

**NORTH COUNTY CORRIDOR
TRANSPORTATION EXPRESSWAY AUTHORITY**

ITEM: 4a

SUBJECT:

Project Updates

STAFF RECOMMENDATIONS:

Discussion Only

FISCAL IMPACT:

Not Determined

DISCUSSION:

Jacob's staff provides the following updates:

On December 19, 2012 the JPA Board approved Amendment #5 to the Jacobs contract to perform Traffic Forecasting & Operational Analysis, and Environmental surveys related to Wet Season Vernal Pool Branchiopod Survey and Larval (Aquatic) California Tiger Salamander Surveys. As directed by JPA staff, all other contract work other than the Amendment #5 work was put on hold at that time. Subsequently, JPA staff has also authorized design staff to perform limited work towards modifying the 1B/2B roadway geometrics at the eastern terminus of the alignment.

Traffic Update

Since the time of our last briefing, the Traffic Forecasting and Operational Analysis work has been essentially completed with only a few relatively minor comments outstanding, which are currently being addressed cooperatively with Caltrans. To briefly summarize the findings of the traffic work, the analysis looked at the four alternatives still under consideration (1A, 1B, 2A, 2B), and it has been determined that all of the project alternatives would result in a redistribution of traffic volumes in the study area. Generally, all alternatives result in an overall reduction in traffic volumes on major east-west roadways such as SR 108, Patterson Road, Claratina Avenue, and Claribel Road. Further, it was determined that the A alignments are more attractive than B alignments from a traffic forecasting standpoint. Alternative 1A generally results in the highest reduction in daily traffic volumes on SR 108 for the primary reason that the proposed alignment is a more attractive parallel route to SR 108 than other project alternatives because the alignment runs in closer proximity to the urbanized areas of the cities of Riverbank and Oakdale compared to other proposed alignments. That being said, while from a traffic perspective Alternative A might look better than Alternative B. Alternative B might look better once all other impacts are considered.

None of the project alternatives proposes improvements along the studied segment of Kiernan Avenue (SR 219) between SR 99 and Tully Road. It has been determined that the project would have almost no impacts to traffic operations west of Tully Road.

Based largely on these results, the Project Development Team has recommended that the project have new limits to be defined as Tully Road in the west and SR 120 in the east. The

Project Development Team further determined that based on the forecast numbers and the nature of the comments from Caltrans, it can recommend re-scoping the project from a Freeway to an Expressway. Pending a letter of concurrence from the Caltrans District 10 Director, the project may proceed with a re-scoped project based on the following:

1. New NOI/NOP needed
2. Revision to Tech Studies needed
3. No Additional Scoping meeting needed
4. Changes to Design should be made
5. Additional Public outreach.

Environmental Update

With respect to environmental technical studies, biological resources updates have been made. Amendment 5 authorized wet season California tiger salamander and vernal pool branchiopod surveys (dry season branchiopod surveys were conducted late last summer). Due to minimal rainfall, the effort associated with wet season surveys for California tiger salamander were suspended early in the year. Jacobs recommends no new surveys for California tiger salamander until a wet season survey can be accomplished in accordance with USFWS protocol requirements.

Rainfall requirements for vernal pool branchiopod protocol surveys were less restrictive, and the surveys continued through April. The initial results of the surveys show approximately 40 pools identified, with no listed vernal pool branchiopods identified. A draft report of these findings has been reviewed by Jacobs, and is currently being prepared for submission to the USFWS for review. Of the 40 pools identified, approximately 20 were not identified during last year's dry surveys. These additional areas will need to be surveyed this summer.

Modification of the 1B/2B Roadway Geometrics

The previous conceptual 1B/2B roadway alignment was potentially problematic in that farmland would be bifurcated and SR 120 was going to have some bleed over to the north onto some residentially zoned property. A shift slightly to the east would impact the same landowner, but that revision would affect a different, less productive part of the property (near an existing bluff). The shift would also affect additional landowners.

JPA staff directed Jacobs to refine the geometrics of a potential shift to the east, and those refined concepts were shared with JPA last week. In addition, a site visit was performed with Caltrans personnel, environmental experts and affected landowners last Friday. JPA is in process of digesting both geometric and environmental information with the goal of optimizing the eastern terminus. The PDT has recommended that the Jacobs team write a Technical Memo with the Screening Matrix and present it for discussion and approval.

Financial Update

Original Contract Amount	\$5,800,000
Amended Contract Amount	\$3,599,222
Total Contract	\$9,399,222
Invoiced and Paid as of June 2013	\$7,194,496
Remaining Contract	\$2,204,726

Caltrans is the CEQA and NEPA lead agency for the North County Corridor State Route 99 to State Route 120 Project. Public comments collected at this meeting are not part of the CEQA or NEPA public review process and will not be made a part of the official public record.