

**NORTH COUNTY CORRIDOR  
TRANSPORTATION EXPRESSWAY AUTHORITY**

**ITEM: 3a**

**SUBJECT:**

Project Management Update

**STAFF RECOMMENDATIONS:**

Discussion only

**FISCAL IMPACT:**

Not determined

**DISCUSSION:**

On December 19, 2012, the JPA Board approved Amendment #5 to the Jacobs contract to perform a) Traffic Forecasting & Operational Analysis, and b) 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 and minor outreach work, were put on hold. The project team is awaiting the final Traffic Forecast and Operational Analysis results to determine the suitability of the North County Corridor Project to be scoped as an expressway (rather than a freeway as it is now scoped) and reduce the project limits to the vicinity of McHenry Avenue to State Route 120 (rather than from SR99 to SR120). The results from the traffic analysis will also help us determine the logical termini and independent utility of the proposed changes to the scope and limits.

The Traffic Forecasting work is almost complete, and a series of teleconferences were held among the stakeholders and Caltrans to brief them on the preliminary results. The following steps are anticipated in the coming months, with the approximate target completion dates based on expeditious review and as shown in parenthesis:

1. Submit Traffic Forecasting results for JPA staff review (May 10, 2013).
2. Submit Traffic Forecasting results for Caltrans review (May 10, 2013) and finalize the document (July 3, 2013).
3. Obtain Caltrans concurrence on the limits of Traffic Operational analysis, and start performing the analysis (June 7, 2013)
4. Obtain Caltrans approval for the project re-scoping based on the Traffic Forecasting results (June 7, 2013).
5. Revise the scope and schedule for the project based on the revised limits and project type, and obtain PDT approval (July 3, 2013).
6. Obtain JPA Board approval of the revised scope, cost and schedule and kick start the project (July 17, 2013).

Note: The date provided for Items 5 & 6 depends on Caltrans providing concurrence for re-scoping by June 7, 2013, under Item 4.

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.

## Environmental Update

All environmental Technical studies remain on hold for the project, with the exception of fieldwork to support the findings of the biology technical study outlined in Amendment #5. The wet season field surveys (that were part of Amendment #5) were concluded in April for listed branchiopods (multiple vernal pool shrimp species) to support the Biological Assessment. After all the species surveys are completed, the Biological Assessment will be prepared in compliance with the federal Endangered Species Act for submittal to the US Fish and Wildlife Service. Although rainfall totals for the Central Valley were lower than average in the 2012-2013 winter season, totals were better than those experienced in the 2011-2012 winter season. During recent wet season branchiopod surveys, new pools, not observed in the 2012 dry season survey, were identified. Typically, the branchiopod surveys are to be done for two consecutive seasons (a dry & wet season). Although the project team has completed the two-season surveys, in order to complete US Fish and Wildlife Service survey protocol for these branchiopod species, additional dry season surveys would be required in these newly observed pools in the late summer/early fall 2013. The project team is assessing the number of pools and the extent of the cost impact.

As noted in the Authority Manager's March 13, 2013 update to the JPA Board, due to the lack of sufficient rainfall, the JPA staff suspended the California Tiger Salamander survey work. Approximately \$5,564 was spent on this survey against the allocated budget of \$24,427.

## Design Update

Consistent with the scope identified in Amendment #5, to support the Traffic Forecasting efforts, Jacobs' staff updated the Geometric Drawings to show the type of connections (at-grade versus grade-separated), refinement/modifications to the alternatives around the City of Riverbank area, and revised the drawings to show the exact limits.

## Traffic Update

The traffic Sub Consultant has completed the Forecasting efforts based on the revised project type. The landuse assumptions were based on the current (2011) Regional Transportation Plan (RTP). The following preliminary observations are made from the yet to be approved Forecast Report. The numbers and the observations are preliminary and are subject to change should Caltrans request any modifications to the analysis, or any issues are identified in the analysis.

The Forecasting Analysis indicate that under No Project conditions the daily traffic volumes on existing SR 108 between McHenry Avenue and Yosemite Avenue are anticipated to increase by about 0.6% per year, and east of Yosemite Avenue the daily traffic volumes are anticipated to increase by about 1.2% per year. Based on available Caltrans traffic data between the period of 2000 and 2010 the daily traffic volumes on SR 108 in the study area have dropped slightly. The projected model growth rates are reasonable based on recent historical growth trends on existing SR 108.

The Forecasting Analysis show that daily traffic volumes on SR 219 (Kiernan Avenue) between SR 99 and McHenry Avenue are anticipated to increase by about 3.1% per year under No Project conditions. Based on available Caltrans traffic data between the period of 2000 and 2010 the daily traffic volumes on SR 219 between SR 99 and McHenry Avenue have increased by about 3.5% per year. The model growth rates and historical growth rates on SR 219 are similar.

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.

Table 1 below presents the estimated percent of year 2042 daily volume reduction on SR 108 between McHenry Avenue and Stearns Avenue after implementation of each project alternative. Alternative 1A generally results in a higher 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, when compared to 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.

<b>PRELIMINARY DRAFT - TABLE 1</b>	
<b>ESTIMATED AVERAGE YEAR 2042 DAILY DEMAND VOLUME REDUCTION ON SR 108 BETWEEN MCHENRY AVENUE AND STEARNS AVENUE AFTER PROJECT IMPLEMENTATION</b>	
<b>Alternative</b>	<b>Daily Reduction</b>
1A	27%
1B	21%
2A	17%
2B	11%
Source: Fehr & Peers, 2013.	

Neither of the project alternatives proposes improvements along the segment of Kiernan Avenue (SR 219) between SR 99 and Tully Road; however, volumes are expected to increase slightly along Kiernan Avenue due to the project. Table 2 (on next page) presents the estimated increase in daily roadway volumes. As shown in Tables 2 (on next page), the percent volume increase on Kiernan Avenue as a result of the Project gets smaller the further the link segment is from the Project location.

**PRELIMINARY DRAFT - TABLE 2  
YEAR 2042 PERCENT DAILY VOLUME INCREASE ALONG KIERNAN AVENUE AFTER  
PROJECT IMPLEMENTATION**

Kiernan Avenue Segment	No Project <sup>1</sup>	Alternative 1A		Alternative 1B		Alternative 2A		Alternative 2B	
	Daily Volume	Daily Volume	% Change	Daily Volume	% Change	Daily Volume	% Change	Daily Volume	% Change
McHenry Ave to Carver Rd	35,200	40,200	14.2%	40,200	14.2%	38,200	8.5%	38,200	8.5%
Carver Rd to Dale Rd	35,400	37,400	5.6%	37,400	5.6%	36,900	4.2%	36,900	4.2%
Dale Rd to SR 99	37,000	38,500	4.1%	38,500	4.1%	38,100	3.0%	38,100	3.0%

Source: Fehr & Peers, 2013.

As mentioned earlier in the Project Management Update, the JPA staff is reviewing the preliminary information at this time. Following JPA staff approval, this information will be presented to Caltrans for concurrence.

Public Outreach Update

No Significant outreach work was undertaken since the last update to the JPA Board.

Financial Update

<b>Original Contract Amount</b>	<b>\$5,800,000</b>
<b>Amended Contract Amount</b>	<b>\$3,750,839</b>
<b>Subtotal</b>	<b>\$9,550,839</b>
<b>Expenditures Invoiced and Paid as of 12/17/12</b>	<b>\$7,134,803.96 (Remaining \$2,416,035.04)</b>