor B would increase the area of impervious surface between 233-381 acres. Corridor B would cross Wood Chopper Gulch. Corridor B would cross seven canals and irrigation ditches. Corridor B would not encroach on regulated floodplains.	Would add impervious surface area to the watershed, which would constitute a long-term impact to affected water resources. Corridor B would not cross any perennial streams and would not impact any streams or rivers. Corridor B would cross seven irrigation canals and five irrigation wells.	No known active faults are in the project area and surface ruptures are not anticipated. No maps indicating landslide hazards for the project area was identified. There is potential for soil liquefaction within both corridors. Exposure to radon gas would be remote. There are no known mercury deposits in the project area. The nearest asbestos-form mineral deposit is located 11 miles northeast of the project area.	May disturb native materials with potential for impacts on paleontological resources.	There are four hazardous materials/waste sites within or near the project vicinity. Only the UPRR Tidewater Subdivision would be located within the project limits. The remaining sites are all located north of the corridors. This corridor would have potential to affect hazardous materials/waste sites.	Would result in temporary construction emissions. In comparison to the No-Build Alternative, Corridor B would result in decreases in pollutant emissions in the year 2030 and an increase in the year 2050. <i>Corridor B would result in decreases in all criteria pollutant emissions.</i>	Traffic noise impacts would occur because traffic noise would "approach or exceed" the FHWA impact criterion. Residences in the project area could be affected by traffic noise because implementation of the proposed project would result in substantial increases in traffic noise as defined by Caltrans. (2 rural residents)	Carbon dioxide emissions would decrease for 2030 conditions and would increase for 2050 conditions. The increase in 2050 conditions would not exceed thresholds established by the San Joaquin Valley Air Pollution Control District.
Rating	-2	-1	0	-1	-1	2	-1	1
No-Action	Would not encroach on any regulated floodplain or further degrade hydrological resources.	Would not result in any degradation of hydrological resources.	Would not result in any project-related impacts on geology, soils, seismic, or topography.	Would not result in any project-related impacts on paleontological remains.	Would not result in any project-related impacts on hazardous materials/waste sites.	Would result in increases in criteria pollutant emissions in comparison to both Corridor A and B.	Would not result in impacts to noise.	Under the No Action Alternative carbon dioxide emissions would be higher than either of the Action Alternatives in 2030 conditions and lower in 2050 conditions.
Rating	0	0	0	0	0	-1	0	-1

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BIOLOGICAL ENVIRONMENT	Natural Communities - special communities in corridor	Wetlands And Other Waters - potential wetland areas in corridor	Plant Species - special-status plants in corridor	Wildlife Species - special-status species in corridor	Threatened and Endangered Species - occurrences and potential habit in corridor	Invasive Species - potential for introduction
Corridor A	Would result in impacts to riparian habitat and oak woodlands.	Wetland and hydric soils are present within both corridors, which indicates that there is a high potential for wetlands to occur. Corridor A appears to have a greater number of mapped wetlands. However, the extent of mapped hydric soils is approximately the same for both corridors. Therefore, impacts to wetlands and other waters of the US are anticipated, but is similar to Corridor B.	Corridors A and B contain documented occurrences of special-status plant species. The potential for special-status plant species to occur within Corridors A and B is relatively high. Construction of the roadway within either corridor could result in substantial impacts to special-status plants species.	Corridors A and B contain documented occurrences of special-status wildlife species. Construction of the proposed roadway in either corridor could result in the direct loss or indirect disturbance of wildlife or their habitats, including special-status species, that are know to occur or could occur in the study area and surrounding region.	Corridors A and B contain documented occurrences of one endangered plant species (Hartweg's golden sunburst) and two wildlife species (vernal pool fairy shrimp and vernal tadpole shrimp). Future construction activities could result in substantial impacts on special-status plant and wildlife species.	Construction activities within Corridors A and B could introduce or spread invasive species into currently uninfested areas and displace special-status plant species.
Rating	-1	-1	-2	-1	-2	-1
Corridor B	Would result in impacts to riparian habitat and oak woodlands.	Wetland and hydric soils are present within both corridors, which indicates that there is a high potential for wetlands to occur. Corridor B appears to have a fewer number of mapped wetlands. However, the extent of mapped hydric soils is approximately the same for both corridors. Therefore, impacts to wetlands and other waters of the US are anticipated, but is similar to Corridor A.	Corridors A and B contain documented occurrences of special-status plant species. The potential for special-status plant species to occur within Corridors A and B is relatively high. Construction of the roadway within either corridor could result in substantial impacts to special-status plants species.	Corridors A and B contain documented occurrences of special-status wildlife species. Construction of the proposed roadway in either corridor could result in the direct loss or indirect disturbance of wildlife or their habitats, including special-status species, that are know to occur or could occur in the study area and surrounding region.	Corridors A and B contain documented occurrences of one endangered plant species (Hartweg's golden sunburst) and two wildlife species (vernal pool fairy shrimp and vernal tadpole shrimp). Future construction activities could result in substantial impacts on special-status plant and wildlife species.	Construction activities within Corridors A and B could introduce or spread invasive species into currently uninfested areas and displace special-status plant species.
Rating	-1	-1	-1	-1	-1	-1
No-Action	Would not impact natural communities.	Would not impact wetlands or other waters of the US.	Would not impact special-status plant species.	Would not impact special-status wildlife species.	Would not impact threatened or endangered species.	Would not spread or introduce invasive species.
Rating	0	0	0	0	0	0

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SUMMARY	PROJECT PURPOSE	HUMAN ENVIRONMENT	PHYSICAL ENVIRONMENT	BIOLOGICAL ENVIRONMENT	
Corridor A	1.30	-0.08	-0.05	-0.18	0.99
Corridor B	1.75	-0.05	-0.05	-0.13	1.52
No Action	-0.85	-0.05	-0.03	0.00	-0.93