

**NORTH COUNTY CORRIDOR  
TRANSPORTATION EXPRESSWAY AUTHORITY**

**MEETING MINUTES**

November 1, 2017

6:00 p.m.

*TENTH STREET PLACE*

*BOARD CHAMBERS*

*1010 10TH STREET, MODESTO CA*

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

Directors Present:

Chairman Terry Withrow, Ted Brandvold, Richard O'Brien, and Pat Paul

Also Present:

Authority Manager: Matt Machado

Ex-Officios: Rosa Park (StanCOG)

Legal Counsel: Thomas Boze

Absent: Kristin Olsen and Jes Padda

**1. CALL TO ORDER**

Chairman Terry Withrow called the meeting to order at 6:00 p.m.

**2. APPROVAL OF MINUTES FROM August 10, 2017 (MOTION)**

The meeting minutes were approved contingent upon a correction under 3c Project Update. *On Motion of Pat Paul / Seconded by Richard O'Brien. All in favor - 4/0.*

**3. AGENDA ITEMS**

**a. Select and Recommend a Locally Preferred Alignment Alternative for the North County Corridor Project (Tully Road to State Route 120) for Caltrans Consideration (MOTION)**

- *Matt Satow* stated we have had 18 or more alternatives through the years for this high priority project. After releasing the environmental document and receiving public comments, we have a good amount of information to consider a locally preferred alternative.
- *Matt* briefly gave the history of NCC. The Joint Powers Authority was formed in 2008. In the first two years, the Route Adoption Environmental Impact Report was completed and certified at the CEQA only program (high) level in May 2010. Intent was for route adoption, which CTC accepted it. It will be State Route 108 when completed. The Notice of Preparation was in 2010 as well.
- In August 2017, the environmental document was released to the public. On September 7th, an open house was attended by over 500 members from the public

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in Oakdale. The official comment period ended on October 16th. Comments are being compiled and will share some of the feedback tonight.

- The Final Environmental document should be completed sometime late 2018 when Caltrans will take official action on approving the project and the alignment. The final design, right-of-way, and construction will follow.
- He then referred to the map which showed the alignment alternatives.
- Our next step is go before the City Councils and the North County Corridor Board to ask if there is an alignment preference. These preferences will be presented to the Project Development Team (PDT), which is comprised of staff members from Caltrans, StanCOG, Cities of Modesto, Oakdale and Riverbank, Stanislaus County, and key members of the environmental and engineering consultant team. This team will form a recommendation to present to Caltrans district director.
- Oakdale, Riverbank and Stanislaus County prefer 1B.
- Matt then reviewed the differences and impacts between the alternatives.
- A large majority of the public comments were adamantly opposed to the A alternatives (1A and 2A). By a ratio of 4 to 1, there was support for either the 1B or 2B alternatives.
- He wanted to make a correction to the staff report. When the staff report was written, only the public comments were tallied and 1B was preferred. After all the comments were gathered from other sources, (emails and letters to Caltrans, and the hotline emails), 2B was slightly favored. Updated counts that supported the various alignments are: 1A 17, 2A 11, 1B 41, and 2B 46.
- He summarized the reasons why Oakdale and Riverbank preferred 1B.
- Conagra's business in Oakdale is a concern, and we will work closely with them.
- *Richard O'Brien* hopes there will be no delay in formatting the Final EIR, and also mentioned the increase in cost of 1B.
- *Robert Cuillerier* from Oakdale said he could not hear. We turned up the volume on the speakers to accommodate.
- *Eric Souza*, attorney representing John Brichetto, says his client objects to 1A and 1B for a variety of reasons, which includes the most impacts to his client's land and poses most significant risk to Conagra's operations. He prefers 2A or 2B.
- *Jeff Shultz* from Conagra Foods prefers 2B as it will be least disruptive to their waste water discharge system.
- *Larry Nile* stated that the 1B alternative has the least amount of impact to people. He also said there is long term savings in fuel costs as it is shorter than 2B. He prefers 1B as it will preserve agriculture.
- *Bryan Whitemyer* from City of Oakdale says 1B provides the greatest benefit for the citizens of Oakdale. It will cost less in the future and will provide better connections. He is confident that working together, the waste water issues will be resolved and will be even better. He also thanked the City of Riverbank for also supporting 1B.
- *John Brichetto* said this project has caused splits in the community. Conagra is a significant property taxpayer. Agriculture is the leading industry in the County.

The economy is centered around agriculture. After all the studies, we're still not sure how much land will be affected. You need to save Conagra and 1,000 jobs.

- *Terry Withrow* said we started this process several years ago with 18 alternatives. Agriculture is important to our local economy. The alternative with the least amount of impacts should be selected. *Matt Machado* said we have approximately ten months before Caltrans will make a final decision to work out engineering details with Conagra. He would like six months to meet with Conagra to make a plan and to return to the Board with the plan.
- *Richard O'Brien* said 2A will destroy agriculture with development. Wants to know what the issue is and the solution for the future.
- *Pat Paul* expressed her thanks for protecting Oakdale.
- The motion was passed to support 1B as the preferred North County Corridor route with the condition that in six months the Board is presented with the engineering plan to work with Conagra, and Conagra signs off on the plan. *On motion of Richard O'Brien / Seconded by Pat Paul. All in favor - 3/0. Ted Brandvold abstained.*

#### **4. PUBLIC COMMENTS**

- None.

#### **5. AUTHORITY MANAGER'S REPORT**

- *Matt Satow* reviewed funding opportunities such as the federal infrastructure program, which the NCC project fits many of the criteria. We are requesting \$125 million. The application is due tomorrow. He reviewed the federal benefit/cost analysis. Financially, the benefits are significantly more than the cost.
- *Matt* also mentioned the TIGER Grant that was submitted on October 16th. We requested \$25 million.
- *Matt* spoke on SB1 (gas tax). There are some programs that we will compete for next year. Since Measure L was passed, this made us eligible to compete for local partnership program funds. Annually, there is \$200 million available, of which our region is eligible to apply for \$100 million that is formula based due to our population size. The other \$100 million, which we will compete for, is based on the benefit/cost analysis.
- *Matt* also spoke about another opportunity through the California Public Utilities Commission (Section 190 Program). There are three \$5 million grants that are awarded each year.

#### **6. DIRECTORS' REPORTS**

- None.

#### **7. EX-OFFICIOS' REPORTS**

- None.

## **8. ADJOURNMENT**

- Terry Withrow thanked the attendees and for their participation. He adjourned the meeting at 7:03 p.m.

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

BY: KEIMI ESPINOZA, Confidential Assistant IV  
(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 7:03 p.m.

ATTEST:

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



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COUNTERSIGNED BY:

Terrance P. (Terry) Withrow, Chairman of the  
North County Corridor Transportation Authority



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