

**NORTH COUNTY CORRIDOR
TRANSPORTATION EXPRESSWAY AUTHORITY**

MEETING MINUTES

May 14, 2014

4:30 P.M.

TENTH STREET PLACE

BOARD CHAMBERS

1010 10TH STREET, MODESTO CA

www.stancounty.com/publicworks

Directors Present:

Pat Paul, Richard O'Brien, William O'Brien, Terry Withrow, and Bill Zoslocki

Also Present:

Authority Manager: Matt Machado

Ex-Officios: Dinah Bortner and Carlos Yamzon

Legal Counsel: Thomas Boze

1. **CALL TO ORDER**

Chairman William O'Brien called the meeting to order at 4:30 p.m.

2. **APPROVAL OF MINUTES FROM January 15, 2014 MEETING**

The meeting minutes were approved. *On Motion of Richard O'Brien / Seconded by Bill Zoslocki. All in favor – 5/0;*

3. **CORRESPONDENCE**

- a. Matt Machado acknowledges six letters regarding NCC that have been received and entered into public record.

4. **AGENDA ITEMS**

a. **Project Update (INFORMATION ONLY)**

- Matt Satow with Drake Haglan and Associates (DHA) provided the project update. He stated that the past few months really good progress has been made on the project. The environmental studies evaluation was done, 90% of the field study has been conducted, now the environmental team is inside compiling, reviewing, and analyzing information to draft reports.
- At the Public Information meeting, (March 6th in Riverbank), there were over 200 in attendance and a lot of feedback from the community, which was a huge success. At the meeting there were boards displaying the NCC alternatives and larger board with more detailed intersections. Throughout the room there were permanent markers for the community to draw their ideas expressing better uses as well as how each individual utilizes their property(ies) on the boards. Pictures were taken of the boards and they will

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.

be public record. The NCC project is on time, the Admin draft will go to Caltrans in October and the environmental draft is on time. From now until then data is being analyzed and compiled. Richard O'Brien expressed concern regarding contamination from the Army plant near Rainbow Fields.

- Colt Esenwein, Public Works, utilized a visual presentation: <http://www.stancounty.com/publicworks/ncc-main.shtml>
- The public meeting from March 6th can be found on the NCC website, the meeting documents, presentation, pictures of the boards, minutes, etc. as well as updated maps to reflect local access.
- The correspondence letters (item 3) are also available on the NCC website through GIS - you can look up the file on GIS to see all concerns regarding an address or APN number. The drawings are less than 30% and are not final, but they're pretty close. The details on the maps are really great to see property impact.
- McHenry Avenue is a huge interchange with two on-ramps to the west and was reduced to a single point urban interchange. Coffee used to be a signalized intersection in the planning stages - although the signal could work the numbers in the ops report shows it should be an interchange due to multiple left lane changes. Coffee is back into a single point IC. Oakdale is still an Interchange as before because the alignment with Hetch Hetchy. Roselle - there was no connection, through a conversation with the City of Modesto and Riverbank an Intersection was introduced here at Claus to help alleviate the congestion. NCC will have six lanes.
- Cuplet Roundabouts at the Stearns alignment, Atlas onto 120. Alternative B: roundabout would be a cuplet at Lancaster onto 120 headed into the hills.
- Comments are still being accepted beyond the March 6th meeting and will be lumped together with the comments from that meeting. Pat Paul asks for clarification that comments can be submitted whenever. Colt: Yes, comments can be submitted online using the comment cards. Bill O'Brien would like to see roundabout models for holiday traffic. Richard O'Brien would like to see how big rigs will be able to utilize roundabouts without eating up a lot of territory.
- Citizen: Robert Lawrence, lives off of Atlas, how would it be feasible for semis, buses, tractors, and trailers going around the roundabouts. Urges to not put the roundabouts at Atlas. Instead use the alternative B at Lancaster because putting a roundabout at Atlas would destroy the neighborhood.
- Citizen: John Bricchetto, addresses the thousands of employees with ConAgra and expresses a feeling of being left out. States he's made comments and feels they're not getting anywhere. Would like to sit down and refocus.
- Citizen: Frank Bavarro, a landowner near Coffee/Claribel would like clarification in the general area from McHenry to Coffee. Mr. Bavarro took time to appreciate the county staff and elected for their involvement and mentions the access road off McHenry near the car lots that is northeast to the homes on Claribel. States the access road spans from McHenry to Coffee. Matt Machado The extension of Galaxy Way is intended to provide access to the parcels where access will be lost off of Claribel, because NCC will not

have direct access to the parcels. Frank Bavarro: As a farmer of the property, is that a definite line? Will it be accessible to landowners? The road should be part of the plans, instead of seeing property chopped up to where it will diminish value causing burden to farming and the value of future development. Are the plans set in stone and unchangeable? Or is there room to accommodate landowner approval? Matt Machado: We're getting input now. The curve linear line was the first intent as the connection to Galaxy Way makes sense because it's already a right-of-way access. Other plans were an access road northerly but there was landowner disapproval which changed the plans to a straight line, and with more issues from the same landowner was changed to a little access road from the west. The County wants to get as close to "right" and access has to be replaced, it can't just be taken away. Any input should be given right away for the environmental perspective - sooner rather than later. Frank Bavarro: Three landowners may have concerns, volunteers to speak with the three landowners and present again. May be an expensive route for three landowners. Matt Machado: Any access lost will be replaced. The project is not looking for development, just access to the land. Frank Bavarro: Straightaway access off of Coffee would save money. Matt Machado: Although likes the savings aspect, the worry is to be aware of long dead end roads, especially for emergency vehicles. Colt Esenwein: To clarify what Matt was saying, the environmental document disallows severing access to any parcel. Farmers have multiple parcels and the environmental document covers "every" parcel, not just the land as a whole.

- Citizen: Jeff Schultz, ConAgra employee, Oakdale resident, feels that ConAgra hasn't been represented and is concerned with lost acres in either route and would like an alternative as it would impact a lot of jobs.

b. **Authorization of Amendment No. 1 to the Agreement for Professional Design Services with Drake Haglan & Associates in the amount of \$390,932.(MOTION)**

- Matt Machado: The purpose of Amendment No. 1 is to cover costs associated with the extra work needed to perform the Intersection Control Evaluations (ICE), update Traffic Forecasting because of the addition of the Roselle interchange, update Traffic Operations because of the addition of the Coffee and Roselle interchanges and Intersection Control Evaluations.
- Updates and revisions to the Geometric Approval Documents, (Looking into long range planning), because of the addition of the Coffee and Roselle interchanges and refinements to the alternative alignments.
- Revisions to the Archeological Area of Potential Effects mapping and an additional 136 full historic record evaluations required by the Historic Resources Evaluation Report. There were 32 estimated properties at the beginning, now the total is up to 168 structures in need of full evaluation which estimates \$3.9 million.

- The administrative draft is in the works, the heavy work is done which means we're closer to the end, but the administrative draft takes a long time before it gets to the streets.
- Richard O'Brien: How perishable is the ICE information? Matt Machado: Once the environmental document is approved, the ICE will not be needed or necessary. ICE is used to scope out final environmental documents and the results of ICE will tell us what we should build. (Blueprint) Richard O'Brien: Was ICE in prior contract? Matt Machado: No, it's new. What we're working on now is what does ICE mean to Caltrans District 10 and us? It's a good thing that adds value, but adds cost.
- Terry Withrow: ICE came out in September, the contract was approved in September. How much of the \$390,000 goes to ICE? Colt: Most of the \$390,000 was for history record evaluations, which was about \$240,000. The rest is for traffic forecasting, operations updating, and geometric approval documents. The ICE portion was only about \$50,000 or less. Terry Withrow: It should've been a part of the original bid from September 18th. Colt: The requirement came after the bid and is Caltrans mandated. We're able to shortcut a lot of ICE and focus on the project specific. Matt Satow: DHA was unaware of the upcoming ICE requirement (at the time of bid).
- Bill O'Brien: The roundabouts will be evaluated under ICE? (Colt/Matt Satow: Yes).
- Richard O'Brien: Two numbers for ICE, \$39,710 or \$91,600? It's a small portion. The bid contract was \$260,162 for environmental studies, ICE was roughly \$130. The \$260 hasn't changed? Matt Satow: Yes, it has changed. Richard O'Brien: Specificity has changed, not the requirement? Matt Satow: The requirement hasn't changed. When DHA took over the project there wasn't a lot of detail as far as access roads and as far as where everything is affected. When the project was scoped, DHA assumed more work was done with Caltrans to eliminate properties from needing further study beforehand, and that the properties had already been eliminated. The original scope stated 32 properties needed further evaluation, there was another 168 unknown at the time that were additionally in need of further evaluation because when you add in the details of frontage roads and access roads, it expanded the area thus adding more properties into the mix. The 168 properties weren't budgeted and only the 32 were accounted for in the original proposal.
- Matt Machado: Adding the \$39,000 includes the portion of the ICE, traffic forecasting, and traffic operations. The \$91,000 includes a portion of ICE and geometric updates. If we break the ICE portion out of those two numbers it would roughly be a total of \$50,000 for ICE.
- Bill O'Brien: Is the Roselle/Coffee area the last part to be built in NCC? Since the improvements being done now should last a while. If things change in the future should it be changed now or be done in the future? Matt Machado: NCC is not studied in phases. It would not be true to the process as it's seen as one large scope in terms of analysis - to take out expensive components just because they're expensive. Traffic has to be documented in terms of

environmental documents and the traffic numbers wouldn't work causing NCC to eventually fail.

- (No questions/comments from public)
- Bill O'Brien: Expresses the Board's dissatisfaction with this amendment, however, understands that because the numbers increased from 32 to 168 it's necessary. *On Motion of Pat Paul / Seconded by Richard O'Brien. All in favor – 4/1;*

c. **Approval of Fiscal Year 2014-2015 budget of \$2,017,918 for the North County Corridor Transportation Expressway Authority (MOTION):**

- Matt Machado: The fiscal year 2014/2015 \$2,017,918 is to finish the contract and is the remaining fund balance. The contract schedule for 2014/2015 won't be completed and will carry to the next budget. The project is not "out of money," but is "out of money" meaning "close to the finish line." The budget would require a unanimous vote.
- Richard O'Brien: How much would it cost to have another outreach? Colt: A public outreach costs \$25,000-\$30,000. Richard O'Brien: Expresses a want for another public outreach/meeting to take place in Riverbank. Colt: It's not in the budget to reproduce a public meeting. Matt Machado: Offers for himself and Colt to come to city council, planning commissions, etc. since they are both salary employees and can come answer questions as an alternative to the expensive outreach meetings with Caltrans.
- (No questions/comments from public)
- Item 4c was approved. *On Motion of Terry Withrow / Seconded by Pat Paul. All in favor – 5/0.*

5. **AUTHORITY MANAGER'S REPORT**

- Matt Machado: Upcoming NCC meetings are as follows:
- May 15 - Update Stanislaus County Planning Commission on NCC
- June 24 - Update City of Riverbank City Counsel
- July 2 - Update City of Oakdale Planning Commission
- July 7 - Update City of Oakdale City Counsel
- There are extra opportunities to update planning commissions and city counsels. Also, currently waiting to hear back from the City of Modesto to be able to update them.
- Carlos Yamzon: StanCOG could benefit from an NCC update in terms of regional funding.

6. **PUBLIC COMMENTS**

- None.

7. **DIRECTORS' REPORTS**

- None.

8. EX-OFFICIO'S REPORTS

- None.

9. ADJOURNMENT

- Chairman O'Brien advised that the next meeting is on July 16, 2014 at 4:30 p.m. at Tenth Street Place. The meeting was adjourned at 5:27 p.m.

ATTESTED: MATT MACHADO, Authority Manager
of the North County Corridor Transportation Expressway Authority

BY: DENAE J. DAVIS, Administrative Secretary
(The above is a summary of the minutes. An audio recording of the entire meeting is available.)

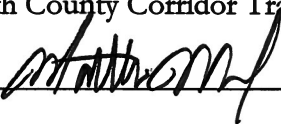
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There being no further business to come before this Board, the meeting adjourned at 5:27 p.m.

ATTEST:

Matthew Machado, Authority Manager of the
North County Corridor Transportation Authority



COUNTERSIGNED BY:

William O'Brien, Chairman of the
North County Corridor Transportation Authority

