

**NORTH COUNTY CORRIDOR
TRANSPORTATION EXPRESSWAY AUTHORITY**

ITEM: 4c

SUBJECT:

Project Updates

STAFF RECOMMENDATIONS:

Information Only

FISCAL IMPACT:

Not determined

DISCUSSION:

There have been some critical discussions and milestones recently that warrant an update to the Board. These items include study corridor limits, schedule constraints including proposed public hearings, and contract scope modifications.

In general all residential clusters within the proposed study area have provided much comment and are concerned with potential impacts of an east-west transportation facility. One particular area of concern is in the area of Crawford Road, Chenault Drive and Amy Ave. Currently these areas are at the northern edge of the study corridor. Based upon public comment to date Caltrans is considering a revision to the corridor study area to exclude this area. This revised corridor is anticipated to be a part of the draft PEIR. To validate this revision all technical studies are being re-reviewed to insure consistency.

As we have discussed previously our environmental schedule is very aggressive. This tight timeline was developed with the end goal of having an adopted EIR for the December CTC meeting. Currently, Caltrans staff is reviewing the Admin Draft PEIR. Even though our Caltrans partners have committed to a greatly reduced review time, our schedule had proposed an even more aggressive timeline than this commitment. We are in jeopardy of missing the December CTC meeting for route adoption. We are monitoring this schedule on a daily basis, including locating Jacobs' staff at Caltrans offices to assist in receiving their comments and making appropriate revisions to the document. A critical target date is to start the public review period on August 10th. Another critical date and activity is the proposed public hearings. Currently we are looking at either September 9th and 10th, or September 22nd and 24th to conduct the two public hearings.

Finally, we would like to inform the Board that throughout the current process and Jacobs contract we have needed to modify the project scope to accommodate items such as corridor changes, additional mapping of growth boundaries, and additional traffic analysis to satisfy the PEIR. At this point, we are not entertaining a request for contract cost augmentation, however, we are monitoring the contract costs to minimize the need for future budget amendments.