

**NORTH COUNTY CORRIDOR  
TRANSPORTATION EXPRESSWAY AUTHORITY**

**SPECIAL MEETING MINUTES**

April 20, 2016

5:00 P.M.

*TENTH STREET PLACE*

*BOARD CHAMBERS*

*1010 10<sup>TH</sup> STREET, MODESTO CA*

[www.stancounty.com/publicworks](http://www.stancounty.com/publicworks)

Directors Present:

William O'Brien, Terry Withrow, Pat Paul, Douglas Ridenour, and Darlene Barber Martinez

Also Present:

Authority Manager: Matt Machado

Ex-Officio: Samuel Jordan, Rosa Park

Legal Counsel: Thomas Boze

**1. CALL TO ORDER**

Chairman William O'Brien called the meeting to order at 5:00 p.m.

**2. APPROVAL OF MINUTES FROM November February 17, 2016 (MOTION)**

The meeting minutes were approved. *On Motion of Doug Ridenour / Seconded by Pat Paul. All in favor – 4/0; Darlene Barber Martinez sustained.*

**3. AGENDA ITEMS**

**a. Funding Strategy to Further Implement SR 132 Expressway and North County Corridor (MOTION)**

- Matt Machado provided the financial strategy.
- In 2008, successful with North County Corridor (NCC) to secure a resolution from the California Transportation Commission (CTC) that committed up to \$91 million in Interregional Transportation Improvement Program (ITIP) funds for NCC.
- The NCC project was created as a replacement to the Oakdale bypass project.
- The CTC recognized NCC as an equivalent project and agreed to commit up to \$91 million in ITIP.
- ITIP funds are State eligible funds as part of the State Transportation Improvement Program (STIP). They are not real funds as much as they are a commitment for future funding/programming.
- Because it is not ready for construction, NCC is unable to compete for these funds. However, State Route 132 Expressway (SR 132) is both a high priority and the only other ITIP eligible project in our region.

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- This allowed the opportunity to create a Memorandum of Understanding (MOU) between the two projects to allow SR 132 to compete to secure money. If SR 132 is successful, it will ask for \$23 million of the \$91 million.
- NCC would get repaid through local Regional Improvement Plan (RIP) shares, which are a part of the STIP shares.
- This is only a strategy to turn paper money into real money. If SR 132 is not successful at the State level, it doesn't affect NCC.
- However, this funding strategy would put NCC on more stable funding and get SR 132 on the table quicker.
- If SR 132 is successful in obtaining the \$23 million programmed funding, the first step would be to execute the agreement, and the next step is for the region to program the next available RIP shares for NCC as a repayment for the \$23 million ITIP received from CTC.
- SR 132 has a \$23 million shortfall for Phase 1 (Highway 99-Dakota).
- If this item is approved today, the next step is for StanCOG to approve. If StanCOG approves, the next step is to meet with CTC staff, share the internal agreement between the NCC JPA and StanCOG JPA, package SR 132 to compete, and be ready for the next call for projects. This won't happen right away, but it will put SR 132 on the ITIP radar.
- This strategy will not slow down NCC.
- ITIP funds are for capital expenditure, construction, and right of way, it cannot be used for design, which makes NCC ineligible for these funds until the design phase is complete. SR 132 is ready, so these funds going to SR 132 makes sense.
- The \$23 million will potentially be reduced as SR 132 moves forward. The current estimate is \$82 million, which holds contingencies as it's an early estimate. Once the project details are honed in, that estimate may decrease thus reducing the shortfall.
- The agreement says "all" STIP funds allocated to Stanislaus County go to NCC, for clarification, there will be full repayment.
- Repayment is listed at 15 years but could be less based on history of STIP which shows repayments sooner than 15 years.
- No public comment.
- *On Motion of Terry Withrow / Seconded by Douglas Ridenour. All in favor – 5/0.*

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

- Matt Machado provided the project update.
- Delay in project due to Environmental Impact Report (EIR) being delayed at the Caltrans level.
- Working closely with Caltrans District 10 (local) and District 6 (regional).
- Document was tentatively scheduled for release this month with a public hearing on May 19th.

- Feedback from Caltrans Headquarters was recently received that they had found substantial issues and concerns. There were seven outstanding substantial issues and concerns that directly conflicted with items approved at the district level.
- Spoke to District 10 director, Dennis Agar regarding the possible miscommunication. Dennis spoke to Headquarters and District 6 to resolve the outstanding items, with the exception of the legal review which is to be done by Caltrans Headquarters.
- If all items are not resolved it can cause huge schedule delays and cost implications. As of today, it's certain that the project will lose one month.
- Wants to keep the scheduled May 18<sup>th</sup> meeting to provide a project update and new project schedule. May 19<sup>th</sup> public hearing to be canceled.
- Caltrans has a plan to help get these issues resolved and off the table before it escalates to higher levels.

#### 4. PUBLIC COMMENTS

- John Fleming - What is the current status on decision making for alternatives for the east end? What is the status of the CEQA/NEPA clearance? *The EIR document will address the alternatives. Once the doc is to public a ph will take place. Input from public comments will be submitted to Caltrans to consider a final alternative. Late fall/ early winter to have indication on preferred alternative. Official public comment period hasn't started yet until Caltrans blesses the document. The EIR is a combined document containing both State and Federal environmental protection agency requirements and is still in Caltrans headquarters review before it is released to the public. Wants to get the document in the hands of the public at least 2-4 weeks prior to the public hearing.*
- Melinda Bassett – Has there been any preliminary decisions made regarding routes? *[JPA] has to keep an open mind as decisions can't be made until after the public comments are made. Caltrans will make the final decision.*
- Felt “in the dark” as routes were added after the fact, curious as to why they were added. *Route changes are results of public comments.*
- Mentioned a presentation in July 2014, and would like to see more public outreach. *Each agency is responsible for their public outreach. After the public hearing, there will be a presentation at Modesto, Riverbank, and Oakdale's City Council meeting, as well as a presentation at the County Board of Supervisors meeting. The public hearing will be advertised in the mail and the City Council/Board of Supervisors meetings will be advertised through the normal processes of each Council and Board of Supervisors meetings.*
- Larry Knightall - How do you get on the mailing list? *Give your contact information to Matt to ensure you're on the list.*

#### 5. AUTHORITY MANAGER'S REPORT

- Matt Machado informed that May 18<sup>th</sup> will provide project update as well as project budget for the next fiscal year.

**6. DIRECTORS' REPORTS**

- None.

**7. EX-OFFICIO'S REPORTS**

- None.

**8. ADJOURNMENT**

- Next meeting scheduled for May 18, 2016 at 4:30 p.m. The public hearing on May 19, 2016 is canceled. The meeting was adjourned at 5:30 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.)

NORTH COUNTY CORRIDOR  
TRANSPORTATION EXPRESSWAY AUTHORITY

April 20, 2016

There being no further business to come before this Board, the meeting adjourned at 5:30 p.m.

ATTEST:

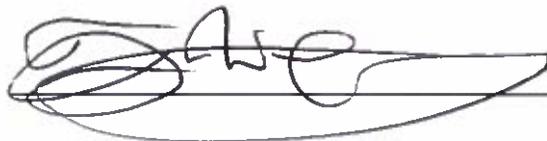
Matthew Machado, Authority Manager of the  
North County Corridor Transportation Authority



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COUNTERSIGNED BY:

Terrance Withrow, Vice Chairman of the  
North County Corridor Transportation Authority



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