ITEM: 4b

SUBJECT:

Public Scoping Meetings Summary Report

STAFF RECOMMENDATIONS:

Discussion Item only

FISCAL IMPACT:

There is no fiscal impact associated with this item.

DISCUSSION:

Two public scoping meetings were held by the Department of Transportation (as the lead California Environmental Quality Act agency) regarding the proposed North County Corridor Project. The content of the meetings were identical. The first meeting was held on November 13, 2008 from 6:30 to 8:00 pm at the Salida Regional Library and the second meeting was held on November 20, 2008 from 6:30 to 8:00 pm at the Oakdale Community Center.

The purpose of the meetings was to provide members of the public and other interested parties with opportunities to learn about the project and to provide comments or concerns. These comments or concerns would then become part of the public record and would be considered through the project development stages.

The meetings were held in relation to the specific route adoption phase of the project in which we are considering 2,000-foot wide corridors. As the project is refined, specific alignments will be developed and studied and there will be opportunity for further public comment.

Many of the comments documented in the scoping meetings relate to affects to specific properties. There are concerns regarding agricultural land and the Williamson Act, environmental impacts, social and economic impacts.
Public Scoping Meetings
Summary Report

November 13, 2008
6:30 p.m. – 8:30 p.m.
Salida Regional Library
4835 Sisk Road, Salida, California

and

November 20, 2008
6:30 p.m. – 8:30 p.m.
Oakdale Community Center
110 South 2nd Avenue, Oakdale, California

Prepared by Judith Buethe Communications
General Information about This Document

What’s in this document?
This document is a summary report of the public scoping meeting for the North County Corridor Project in Stanislaus County, California. This document describes what occurred at the meeting for the two projects.

What should you do?
- Please read this summary report.
- If you have any concerns about the summary report or questions about the proposed project, please contact Gail Miller, Senior Environmental Planner, Central Sierra Environmental Analysis Branch, California Department of Transportation, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726, (559) 243-8274, or Gail_Miller@dot.ca.gov.

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Zelie Nogueira, Public and Legislative Affairs Chief, Caltrans District 10, P.O. Box 2048, Stockton, CA 95201, (209) 948-3930, or Zelie_Nogueira@dot.ca.gov. Or, use the California Relay Service TDD line at 1-800-735-2929.
# TABLE OF CONTENTS

Cover Sheet .......................................................... 1  
General Information about This Document .......................... 2  
Table of Contents ..................................................... 3  

**Chapter 1: Introduction** ......................................... 4  
1.1 Two Public Scoping Meetings Were Held ......................... 4  
1.2 Announcement of the Public Meetings ............................ 4  
1.3 Purpose and Goals of the Public Meetings ....................... 5  
1.4 Format of the Public Meetings ................................... 5  
1.5 Summary of Concerns Expressed .................................. 5  

**Chapter 2: Meeting Proceedings** ............................... 7  
2.1 Welcome .......................................................... 7  
2.2 Displays and Exhibits ............................................. 8  
   2.2.1 Station 1: Welcome Board and Sign-in Tables ............... 8  
   2.2.2 Station 2: Project Objectives/Description .................. 8  
   2.2.3 Station 3: Agencies and Funding ............................ 8  
   2.2.4 Station 4: Maps ............................................. 8  
   2.2.5 Station 5: Environmental .................................... 8  
   2.2.6 Station 6: Comment Station .................................. 8  
2.3 Personnel on Hand ............................................... 9  
   2.3.1 Caltrans Staff ................................................. 9  
   2.3.2 Joint Powers Authority Board and Staff .................... 9  
   2.3.3 Joint Powers Technical Advisory Committee ................ 9  
   2.3.4 Consultants ................................................. 9  
2.4 Elected Officials and Other Agencies ............................ 10  

**Chapter 3: Public Input** ........................................ 11  
3.1 Oral Comments Received at Meetings ............................ 11  
3.2 Written Comments Received at Meetings ........................ 11  
3.3 Dictated Comments Received at Meetings ........................ 21  

**Chapter 4: Phone Calls, E-mails and other letters** ............ 22  

**Chapter 5: Outcome of the Public Scoping Meetings** .......... 25  

**APPENDICES**  
Appendix A: Handouts ............................................... 26  
Appendix B: Display and Exhibit Materials ........................... 29  
Appendix C: Notices and Letters ..................................... 33  
Appendix D: Photographs of Meetings ................................ 49  
Appendix E: Public Comments ........................................ 51  
Appendix F: Meeting Sign-in Sheets .................................. 80
Chapter 1: Introduction

1.1 Two Public Scoping Meetings Were Held

The California Department of Transportation (Caltrans), in cooperation with the North County Corridor Transportation Expressway Authority held two public scoping meetings in November 2008. The Authority consists of Caltrans; Stanislaus Council of Governments; the cities of Modesto, Oakdale, and Riverbank; and the County of Stanislaus. The meetings were held at the following dates, times, and places:

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>November 13, 2008</td>
<td>6:30 p.m. – 8:00 p.m.</td>
<td>Salida Regional Library, 4835 Sisk Road, Salida, California</td>
</tr>
<tr>
<td>November 20, 2008</td>
<td>6:30 p.m. – 8:00 p.m.</td>
<td>Oakdale Community Center, 110 South 2nd Avenue, Oakdale, California</td>
</tr>
</tbody>
</table>

The agencies are studying the impacts of a proposed expressway, whose alignment would extend approximately 25 miles from a location on State Route 99 in the vicinity of the Salida community, to a location on State Route 120 approximately 6.25 miles east of the City of Oakdale.

1.2 Announcement of the Public Meetings

The project team planned and implemented the public scoping meetings to conform to the requirements of applicable federal and state laws, including the California Environmental Quality Act (CEQA).

The meeting was publicized through a jumbo postcard invitation in both English and Spanish that was sent by first-class U.S. mail to a mailing list of 2,648 and 240 stakeholders such as local, state, and federal agencies; emergency responders; civic and community groups; chambers of commerce and other business groups; environmental groups; and other potentially interested individuals and organizations. Extra copies of the postcard invitation were also left at the counters of the Community Development Departments of Oakdale and Riverbank.

A personal invitation letter from the District Director of Caltrans District 10 was also sent to federal, state, and local elected officials in Stanislaus County and in southern San Joaquin County.

Public notices were placed in The Modesto Bee on October 18, 2008; in The Oakdale Leader on October 22, 2008; in The Riverbank News on October 22, 2008; and in Bilingual Weekly on November 13 and 20, 2008.

Two news releases were sent to print and broadcast media (mainstream and alternative) that serve the project area. The news releases were sent to the following mainstream and alternative media outlets: Ceres Chamber of Commerce, Citadel Broadcasting, Clear Channel, Hispanic Chamber of South San Joaquin County, Hispanic Chamber of Stanislaus County, Hughson Chronicle, KANM/KBUL,
1.3 Purpose and Goals of the Public Meetings

The purpose of the public meetings was to provide members of the public and other interested parties with opportunities to learn about the project and to provide comments or concerns, which would then become part of the public record and be considered as the project team develops the environmental document. The Scoping Meeting was conducted pursuant to the CEQA Guidelines Section 15083 (Early Public Consultation) to gain input from agencies and interested parties on the range of alternatives and environmental effects to be analyzed in the Program EIR.

1.4 Format of the Public Meetings

Approximately 237 people signed attendance sheets at the two public meetings—121 people at the November 13, 2008, meeting at the Salida Regional Library and 116 people at the November 20, 2008, meeting at the Oakdale Community Center. At the door, members of the Public Outreach staff welcomed attendees, explained the evening’s format, asked attendees to sign in, and handed a comment sheet and program handout to each person. The Public Outreach staff also frequently introduced attendees to members of the project team and answered questions of a general nature. The meetings were conducted as open houses/map showings. This interactive format provided an opportunity for members of the public to personally ask questions of and direct comments to members of the project team. Attendees were encouraged to submit written comments at a public comment station equipped with blank comment sheets and pens, and a professional stenographer was available for persons who wished to provide oral comments. Sixteen maps, signs, and other exhibits with project maps, graphics, and exhibits were placed around the room. The information stations provided information on the project description and objectives, involved agencies and funding, conceptual corridor and interregional maps, a definition of scoping, and environmental considerations. An exhibit also told attendees how they could be involved and continue to be involved in the project. Project team members were available at each station to explain the displays, answer questions, and receive public input. A Spanish-language interpreter was available at the November 13 meeting; two Spanish-language interpreters were available at the November 20 meeting.

1.5 Summary of Concerns Expressed

The overall feedback from attendees about the breadth and depth of the information provided and the accessibility of project team members was positive. Approximately 19 comment sheets were received and approximately 10 people dictated comments to the public stenographer at the November 13, 2008, meeting. At the November 20, 2008, meeting approximately 31 comment sheets were received from approximately 24 people and approximately 6 people dictated comments to the public stenographer.
The dominant concerns and comments expressed at the November 13 meeting were these:

- Impact on business operations.
- Assault on prime farmland
- Congestion
- Use the money for other needs.
- Use existing highways
- Expand to six lanes now.
- Do not use Ladd Road.
- Get it done!
- Noise and pollution
- Not necessary, not needed.
- Need to make a formal presentation
- Need more maps
- Avoid property on Plainview Road
- Use an existing highway
- The planned route is a good one.

The dominant concerns and comments expressed at the November 20 meeting were these:

- Use existing roadways.
- Increased traffic and noise are not compatible with farming.
- Historical sites
- Potentially detrimental to Oakdale’s economy.
- Effect on environment, e.g., endangered species, wells and other water sources, trees, vernal pools, fairy shrimp, California tiger salamanders, white and blue cranes
- M.I.D. needs opportunity to comment.
- Potential loss of property taxes
- Williamson Act issues
- Growth-inducing
- Greenbelt area near Patterson Road and Crane Road
- Is this project being proposed to serve developer interests?
- Our comments will not really be considered; distrust of public servants
- Need for open forum/discussion
- Why not connect to Pelandale?
- Why route up Claribel and then to Patterson?
- Alternative B would be best route.
- Route A (Claribel Road) is best.
- Protected habitat with National Wildlife Foundation.
- Potential decrease in property values
- Effect on Con Agra’s wastewater capacity with options A and B.
- Try a corridor south of Option A.
- Oakdale Bypass proposal disrupted lives and livelihoods. Will this happen again?
- Project is not needed.
Chapter 2: Meeting Proceedings

2.1: Welcome
The information stations at the public scoping meetings were developed according to the items shown below:

Salida Regional Library

Oakdale Community Center
2.2 Displays and Exhibits
The informational display boards and exhibits at the public scoping meeting are explained below. (Reduced copies of the informational display boards and graphics are included in Appendix A.)

Station 1: Welcome Board and Sign-in Tables
A welcome board greeted attendees as they entered the meeting room. Attendees were asked to sign in to maintain an attendance record and to ensure that all interested parties would be added to the project mailing list. [See Appendix F for lists of attendees.] The Public Outreach staff gave each attendee a print program with the sponsor logos--Caltrans, StanCOG, Stanislaus County, City of Riverbank, City of Oakdale, City of Modesto. The print program welcomed the attendees to the public meeting, stating the evening’s agenda, and providing the project background and purpose, project area, and project contact information. [See Appendix A.] The handout encouraged attendees to comment on the project and provided information on how to do so. Comment sheets provided space for comments and/or concerns and asked attendees if they wished to be added to mailing lists for the projects. The Public Outreach staff explained the format of the meeting and encouraged attendees to ask questions of and make comments to the project team members who were present.

Station 2: Project Objectives/Description
Four boards at this station provided general orientation information: (1) a definition of a route adoption, (2) route adoption objective, (3) project description, and (4) State Route adoption process schedule.

Station 3: Agencies and Funding
These four boards provided information on (1) the agencies involved in the project, (2) the members of the North County Corridor Transportation Expressway Authority, its Ex-officio Members, and the Authority Manager, (3) the Technical Advisory Committee, and (4) potential funding sources.

Station 4: Maps
This station provided the exhibits of most interest to the attendees: a conceptual corridor map, and an interregional map to provide context for the conceptual corridor map. A third, larger map provided more detail and context.

Station 5: Environmental
The two boards at this station listed the potential environmental considerations that must be addressed and defined the environmental scoping process.

Station 6: Comment Station
A board at the public comment station explained the importance of each person’s input, the next steps in the scoping phase, and listed ways in which each person could participate. The Public Outreach staff provided comment sheets for members of the public and other interested parties to submit written comments about the project. Written comments were submitted during the open house or could be mailed in later. Nineteen comment sheets from 19 people were received at the November 13, 2008, meeting and 31 comment sheets were received from approximately 24 people at the November 20, 2008, meeting. [See Appendix A.]
A public stenographer was also present to take oral comments from attendees. Ten people dictated comments to the public stenographer at the November 13, 2008, meeting and six people dictated comments at the November 20, 2008, meeting. [See Appendix A.]

Overall, attendees reacted positively to the meeting format, information presented, maps, and displays. A few attendees were disappointed at the lack of a presentation.

2.3: Personnel on Hand

The following personnel set up and conducted the meetings and were available to answer questions from the public. Working at the direction of Caltrans personnel, the persons in charge of the meetings were Kris Balaji, P.E., Project Manager, Jacobs Engineering; Theron Roschen, P.E., Deputy Project Manager, Jacobs Engineering; and Judith Buethe of Judith Buethe Communications, Public Outreach Coordinator.

2.3.1: Caltrans Staff

Kome Ajise, P.E., District Director, District 10
Christina Hibbard, P.E., Project Manager
Gail Miller, Senior Environmental Planner
Zelie Nogueira, Public and Legislative Affairs
Blanca Lujan, Spanish-language Translator
Silvia Dayak, Project Analyst
John Thomas, Associate Environmental Planner
Scott Smith, Associate Environmental Planner
Anton Kismetian, Design Oversight

2.3.2: Joint Powers Authority Board and Staff

Matt Machado, Authority Manager
Laurie Barton, Project Manager

2.3.3: Joint Powers Technical Advisory Committee

Carlos Yamzon, Stanislaus Council of Governments
Jeff Barnes, Traffic Engineer, City of Modesto
Firoz Vohra, Deputy Director, Public Works, City of Modesto
Dave Myers, Acting Public Works Director/City Engineer, City of Oakdale
J. D. Hightower, Community Development Director, City of Riverbank
Susy Loza, Spanish-language Translator, City of Oakdale Public Works

2.3.4: Consultants

Jacobs Engineering
Kris Balaji, P.E., Project Manager
Theron Roschen, P.E., Deputy Project Manager
Trin Campos, Engineering Lead
Mike Davis, Leader, Environmental Manager

Fehr & Peers
Eddie Barrios, P.E.

ICF: Jones & Stokes
Claire Bromund
Maggie Townsley

Judith Buethe Communications
Judith Buethe, Public Outreach Coordinator
Jan Stanley, Deputy Public Outreach Coordinator
Ashley Dolezal, Public Outreach Associate
Loreen Huey, Public Outreach Assistant
Tara Lohman, Public Stenographer

2.4: Elected Officials and Other Agencies
Jeff Grover, Stanislaus County Board of Supervisors
Dick Montieth, Stanislaus County Board of Supervisors
William O’Brien, Stanislaus County Board of Supervisors
Michael Brennan, Oakdale City Council
Vince Harris, Executive Director, Stanislaus Council of Governments
Jeffrey Levers, San Joaquin County Public Works
Chapter 3: Public Input

3.1: Oral Comments Received at the Meeting
Below is a listing of oral comments received by Caltrans and other staff members at the public scoping meetings on November 13, 2008, and November 20, 2008:

3.2: Written Comments Received at the Meetings

Listing of Written Comments Received at the Meetings
Below is a listing of the written comments received at the public scoping meetings and requests for inclusion on the mailing list. Nineteen comment sheets were received at the November 13, 2008, meeting; and 31 comment sheets were received from 24 people at the November 20, 2008, meeting. (Actual copies of all written comments received by the Public Outreach Coordinator are included in Appendix E.)

Comment Cards Received on Wednesday, November 13-14, 2008

Jim Ashby
201 Crawford Road
Modesto, CA 95356
I don’t understand why this new road is needed. There is Kiernan Rd. which is multi-lane. There is Pelandale which is multi-lane. Why not continue this to a location on St. Route 120 east of the City of Oakdale—or another option why not Ladd Rd. A road that is already established and goes to Oakdale already. We don’t need to lose more land. I am not entirely certain this is needed at all. But if so, let’s do it simply.

Doug Basmajian
6060 American Avenue
Modesto, CA 95356
I totally object this corridor which will have a major impact on my business operation for the worse. I’ve spent 30+ years trying to build a future for my children that will be lost. Had I known of this 5 years ago, I wouldn’t of invested 25m in improvements to continue through the 21st century for my family to continue operating. I’m appalled that this prime farmland and rural atmosphere is considered when major improvements on SR 219 is supposed to move traffic (east-west) to handle traffic. I guess we should accept the fact that we will be another congested L.A.

Nichole Basmajian
6036 American Avenue
Modesto, CA 95356
I was looking forward to running a family business on property that has been owned by my family for multiple generations. Taking precious farmland and destroying businesses does not seem beneficial to our community. Put your money into stimulating the economy. We are $11 billion in debt!
Don Beachler
3902 Ladd
Modesto, CA 95356
*I feel it would be more expedient to make a six-lane road now and go straight to Albers and then veer toward Knights Ferry. It would take a lot of expansion at Salida, but it would make more sense.*

Jack Broughton
P.O. Box 569
Salida, CA 95368
8313 Kiernan Rd.
*I am looking forward to the progress on this project.*

Daryl Daniel
3442 Atchison
Riverbank, CA 95367
*Keep Hwy 108 as Hwy 108. Hwy 219 Salida to McHenry to Hwy 120.*

Dale Denlinger
636 Ladd Road
Modesto, CA 95356
*Do not use Ladd Rd.*

Michael A. de Ruosi
2017 San Marco Drive
Modesto, CA 95355
*I believe the plan as shown on 11/13/08 is the best route from McHenry to Oakdale.*

Irene Frohose
3604 Corte Madera Avenue
Modesto, CA 95356-1617
*Please do not put this project near my property on Plainview Rd. This property is my only means of retirement, and I am well past retirement age. I had it sold and then the sale fell through because of a bad decision the City of Modesto made. Now with the economy like it is, sales are hard to come by and then if you add this project to the mix, it makes it almost impossible. Please put it somewhere else—like an already existing highway like Briggsmore or 108.*

Jeffrey Levers
1567 Sophie Lane
Escalon, CA 95320
*More than one layout map next time! Needed a formal presentation to better explain project timing and purpose.*

David Metzger
1691 Ladd Road
Modesto, CA 95356
*I do not think Ladd Rd. is the way to go.*

William Rossi, Jr.
3818 Roberts Road
Ceres, CA 95307
*Use Hwy 219 from Hwy 99 to Oakdale.*
Sue G. Smith
6147 American Avenue
Modesto, CA 95356
The North County Corridor Project from Carver Rd. west to Hwy 99 is not necessary, not wanted by a majority and not needed. It is a left-over piece from the Salida NOW project which the co. supervisors approved and the voters flatly rejected. This segment of the project is a bit of pure pork that will benefit Supervisor Grover and a very few landowners and developers. They want to spend many millions of taxpayer money for their pet project to pave over wonderful farmland for development.

Matthew S. Tablit
5304 Silverstone Circle
Salida, CA 95367
Noise abatement issue @ Murphy’s Ferry Tract. Refer to Agnes Jenkins letter to me 10/12/04 regarding sound study. Please, consider our homes are two story homes. Our noise issue is at 25’ elevation. The new bypass hwy will most likely impact our area. Consider soundwalls and sound-absorbing rubber roads (99).

Helen Wang
4608 Sun Down Pl.
Salida, CA 95367
The NCC alignment should follow Ladd just south of the property along Ladd. The NCC alignment should go south towards Claribel after McHenry. Detailed suggestion, please see the attached map.

Paul Warda
3232 Ladd Road
Modesto, CA 95356
Please stop spending taxpayer dollars needlessly. The north county corridor expressway is not needed. The new Kiernan highway should be able to accommodate projected traffic increases—even if it means developing a non-stop on/off connector ramp at Salida.

Joseph Wyrick
5605 Cypress Creek Way
Salida, CA 95368
The impact on residents should be a number one concern. Residents already deal with road noise from Hwy 99. Adding another “hwy” will pen some houses between two noisy roadways. The new expressway must be soundproof so that surrounding neighbors are not subject to more noise and pollution from auto exhaust.

Comment Cards Received on Wednesday, November 20, 2008

Meghan Absher
14207 Warnerville Rd.
Oakdale, CA 95361
1. Both proposed routes go through land of endangered species.
2. What happened to bypassing Oakdale in the north end through Escalon and the north end of Oakdale? The land has already been bought and this traffic causes the most traffic problems in Oakdale.
3. I commute to the east end of Modesto three days a week for work and I have no traffic complaints. Why build something if it is not needed?
4. This project would encourage growth the further east of Oakdale that it extends to.
Ann Absher  
14207 Warnerville Rd.  
Oakdale, CA 95361  
I have lived at the above address 27 years. I have seen two California Tiger Salamanders on my back patio, the most recent sighting about 7 years ago. There are vernal pools on the property and on the McKeon ranch across the road. One of the routes, red on the map, would bisect my property. It would go through the middle of a field which is part of the property my great-grandfather homesteaded almost 140 years ago. My family has endured great hardship to keep this property whole and solvent. Please don’t destroy this heritage. Your route could be moved to the property section line, to at least not rip through the middle, but follow a property line. However, the further east this project moves, the more environmental problems will occur.

Michael R. Absher  
14207 Warnerville Rd.  
Oakdale, CA 95361  
I have many concerns regarding the proposed routes. These routes appear not to use existing roads and with expanding right-of-ways it looks like completely new roadways which will cut property parcels, making farming and ranching difficult. This project will increase traffic and noise which are not compatible with present farming practices. This, coupled with life style changes, concern me deeply.

Celia Aceves  
Modesto Irrigation District  
P.O. Box 4060  
Modesto, CA 95361  
Please extend my comment period so that MID can provide comments to your project.

Rick Bartkowski  
7260 Crane Road  
Oakdale, CA 95361  
Please make use of Route A (Claribel Road) as much as possible as this is an existing road and disruptions will be less than Route B.

Sandi and Neil Casey  
P.O. Box 1543  
Oakdale, CA 95361  
Residence: 6440 Emery Rd., Oakdale 95361  
I oppose it very strongly. Our ranch has vernal pools and beetles. The property is also in the Williamson Act. Along with my letter.

We are very concerned about this road coming through, and how many families you are going to turn upside down simply because you can, and think that it is a great idea for all. We live at 6440 Emery Road, Oakdale, CA 95361 (we do not receive mail there). This land has been our family for over 100 years my great grandfather grew oats on it, my grandfather grew oats on it, and now my husband is growing oats on a portion of it. It’s the circle of life out there, the oats feed the cows, the cows eat them, and then we the people get milk, and beef from them. We just got done building our house there because it was no nice and quiet with trees all around us, and our cows with us. The other family ranch is right on the HWY and every year we have really bad accidents which then usually result in fires. The ranch burns every year because people are so careless of others and it is a four lane Hwy there. Not to mention all the trash that people leave behind. Our kids were terrified there all the time seeing cars on fire, people all messed up, so we picked 6440 Emery Rd a nice quiet place to be safe from the world. On Parcel #010 20 18.
If this road goes through, I think it would be detrimental to Oakdale’s economy for the tourist that come through our cute little town love to stop at 1 of the 3 grocery stores, or maybe to get that flashlight they forgot to pack at one of the stores in town, or how about all the great food they can eat. I have heard from many people, when I used to do deliveries out of town how Oakdale was there last stop for food ice and whatever caught their eye on the way through. All of these towns should really take in consideration the effects of losing the people that spend the money while in our towns. In today’s economy every little bit helps.

I understand that expansion may be needed, but what I don’t agree with is all the properties and family you will destroy that have worked hard for what they have, and that take great pride in having a pieces of land with honor agriculture worth. These properties in the grand scheme of things all work together to provide people with the foods that we eat every day. Maybe a road is more important than what we eat but I really don’t think so.

On our property you would be probably be taking out one if not two deep wells, almond trees, our oats, and maybe very close to our nice and quiet house that we put there for the peacefulness, and the safety of our children to run and play with all of their friends who live in town and always have to worry about cars. We are very aware of the vernal pools and the fairy shrimp that live there also. I know we are just one family but really if this goes through it will affect many that don’t even have a clue. If you are going to go down Claribel Road why don’t you take it out straight and instead of where it turns to the right and the horseshoes around to the left, make it straight by going across the eliminate the horseshoe and connect it into willms road and then into a four lane highway that is already in place. This would still be going across the property but not by our house at the back door at least, and it wouldn’t take out any of our wells. Really any way you go, it’s going to be bad for someone on a very personal level and in the long run it will take away from our people’s food source of grown locally right here in the valley. Also the families that built houses, and pay property taxes on those houses that they worked hard for shouldn’t have them taken away for a bypass to be able to get to the hills like Yosemite, where they don’t really want you driving anyway. By trying to make it so only tour buses can go in. Plus how many property taxes will it take away from the county that is already losing houses to foreclosures.

Sincerely, The Family, Neil, Sandi, Breanna, Paige, Alan, Jaylynn Casey

Carla J. Cottrell
7535 Patterson Road
Oakdale, CA 95361

What would be the reason to route up Claribel and then to Patterson? Why would you spend this vast amount of money on a new freeway (corridor) when you have never improved 120 or 108. Why not connect to Pelandale which is already being made 4 lanes?

Carla J. Cottrell
7535 Patterson Road
Oakdale, CA 95361

1. This type of meeting does not allow for public forum and real discussion. Therefore, I assume you are not really interested in my opinions or the other opinions of the taxpayers that keep on paying (of which I am one). I am in distress at the lack of care for public discussion. The meeting is a ploy to pretend that you are concerned for public opinion!

2. There is a green belt that runs through the area on Patterson Rd., between Crane and Kauffman. 10 yrs ago we were told by the City planner that a major roadway would not be able to be placed through or near the “green belt.”
Carla J. Cottrell
7535 Patterson Road
Oakdale, CA 95361

The land on Patterson Rd. from Crane to Kauffman is in the “Williamson Act” which sets aside land for agricultural purposes. Freeways are not agricultural. People such as myself move to the county to be in the country. I DO NOT want a freeway by my home!

Carla J. Cottrell
7535 Patterson Road
Oakdale, CA 95361

There is a nesting ground for white and blue cranes on Patterson Road pasture land. The noise from the traffic coming down that road will be disruptive to anyone or thing living there. I do believe there are many considerations other than the money from the “Oakdale ByPass” to consider!

Carla J. Cottrell
7535 Patterson Road
Oakdale, CA 95361

From the beginning of this current “scoping” I believe that our comment are not really to be considered. The web site had no information. The meetings were not open forum for public discussion. Another reason people have come to distrust those in public service!

Carla J. Cottrell
7535 Patterson Road
Oakdale, CA 95361

Will anyone read them? (comments)

If you are using money from the “defunct Oakdale Bypass” fund, do you really think people coming from the Bay Area will go down 99 to Salida rather than using 120? I think not.

Gary W. Cottrell
7535 Patterson Road
Oakdale, CA 95361

1. According to proposed 2000’ roadway, it would devalue property on Patterson Rd. substantially.
2. Property on Patterson Rd. (PGA Packing Colony) is under “Williamson Act” and was never taken out of “Williamson Act” when property was developed. This must be addressed!?
3. A “green belt” exists between Bentley Rd. and Kaufman Road which has to be considered.
4. A very viable “corridor” would be to hook up with current Pelandale expansion to Oakdale Rd. and continue west through orchards.
5. Rare cranes (birds) present all throughout Patterson Rd. between Bentley and Kaufman Rd.
Darlene Cross  
P.O. Box 2217  
Oakdale, CA 95361  

Hodgdon Enterprises has two parcels that are designated to be a part of one of your proposed routes to join Highway 108 with Highway 120. Partners in this Enterprise are Darlene Cross, P.O. Box 2217, Oakdale, CA 95361; Beverly Hoe, 11155 Hwy 108, Jamestown, CA 95327; Sandi Casey, P.O. Box 1542, Oakdale, CA; and Bonnie Witzke, 11135 Hwy 108, Jamestown, CA 95327. The parcel numbers are 010 20 18 and 015 02 02 000. This ranch has been in the same family for over 100 years. We are descendants of a pioneer family and believe that our land should not be taken from us. This is land that our forefathers worked to attain and keep for the family. It seems unfair that any government body can just come in and take our heritage away.

At the present time we have a 25-year lease with Lent Burden Farms to put almonds and or grapes on the property where they are able to do so. This farming endeavor has two agricultural wells that appear to be in the path of the southern proposed route. The entire area is not able to be planted because of vernal pools that have been designated by the County of Stanislaus. In these vernal pools are the fairy shrimp and possibly tadpole shrimp. There is also an owl and a hawk that lives between the northern part of our parcels and the neighboring ranch to the north. My daughter and son-in-law Sandi and Neil Casey recently put a home on the north side of the ranch. Neil plants a 21 acre part of the northeast part of the property in grain—a tradition since my grandfather was alive—to help with income and the cattle he runs on the part of the property that cannot be planted because of the vernal pools. My husband and I also plan on building on the property sometime in the near future as well.

I think it would be more prudent to use an existing road and just widen it. The point where the roads are going to converge is a very precarious one because of the narrow part at what the locals call Lover’s Leap. Maybe a more southern junction would be easier and use Claribel Road or Warnerville Road as a road to the east instead of going through what seems to be the middle of so many properties. You could possible hook up with Willms Road to the east and go on into the existing 4-lane road starting just before the Tuolumne County line.

Hoping you come up with a different solution to this than you have.

Steven Dickson  
10537 Alvarado  
Oakdale, CA 95361  
Both routes have the bypass dumping into Hwy 120 before “Lovers Leap.” This makes no sense! It’s a two-lane highway at that point. It would make a lot more sense to take the bypass all the way out Claribel and have it dump in after Knights Ferry where Hwy 120/108 is four lanes. This is a longer route, but it would pay for itself in less accidents. Besides, there is nothing but pasture land out at the end of Claribel and over to Hwy 108/120.

Bonnie and William Fogarty  
265 California Avenue  
Oakdale, CA 95361  
Dear Gail Miller/Caltrans:  
We have several concerns about the proposed North County Corridor Project. We are residents of Oakdale and have property on Warnerville Road east of Oakdale in Stanislaus
County. One of the proposed routes bisects this property. This land has been in our family for over 125 years and is a vital part of our beef cattle operation.

This notwithstanding, we question why this project, which will supposedly benefit the cities of Modesto, Riverbank, and Oakdale, runs nowhere near these cities. They will reap the benefits, while the project will disturb and destroy rural and agricultural operations. Why couldn’t the path of the corridor run through the “sphere of influence” of the respective cities, seeing these areas are already destined for development (an example of this would be HWY 120 – Manteca Bypass)?

Caltrans will be building this project and it appears that when they construct such bypasses, they take over huge swathes of land, much more than is actually needed. This practice takes valuable land out of use/production.

After studying the proposed routes of this project, the routes go directly through the middle of many agricultural parcels. These routes will “plow” through dairies, farms, and ranches. Who drew these routes? It appears there was no thought given to the effects this project will have on individual landowners and their livelihoods! Many of these parcels are not small; they make up the backbone for many families’ businesses. With a highway running through your business, how do you get your cattle, horses, equipment, etc. from one part of your operation to another?

The eastern end of the North County Corridor will go through land previously inaccessible. We believe this highway will encourage growth in eastern Stanislaus County, growth not needed. Availability of water is sporadic in the area, and the area is also zoned exclusively agricultural.

Thank you for your attention to our initial concerns about this project.

Vincent Jamison
228 Maple Avenue
Ripon, CA 95366
Please add my name to the North County Corridor Project mailing list.

Julie and David Lyon
10355 Workman Rd.
Oakdale, CA 95361
Please add my name to the North County Corridor Project mailing list.

Dan Medina
1098 Rapunzel Ct.
Oakdale, CA 95361
I strongly oppose the latest two bypass proposals (North County Corridor A & B) for several reasons. First and foremost, it appears to run directly through our property (ranch) on Warnerville Rd. I detest this! Secondly, I see this bypass route more as an aide to the County and specifically Modesto to enlarge its growth and cause more growth and development. The last thing this County and Oakdale or Modesto needs is more growth. We are turning into the Los Angeles of the San Joaquin Valley. People and politicians need to say no to growth and stand behind it. Escalon is a great example of a community retaining its charm through a building moratorium. Why can’t we please do this here in Oakdale and the Stanislaus County. Lastly, to approve this bypass is no more than lip service (or a slap in the face) to concerned citizens whose property lies within its way.
Beverly J. Noe, Partner  
Hodgdon Enterprises, LP  
11155 Highway 108  
Jamestown, CA 95361  
(209) 988-8417  
To Whom It May Concern:  
As a partner with Hodgdon Enterprises, LP, I am voicing my concerns of the planned bypass occurring along Kiernan Road and Claribel Road connecting into Highway 108/120 west of Knights Ferry in Stanislaus County. In reviewing your plans I noticed that one of the options diagonally crosses our property (A.P.N.: 010-020-018 and 015-002-002 totaling 880 acres) located between Claribel and Warnerville Roads, near Emery Road. This property has been in our family for approximately 100 years and has been recently leased to Lent Burden Farms for the purpose of almond trees. Approximately 500+/acre have been planted in almond trees with an estimated 295 acres designated by the State of California, Environmentalist Study, as having Vernal Pools and fairy shrimp. It is my understanding due to the Endangered and Protected Species Act development of this particularly portion of the property is not permitted by the State of California. The portion of the property that this affects lies in the middle of the 755-acre parcel north of Claribel Road and some of the 125-acre parcel that lies south of Claribel Road. It was further recently discovered, although I can’t positively attest to this, that a Tiger Salamander was seen. In looking at the area map designated for the Tiger Salamander there is an area north of Highway 108/120 so it could be a possibility.  
If at all possible, I would like to see different bypass options that would stay with the existing roadway so that less private property would be affected.  
Thank you in advance for taking other options into consideration Any further communication requested of me may be addressed to the information listed in the letterhead above.  
Sincerely,  
Beverly J. Noe, Partner, Hodgdon Enterprises, LP

Cindy and John Onken  
7583 Patterson Road  
Oakdale, CA 95361  
- We are opposed to the project regardless of either proposed route.  
- Our property is under the Williamson Act.  
- The proposed routing on Patterson Road near Crane Road is a greenbelt area.  
- There are existing major roadways that can be improved and widened to accommodate the limited traffic through this area (Claribel and 120)  
- My tax dollars could be better spent improving the roads we have.

John Onken  
7583 Patterson Road  
Oakdale, CA 95361  
- If the initial 120 Bypass was abandoned due to public outcry, what is the point of moving it to a new location? Politics and $$?  
- Is there really that much anticipated traffic demand? Or is it being created by developer interests?  
- We did not move to the country to be placed next to a freeway.
Pat Rivera
5042 Smith Road
Oakdale, CA 95361

I believe the “B” alternative route would be the best overall route because the route is closer to town and businesses would not be affected. They could easily go to town and connect with the “B” route and continue on to Modesto.

George Santillanes
7601 Patterson Road
Oakdale, CA 95361

The Oakdale bypass disturbed ranchlands, homes, orchards, etc., Caltrans disrupted people’s lives, then cancels project. This proposed project is ill planned as once again you will trample – Williamson Act – agricultural lands. I am opposed to this project.

Debra A. Santillanes
7601 Patterson Road
Oakdale, CA 95361

Not interested in Measure S – again – money – Williamson Act – Green Belt. Not interested in this project. Moved out to the country for a reason. Not to have someone take it away. You have to leave some country property somewhere. Make it a smart move. You already messed up the last project – Escalon-Oakdale Project. We are not interested.

Jeff Schultz
554 South Yosemite Avenue
Oakdale, CA 95361

I work for Con Agra Foods and both option A & B would severely cripple the wastewater capability of the facility. This would take out a huge number of acres now used for irrigation and waste water discharge. This would impact facility production, future facility growth and economic benefits to the city of Oakdale and the county. I would look at a corridor south of option (A), especially in the area of Bentley Road/Claribel/Patterson and Kauffman.

Henry Van De Pol
16996 Sexton
Escalon, CA 95320

Please add my name to the North County Corridor Project mailing list.

Alycia Urban
10424 Workman Road
Oakdale, CA 95361

I think that the amount of traffic that is anticipated is way out of line with what is really needed. It is wrong to make new routes and disturb farmland. Use of existing roads makes better sense. Lots more people will be put out and lose out on property values, serenity and wildlife. What sense does it make to take a road way outside of towns that can benefit from the traffic and money infused into the community? Oakdale and Riverbank (mostly Oakdale) will become a ghost town. They don’t realize how much money comes from having 108/120 in town. Protect our farmland.
Paul Urban  
10424 Workman Road  
Oakdale, CA 95361  
I do understand the need for upgrades, one of the only constants in life is change. I am very concerned about how this project will affect my property, which is located ½ mile north of Claribel and 1-3/4 mile south of Warnerville Road. Our property is registered with the National Wildlife Foundation; we provide habitat to the native and migrating birds, mammals and we promote native plants. Our state does not need large roadways which will increase smog, noise, unreasonable use of “our” tax moneys for accident victims. The other constant is death.

E. E. Waggoner  
1600 Irvin Court  
Oakdale, CA 95361  
I hope this is not the beginning of a 50-year project as was the northern bypass fiasco. My hope is that you stay close to Claribel Rd. I should say on Claribel until you reach a point where you have to turn northeast to find Lover’s Leap. Use Red Corridor as indicated on the map supplies. The blue line starting from 99 Hwy has to be moved to the south.

3.3: Dictated Comments Received at Public Meetings

Dictated Comments Received on Wednesday, November 13, 2008, and Wednesday, November 20, 2008, appear in Appendix E.
Chapter 4: Phone Calls, Emails, and Letters

August 4, 2008

Kent Rossi (e-mail to Stancog.org)
2000 Candlewood Place
Riverbank, CA 95367
(209) 869-3822
@charter.net

Can you tell me the streets involved in the northern corridor from Riverbank to Hiway 99?
Thank you.
P.S. I’m behind the tax NOW, was not on the last go-around. We need it and will vote yes because of the Citizen’s oversight committee.

Judith Buethe called Mr. Rossi to determine that we have the correct person and phone number. After Mr. Rossi sent the e-mail to StanCOG, he has since talked with Cris Crisafi. Mr. Rossi was concerned that the corridor would include Patterson, which would be too crowded. He said Mr. Crisafi told him that the route would use Kiernan. He also asked if the consultant team was working on the half-cent sales tax measure. Judith explained the relationship of the Jacobs consultant team to the JPA and the team’s purpose and said that Kris Balaji would be calling Mr. Rossi. She also mentioned that two public meetings will be held within the next 90 days or so and that he would receive an invitation to those.

August 7, 2008

Miriah Caldwell (e-mail)
Real Estate Administrative Assistant
Opus West Corporation
180 Promenade Circle, Suite 115
Sacramento, CA 95834
P-916-928-7529; F-916-928-7512
Miriah.Caldwell@opuswest.com

Addressed to:
Scott Philips, Associate Planner
Stanislaus Council of Governments
900 H Street, Suite D, Modesto, CA 95354

Scott,

My company is doing some research on a potential site in Modesto and I am inquiring about the new North County Corridor that is supposed to go in. Brad Wall from the city of Modesto sent me over the map of the new Corridor and it has the 5 different phases on the map. I am wondering what the timelines are for the different phases if there is a timeline yet. I believe our site would be closer to phase 4 or 5. If you would be able to give me any information that would be great or if you would able to forward me onto whoever might be able to help me.

Thanks.
Miriah Caldwell
Real Estate Administrative Assistant
October 9, 2008

Ronald Roaks (e-mail)
Prudential Commercial Real Estate
1101 Sylvan Ave., Suite A25
Modesto, CA 95350
209-758-3147; 209-521-4289 (fax)
modesto-commercial.com

Carlos,
Dave Tanner and I have listed a property for sale at the corner of Coffee Road and Vella Way. As you might imagine, the alignment of the North County Corridor impacts the potential uses of the property.

You sent Dave a map on July 9 depicting Corridor A and Corridor B with various permutations of Corridor B. The title on the map is "North County Corridor - Alternatives" and is not dated. A couple of the routes depicted on that map would directly impact the parcel at the Coffee/Vella intersection.

We have downloaded the Preliminary Design Report dated April 2008 from the STANCOG web site, and that report shows two possible routes as the NCC crosses Coffee Road, both run to the north of Claribel Road.

If it is possible, could you give us sense of whether the two routes shown in the Preliminary Design Report are the most likely ones or are we still looking at the possibility of the route going through the Coffee/Vella property?

We know that nothing is cast in concrete at this time, but any sense of direction you could give us would be greatly appreciated.

Thank you.

Carlos Yamzon
Senior Planner

The North County Corridor Joint Powers Authority (JPA) has taken over project development responsibilities and has hired a consultant to begin the environmental work. I don't want to just "pass the buck" and refer you to staff or the consultant, so I will have someone from the JPA get back directly to you on your question.

Regards,

Carlos P. Yamzon
Senior Planner
From: Balaji, Kris [mailto:Kris.Balaji@jacobs.com]
Sent: Thursday, October 09, 2008 9:30 AM
To: bartonl@co.stanislaus.ca.us; cyamzon@StanCOG.org
Cc: Judith@buethecommunications.com; Roschen, Theron
Subject: Fw: Meeting with Prudential - NCC

Fyi. This is the email I mentioned in my last email to you.

----- Original Message ----- 
From: Balaji, Kris
To: 'machadom@co.stanislaus.ca.us' <machadom@co.stanislaus.ca.us>; 'bartonl@co.stanislaus.ca.us' <bartonl@co.stanislaus.ca.us>
Cc: Roschen, Theron
Sent: Mon Jul 14 17:35:14 2008
Subject: Meeting with Prudential - NCC

Matt & Laurie,
My meeting with Dave Tanner 209 758 3108 & Ron Roaks 209 758 3147 of Prudential Realty on 1101 Sylvan was pretty uneventful (I hope). Basically, their clients own a 24.7 acre parcel south of Claribel and East of Coffee, and North of abandoned Vella way (shown as Martz #2 on the parcel map). They want to sell the property but saw the road alignment drawn over their property and got concerned.

I told them that it would be at least another four years before any RW acquisition may begin on this project, explained the env process and the alternative selection process. They were relieved to hear that RW acq is not happening right now. I also explained to them that the lines shown on the PDR and the feasibility are just an approximation, and they will be refined during env and further refined during design.

-Kris

October 10, 2008

I called him and left a msg letting him know that the things haven't changed much since I talked to him in July. Also let him know that there will be public meetings coming up in November, and he will be receiving a mail notification about the meeting. I left Judith's number (in addition to mine) to contact if he had further questions.

Kris Balaji, PE, PMP
October 28, 2008
Sandy K. Hopp, Field Representative (e-mail)
Supervisor Jeff Grover, Dist. 3
Stanislaus County Board of Supervisors
1010 10th Street, Suite 6500
Modesto, CA 95354
(209) 525-647

Gail,

I'm going to be giving a brief report tonight at the Salida Municipal Advisory Council (MAC) meeting and thought I'd mention the scoping meeting scheduled for Nov 13 at the Salida Library.

We received a postcard/announcement in the mail (each County Supervisor received one), and I'm wondering who else is on the mailing list? Will "regular citizens" be notified through the mail or by newspaper ads, etc?
Or...

Thank you,
Sandy

-----Original Message-----
From: Gail Miller [mailto:gail_miller@dot.ca.gov]
Sent: Tuesday, October 28, 2008 8:14 PM
To: Sandy Hopp
Cc: judith@buethecommunications.com; Christina Hibbard; Scott Smith
Subject: Re: North County Corridor

Hi Sandy, sorry I was not able to respond to your inquiry before your meeting tonight. I was out of the office all day. First, thank you for mentioning the scoping meeting at the MAC meeting. To answer your questions, our public participation coordinator besides sending notices to elected officials also placed public notices in the Modesto Bee on October 18th and in The Oakdale Leader and The Riverbank News on October 22. Notices were not sent to citizens it is too early in the process to have that kind of specifics. We will be studying an approximately 1000 foot wide corridor and eventually proposing several
alignments within that corridor at the end of the environmental process.

October 30, 2008

Sandy, I heard from my public participation coordinator today and she said we also sent notices to owners of 2,648 properties (which I was not aware of), and 223 notices to stakeholders--elected officials, community groups, libraries, etc. As I also stated, we had ads in the three newspapers and in the next issue of the Bilingual Weekly, to be distributed in Modesto, Oakdale, and Riverbank.

Thanks,
Gail Miller, Branch Chief
District 6 - Central Valley Environmental Management
2015 E. Shields Ave., Suite 100
Fresno, CA 93710
(559) 243-8274 Office
(559) 243-8215 Fax

November 6, 2008
Kenneth K. Bittner
5618 Coffee Road
Modesto, CA.
Ken@diversifiedprinters.com

Gail:
As a property owner in the area just north of Modesto, I have a question regarding the exact path of the proposed 4 to 8 lane roadway that is proposed for this area. I looked at the map on the web-site but it’s not clear enough to make an accurate determination. Are any maps available that would show the location more clearly? If not, can you tell me where the roadway would actually cross over Coffee Road? Does the proposed road cross over Coffee Rd. to the North or South side of Crawford Rd? Has the final route even been determined at this point?

Kenneth K. Bittner
Property Owner at: 5618 Coffee Road, Modesto, CA.

Hi Ken, unfortunately it is too early in the process to know any specifics.
The only maps we have right now are what you saw on the website. I would like to suggest that you attend one of our two public scoping meetings.
Here is the information for the meetings:

Thursday, November 13, 2008, 6:30 p.m. – 8:00 p.m., at the Salida Regional Library, 4835 Sisk Road, Salida Thursday, November 20, 2008, 6:30 p.m. – 8:00 p.m., at the Oakdale Community Center, 110 South Second Avenue, Oakdale
There will be representatives from Caltrans, Stanislaus Council of Governments, Stanislaus County, and the Cities of Modesto, Oakdale, and Riverbank, along with other specialists in engineering, environmental studies, and right-of-way, to discuss your individual concerns and answer questions.

Gail Miller, Branch Chief  
District 6 - Central Valley Environmental Management  
2015 E. Shields Ave., Suite 100  
Fresno, CA 93710  
(559) 243-8274 Office  
(559) 243-8215 Fax

November 6, 2008  
Carla Cottrell  
cjcottrell@earthlink.net  
To Whom It May Concern:  
In trying to find a map or information about the proposed "North County Corridor" in Stanislaus County I find no information! Your project flier that came through the mail gave two web addresses to find information—one of which is under construction and the other of which seems to have no mention of said corridor and refers me back to the original web address .dot.ca.gov/dist10. If I am to make an intelligent assessment of the project and speak to its concerns I must have the information that you have. I would like a detailed map of the proposed routes and alternative routes ASAP. As a taxpayer and individual property owner that may be affected by this project, actual information about the project on the web sites listed on the flyer including proposed routes and accurate maps must be made available immediately.  
Carla Cottrell  
cjcottrell@earthlink.net

Carla, thank you for your interest in our project. We are currently working on setting up our website (://dot.ca.gov/dist10/), We are hoping to have the website up and running in the next few weeks. The only mapping we have is preliminary it is to early in the process to have any specifics. I would like to suggest that you attend one of our two public scoping meetings. I would also like to point out the purpose of this project is to study a 1000-2000 foot-wide corridor to ultimately determine where a future alignment might be designed. This project will not result in the displacement of anyone. Here is the pertinent information for the meetings:

Thursday, November 13, 2008, 6:30 p.m. – 8:00 p.m., at the Salida Regional Library, 4835 Sisk Road, Salida  
Thursday, November 20, 2008, 6:30 p.m. – 8:00 p.m., at the Oakdale Community Center, 110 South Second Avenue, Oakdale

There will be representatives from Caltrans, Stanislaus Council of Governments, Stanislaus County, and the Cities of Modesto, Oakdale, and Riverbank, along with other specialists in engineering, and environmental to discuss your individual concerns and answer questions.

Gail Miller, Branch Chief
November 12, 2008
Dave Tanner (call to Christina Hibbard)
Prudential

-----Original Message-----
From: Christina Hibbard [christina_hibbard@dot.ca.gov]
Sent: Wednesday, November 12, 2008 8:22 AM
To: Judith Buethe
Subject: Modesto Bee Time Incorrect for NCC Public Meeting

Hi Judith I just got a call from a realtor representing a landowner and he stated that the Modesto Bee article of this morning stated the meeting starts at 8 pm.

Christina Hibbard, MA, PMP
Senior Project Manager

November 12, 2008
Holly Moore (call to Catey Campora)
7971 Gilbert Road
Oakdale, CA 95361-2240
(209) 985-2419
From: Catey Campora [mailto:catey_campora@dot.ca.gov]
Sent: Wednesday, November 12, 2008 1:56 PM
To: judith@buethecommunications.com
Cc: Christina Hibbard
Subject: Public Contact for the NCC database

Hi Judith,
I spoke with a lady this afternoon that would like to be added to the North County Corridor mailing list/database. She had specific questions on where the actual route would be as she owns property in the area. I advised them that we weren't quite there yet. Should I also collect email addresses from callers?
Please add:
Holly Moore
7971 Gilbert Road
Oakdale, CA 95361-2240

Thanks Judith,
Catey
Catey Campora  
Project Analyst, PPM/PMSU  
Department of Transportation  
Stockton, CA 95201

(209)942-6023 voice  
(209)948-7666 fax

November 13, 2008  
Steve Gifford (e-mail)  
Midstate Barrier, Inc.  
Phone # 209-944-9565 Ext. 210; Fax # 209-944-9569  
SGifford@hwysfty.com>  
I see the public meeting article in Tuesday's "Modesto Bee". Is there a website simply to look at the map of the proposed route?  
Stephen V. Gifford  
Estimator

Steve, thanks for contacting me. Our website should be up and running either Friday or by the first of next week. Here is the website address. Once there, check under Highlights for a listing of projects you should find the North County Corridor.://dot.ca.gov/dist10

Gail Miller, Branch Chief  
District 6 - Central Valley Environmental Management  
2015 E. Shields Ave., Suite 100  
Fresno, CA 93710  
(559) 243-8274 Office  
(559) 243-8215 Fax

November 14, 2008  
Jim Ashby (comment card)  
201 Crawford Road  
Modesto, CA 95356

I don’t understand why this new road is needed. There is Kiernan Rd. which is multi-lane. There is Pelandale, which is multi-lane. Why not continue this to a location on St Route 120 east of the City of Oakdale—or another option, why not Ladd Rd. – a road that is already established and goes to Oakdale already. We don’t need to lose more land. I am not entirely certain this is needed at all. But if so, let’s do it simply.
Hi Craig, thanks for contacting me. In response to your phone message about getting a copy of the Fact Sheet for the North County Corridor project I am going to direct you to our website. Once there scroll down and look for Highlights then click on the link for North County Corridor Connector Route Adoption - New. You will find the Fact Sheet information and information about the upcoming meeting in Oakdale. Hope this will help and let me know if you have any other questions.

Craig Macho (call to Gail Miller)
@oakdaleleader.com

November 18, 2008
Moses Stites (letter)
Rail Corridor Safety Specialist
Consumer Protection and Safety Division
Rail Transit and Crossings Branch
Public Utilities Commission
515 L Street, Suite 1119
Sacramento, CA 95814
Letter from Mr. Stites in response to the Notice of Preparation, Draft Environmental Impact Report, North County Corridor Route Alteration, SCH #2008102069.

November 19, 2008
Ann Absher (e-mail)
murphydog@clearwire.net
In 1870, Jeremiah Fogarty homesteaded on Warnerville Rd., Oakdale. He married, had 5 children and died while working the northern part of the ranch. His 12 year old son, William H. Fogarty quit school to help his widowed mother work the ranch and keep it solvent. Later, when neighbors places came up for sale, he bought them, resulting to today's ranch. After his son, William J. Fogarty came back from WW II , William J., my dad, entered the cattle business and developed the clover on the western end of the ranch. My brother, sister and I now own that part which one of your routes will bisect. Doing so would cause major disruption by necessitating an additional well, corrals, and interrupting rotational grazing patterns and reducing the size of the clover ranch. Clover ranches are becoming more scarce as almond farmers develop orchards on clover ground. We are able to run our cattle on just one summer clover ranch. Bisecting it would force us to try to find additional land and disrupt the efficiency of having the cattle in one place, thus increasing costs. Besides the economic hardships this would cause, the emotional
loss of the operation would be the worst. Five generations of the Fogarty family have been involved with this ranch with much hardship and love of the land invested. Please, don't destroy this family heritage! Additionally, environmentally speaking, the further from town this roadway is located, the more environmental obstacles it will encounter. These foothills are known to house vernal pools and California tiger salamanders, further complicating the process and increasing costs. There are landowners closer to town who welcome development. Please don't put development where it is unwelcome and environmentally dangerous. Sincerely, Ann Absher

Ann, thank you so much for sharing your story with us. Your correspondence will be noted in the public record and your comments will be considered as we develop our environmental document. I would like to encourage you to attend our upcoming public meeting. Maps and other information about the North County Corridor Project will be available for viewing. Specialists in engineering, and environmental studies will be at the meeting to discuss concerns and answer questions.

Thursday, November 20, 2008
6:30 p.m. – 8:00 p.m.
Oakdale Community Center
110 South Second Avenue, Oakdale, CA

Thanks again,
Gail Miller, Branch Chief
District 6 - Central Valley Environmental Management
2015 E. Shields Ave., Suite 100
Fresno, CA 93710
(559) 243-8274 Office
(559) 243-8215 Fax

November 19, 2008
Pantaleo Farms (e-mail)
C/O Jeff Martin
1042 Country Club Drive Suite 2C
Moraga CA 94556
jmarti3648@aol.com
Please put me on the mailing list for the project. My address is: Pantaleo Farms
C/O Jeff Martin, 1042 Country Club Drive Suite 2C, Moraga CA 94556
Please also advise how I can review a copy of the Project Development Report. Thanks.
Jeff Martin

Thanks for contacting me. I have provided our public outreach coordinator with your contact information and she will make sure you receive all information as it develops. I am looking into
getting a copy of the report you referenced. We have a website that has some information on it but not the Project Design Report for the project.

://dot.ca.gov/dist10/environmental/projects/northcounty/index.html

Thanks again,
Gail Miller, Branch Chief
District 6 - Central Valley Environmental Management
2015 E. Shields Ave., Suite 100
Fresno, CA 93710
(559) 243-8274 Office
(559) 243-8215 Fax

November 19, 2008
Gary Darpinian
K. Darpinian & Sons, Inc.
5913 Coffee Rd.
Modesto CA 95357
E-mail: @gmail.com
Dear Gail Miller,
Attached please find our comment for the public record concerning the North County Corridor Project. Any correspondence can be sent to this e-mail address or contact us by phone at (209) 524-442.
Thank You
Gary Darpinian
President, K. Darpinian & Sons, Inc.
(See attached file: North Corridor Comment Letter-K.Darpinian.doc)

Re: North County Corridor Stanislaus County Connector Project

My name is Gary Darpinian. I am president of K. Darpinian & Sons, Inc., a family farming corporation which owns multiple properties in the North County Corridor Stanislaus County Connector Project study area. This letter will serve as our initial comment regarding the aforementioned project and we ask that it be made part of the record.

First, before commenting on the specifics of the project, I wish to register my objection to the manner in which this process is being handled. The public scoping meeting held in Salida on November 13th failed to give any meaningful information to the affected property owners. There really was no “meeting”, only a series of glossy poster boards on easels which gave only a superficial and general description of project timelines and government officials and agencies involved. Clearly the “meeting” was designed only to fill some sort of bureaucratic requirement that public comment be gathered. The problem is that the public was not given enough specific information about the project to be able to formulate meaningful comment on how the project would affect them or to enable them to offer alternative concepts to the one the California Department of Transportation is putting forward.
Furthermore, the Stanislaus County Council of Governments has been working for several years on this project and has a very detailed feasibility study with multiple alternative routes for this corridor. Each alternative route is detailed in this document with cost estimates and timelines for completion. This process by StanCOG has proceeded with virtually no public notice or input into the process but nevertheless, the feasibility study for these alternatives exists. When I asked various Caltrans representatives at the Public Scoping meeting why these alternatives were not on display that evening I was told that, “Oh no, this process is very preliminary” and, “no specific alternatives have been selected for consideration.” I was also told that Caltrans had instructed StanCOG to take the feasibility study off their website. It appears that Caltrans was less than honest with those attending the Salida meeting. Even though it is clear that a lot of behind the scenes discussions had already taken place and that significant funds had already been expended to develop possible routes for the new expressway, the public was not so advised. Instead the public was asked to comment on some vague conceptual corridor project about which they had no specific information. Oddly enough, even though there were no project specifics available that night there were specific deadlines: e.g. December 1, 2008 as the deadline for public comment and July 2008 for the completion of an environmental impact report on the project. How is it possible to complete an environmental impact report on a project that is not defined? This type of disingenuous behavior on the part of the California Department of Transportation will not serve it well as it tries to garner public support for this project. It appears to us that Caltrans is partnering with local government officials in an attempt to push this project into an area that is outside their current sphere of influence in order to preserve the integrity of their tax base. This continues a historical pattern of irresponsible planning and a failure to make development of new areas carry the burden of the impacts such growth has on the community at large.

Having registered the above complaint, I will nevertheless try to outline our thoughts regarding a North Corridor Expressway. There can be no doubt that the county does need an efficient facility to move people from east to west in Stanislaus County. The question is, how is this best accomplished? Our position is that the expressway should use existing traffic corridors where possible and should utilize land already designated as being within the existing spheres of influence of neighboring cities. For example, in the case of Modesto, there is abundant land available south of the Kiernan/Claribel corridor to construct just such an expressway. This land is already designated for development so that any need for additional surface streets to provide access for existing land owners can easily be provided as development progresses. In fact, this will probably result in reduced project costs as land owners and developers wanting to improve their land will be willing to donate land for road and utility right of ways. In contrast, the alternative routes suggested in the StanCOG feasibility study or the “conceptual corridor” poster presented at the Public Scoping meeting would result in huge displacement of property owners in a relatively pristine area of the county. This area is almost entirely agricultural land with a large number of smaller ranchette parcels. Placing a meandering 8 lane expressway through this area will completely disrupt farming activity in the area. Furthermore, Kiernan Avenue is already undergoing a major upgrade which, upon completion, will result in a 6 to 8 lane thoroughfare. Caltrans has already acquired extensive rights of way for this project which could easily be used for expressway construction. Why not use this corridor to solve the problem of how to move people east and west through the county? We feel that the 219/Highway 99 interchange in Salida is a more logical starting point for a North Corridor Expressway project.
It would reduce the number of miles of new roadway needed for the project and provide a straight path eastward through the county. Since Caltrans has already acquired a wide right of way east of the Sisk Rd/Kiernan Ave intersection there would be a minimal amount of disruption necessary to complete the connection west to Highway 99.

We suggest that if the Hammet Rd/Highway 99 Interchange is seen as the only practical starting point for an expressway then the best route would be to immediately transition over to the Kiernan/Claribel corridor possibly utilizing the Stoddard Rd. or Dale Rd. corridors. This area has also been designated by Stanislaus County as a future area for growth so why not use it to help support the consequences of that growth.

The suggestions made above make even more sense as the project moves east along Claribel Rd. The expansion of the Riverbank city limits out to Claribel Rd. make the Claribel Rd. corridor the only logical route. The expressway would create a natural border between the communities between Riverbank and Modesto. Riverbank is currently contemplating an expansion of its sphere of influence further west along the northern edge of the Kiernan/Claribel corridor. There exists plenty of undeveloped land south of Claribel Rd. and within the city of Modesto’s sphere of influence available for such a project. In fact, we believe any objective environmental study will show that the impacts to private property owners would be far less with a route placed south of the Kiernan/Claribel corridor. We also believe that costs would be significantly reduced for the aforementioned reason that property owners would be willing to provide local access and feeder streets in exchange for the ability to develop their properties. Of course, some property owners will be displaced regardless of the route ultimately selected, that is inevitable in a project of this magnitude. To be clear, this alternative will still impact some of our own property, as we own land along the north border of Claribel Rd. We are not putting this proposal forward to completely avoid being impacted by a North Corridor Expressway ourselves, but rather to minimize the overall impact on those of us who live and farm in the study area.

This project gives our community an opportunity to correct a longstanding failure on the part of our elected leaders to provide adequate infrastructure for the growth they approve and to provide for such infrastructure as an integral part of the area where growth actually occurs.

Of course there can be other alternatives: e.g. the Ladd/Patterson Rd/McHenry Rd. corridor might also have possibilities but it would adversely impact a large swath of land that clearly will not be developed for 30-40 years absent this project. Why would the community agree to such a disruptive project when plenty of land exists within the existing influence areas of Modesto, Riverbank, and Oakdale?

Finally, just the possibility of such an expressway being placed in the area of study will have immediate impacts on the value and usefulness of property in the area. Landowners will have difficulty in selling their land, if the need arises, because of the inherent doubt about where the expressway will be located and the need to disclose to potential buyers the possibility that the land may be taken by the State. This can also impact the ability of commercial farms in the area to obtain the long-term financing necessary to fund operations.
In conclusion, we ask for two simple things. First, that Caltrans proceed in an honest, forthright, and transparent fashion seeking meaningful and informed public comment from the affected community. Second, that the project be evaluated as an integral part of the development of the North County area in the context of already existing framework as outlined by the general plans of the County of Stanislaus, City of Modesto, City of Riverbank, and the City of Oakdale. It should not be seen as a way for local governments to abdicate their responsibility to provide adequate infrastructure for the growth they encourage by pushing needed infrastructure into outlying areas which are not responsible for creating the traffic problems trying to be addressed by this project.

Thank you for your consideration of these comments and we hope to provide more input as the opportunity presents itself.

Gary Darpinian
President, K. Darpinian & Sons, Inc.

November 20, 2008
Steven Dickson (comment card)
10537 Alvarado
Oakdale, CA 95361
Both routes have the bypass dumping into Hwy 120 before “Lovers Leap.” This makes no sense! It’s a two-lane highway at that point. It would make a lot more sense to take the bypass all the way out Claribel and have it dump in after Knights Ferry where Hwy 120/108 is four lanes. This is a longer route, but it would pay for itself in less accidents. Besides, there is nothing but pasture land out at the end of Claribel and over to Hwy 108/120.

November 22, 2008
Janet and Ron Reinitz (e-mail)
10149 Alvarado Road
Oakdale, CA 95361
(209) 847-4862
RJRTNZ@aol.com
We favor the southern route which follows Claribel Road to a point east of Crow Road. We believe this route has less impact on private property. We also believe it is better to stay further away from Riverbank and Oakdale. We live on Alvarado Road just east of Smith Road which puts us one mile from each route. Therefore, we do not believe that our property will be impacted more by either route.

Smith Road has become a popular commute route around Oakdale. We hope the proposed North County Corridor will remove some of the traffic from Smith Road.

Ron & Janet Reinitz

Ron and Janet, thank you for taking the time to provide us with comments on the North County Corridor Route Adoption project. Your concerns and comments are appreciated and will be used
in developing our environmental document. Please note we have a website that will continue to be updated as information becomes available for the public.  

Thank you again,
Gail Miller, Branch Chief
District 6 - Central Valley Environmental Management
2015 E. Shields Ave., Suite 100
Fresno, CA 93710
(559) 243-8274 Office
(559) 243-8215 Fax

November 22, 2008
August Gallaso (e-mail)
augoose@sbcglobal.net

* I would like a enlarged map of the project area, because this project involves property own by myself and family*

*Thank You.*

August, sorry I am so late in returning a response to your email. Unfortunately, providing a larger map would not help to show any additional detail then what you saw at the public meeting (if you were in attendance) or that is on our website. What we presented at the meeting and what is on the website is the only mapping we have. The project area is a broad corridor approximately 1000-2000 feet wide and approximately 24 miles in length. This project will not involve the purchase of any new right of way.
The project is being undertaken to identify a preferred corridor for future projects planned for the 20 year horizon. Not sure if this correspondence was of any help, but please contact me if you have any additional questions or concerns and I will try to be of help.

Gail Miller, Branch Chief
District 6 - Central Valley Environmental Management
2015 E. Shields Ave., Suite 100
Fresno, CA 93710
(559) 243-8274 Office
(559) 243-8215 Fax

November 30, 2008
Chuck Pennington (comment card)
5019 Crow Road
Oakdale, CA 95361

*Please add my name to the North County Corridor Project mailing list.*
December 1, 2008
Joe Tidwell (comment card)
3513 Brentford Way
Modesto, CA 95356
Please add my name to the North County Corridor Project mailing list.

December 1, 2008
Tom Orvis (e-mail + letter)
Governmental Affairs Director
Stanislaus County Farm Bureau
1201 L Street, Modesto, CA 95353
P.O. Box 3070, Modesto, CA 95353
(209) 522-7278 Office; (209) 521-9938 Fax; (209) 541-4689 Mobile
TomO@stanfarmbureau.org
Dear Ms. Miller,
Please find our comments attached for the Stanislaus County North County Corridor project.
Thank you,
Tom Orvis
"Farmers Feed Families"
.stanfarmbureau.com
Why Farm Bureau is involved:
"If you're not at the table, you're on the menu!" - Parry Klassen
(See attached file: North County Corridor 120108 comments.pdf)

Hi Tom, I received your email with your comment letter attached. The Farm Bureau issues and concerns as stated in your letter will be considered and addressed in the development of the environmental document for this project. I will follow up on your request to receive a copy of the Project Development Report prepared for the project. You can always contact me if you need any further information or have additional concerns or comments during the environmental process.

Thank you,
Gail Miller, Branch Chief
District 6 - Central Valley Environmental Management
2015 E. Shields Ave., Suite 100
Fresno, CA 93710
(559) 243-8274 Office
(559) 243-8215 Fax

December 1, 2008
Tom Orvis (letter)
Governmental Affairs Director
Stanislaus County Farm Bureau
1201 L Street
Modesto, CA 95354
Mr. Orvis’ letter, “written on behalf of the nearly 2,000 farming and ranching members of the Stanislaus County Farm Bureau,” requested a copy of the Project Development Report; commented that other projects and eminent domain processes are underway and questioned the need for additional roadway locations; suggested that lands purchased for the Oakdale Bypass be used in a North County Corridor; pointed out the potential effect of the project on other infrastructure systems and the potential for affecting the production and value of farming operations; noted that many farmers in Stanislaus County own small parcels, whose sustainability for agricultural operations, would be affected by parcel splits; suggested that the growth-inducing effects of the project could lead to challenges with air, land and water resources; stated the need for the environmental impact questions to be researched thoroughly and answered accurately; and asked that the State of California “conduct its due diligence and not rush a project.” [The full text of Mr. Orvis’ letter can be found in Appendix E.]

December 3, 2008
Lynne and Jim Ashby (comment card)
201 Crawford Road
Modesto, CA 95356
What are you people thinking?? Why tear up more good farm land? Kiernan Road is being widened now. Just continue it on out past Claus Road. There is also Ladd Rd., it would make a good connection to the freeway and the foothills. Don’t mess up any more farm land. I remember when Briggsmore was the answer to Xtown traffic—that never worked for you either. Stop wasting our money on all these surveys over and over again. Put someone on this project that lives in the area and not out of town. Try to save some money and not spend what you don’t have. Born and lived in North Modesto all my years.

December 5, 2008
Diana and Joey Vargas (comment card)
1500 St. Francis Avenue
Modesto, CA 95356
We have built our dream home on St. Francis (5 years ago) to raise our family and family in the future, and you wish to destroy all of these because of a road that we don’t need. You could make an extra road along Kiernan Rd. for your expressway and not use farm land. So don’t dash our dreams and home that we built with hard earned money and time because of a road that you want to change from Ladd to St. Francis or Canels if you need one. Kiernan is the best answer, because it is already being used. Please don’t destroy our home and land.

December 7, 2008
Eileen Ohlson (e-mail to Gail Miller)
706 Claribel Rd.
Modesto, CA 95356
(209) 579-2500
eohlson@clearwire.net
Dear Ms. Miller:
I have lived on the east side of Modesto for over 30 years. For 25 of those years I lived near Briggsmore Avenue extension and it was frustrating how long it took to get to the 99 freeway.
Sometimes it would take as long to get the 6 miles across town to the freeway as it took to get to Stockton once you got to the freeway. And while Briggsmore was supposed to be an expressway, it was not given a priority, so you usually got every light red and then waited for all the left turn lights from both directions before you got a green. It was frustrating. I rarely used it. I was always lamenting that we needed an east-west freeway. Something that would MOVE traffic across town.

Then they built Village I to the north of Briggsmore extension. They had an impossible, grandiose plan. They would develop a community where people could live & work. There would be houses and little shops, as if people could actually afford to live in a $200,000 house and work in a little shop. This plan was abandoned and only a large subdivision was built, but no plan to move traffic to the west—to the 99 freeway—that they would need to use to get to the job that would allow them to afford a house in the development. Through the years more and more houses were built, but still no allowance for a traffic corridor. Before long just about everything in Modesto was built up, blocking any possible corridor.

Then Riverbank developed housing to the south of the city with a huge shopping mall. Again, the tracts took up most of the available land, blocking any corridor.

Now I live with my new husband in a home he built on Claribel Road 20 years ago. It took him 3 years to build, and it’s probably the nicest home in the area—3200 square feet, 20 foot cathedral ceiling in the living room, stone exterior, marble entry, full basement—the works. When he built this house Claribel was a sleepy 2 lane country road with very little traffic. Now it’s a major corridor between 99 and the Riverbank & Village I housing tracts. We live halfway between McHenry and Coffee roads—1/2 mile each way. Most evenings the traffic is backed up past our driveway from the stop sign at Coffee and Claribel. On several occasions traffic has backed up all the way to McHenry—1 mile! And as you continue east, the backup continues the same for several miles.

I attended the Public Scoping Meeting in Salida on November 13. Like me, most of the people there were concerned about how the North County Corridor would affect their homes and property. Most of them were farmers whose land & livelihood would be affected. My concern was for our beautiful home that now has the sound of heavy traffic almost 24 hours a day. Kiernan Road (which becomes Claribel on the east side of McHenry) is being widened from 99 to McHenry. At the meeting I spoke with someone from CalTrans about my concerns for the future of Claribel, and he said that while Kiernan was a state route, Claribel was a county road, and the state rarely took over county roads. He said that traffic would come east on Kiernan and then turn north or south on McHenry (a state route). Obviously he doesn't live in the area or he would know how unlikely that would be.

While I am concerned about what happens to our lovely home, SOMETHING has to be done to facilitate the flow of east-west traffic in this area. A freeway that will allow traffic to MOVE, not just race from traffic light to traffic light. I pray that sensible, informed people will make a sensible, informed decision that will really solve our problem. Thank you for your time.
Eileen Ohlson  
706 Claribel Rd.  
Modesto, CA  95356  
(209) 579-2500

December 10, 2008

Pat Dunn (call)
I conversed with Pat Dunn as to his question about the alignment and what to anticipate as a realistic ROW-to-ROW swath of 300' total for the actual roadway. I also indicated that the route adoption swath is much bigger and that the ultimate location can be any where inside the route adoption corridor.
Let me know what turns out from this. Thanks.
Anton Kismetian  
Design IV, Branch X  
Caltrans-Central Region  
Fresno-Manchester  
(559) 243-3859  
CALNET 425-3859  
anton_kismetian@dot.ca.gov

December 8, 2008

-----Original Message-----
From: Matt Machado [mailto:machadom@co.stanislaus.ca.us]  
Sent: Friday, January 02, 2009 12:58 PM  
To: Judith Buethe; Kris Balaji; Theron.Roschen@jacobs.com  
Cc: Laurie Barton  
Subject: NCC Public Comment / Telephone call

Kris, Theron and Judith,

In effort to capture and track all public comments I am summarizing a call I received.

Caller: Pamela Thomas, 209-613-7346  

Date / Time of call: 12/8/08, 5:00pm  

Question / Comments: She is considering building on the parcels at 200 St. Francis and 724 St. Francis. This is between Tully and McHenry parallel to Ladd and Kiernan. She asked if these parcels would be affected by the NCC alignment.

Response: I explained that this area was being studied and that it is in the location of the feasible routes. I explained that the exact route location and timing of construction was unknown at this time. I also explained that due to funding and other constraints that this section would most likely be built in later phases of the entire corridor. Finally, I recommended that she stay involved in the public outreach effort and monitor the project progress for more information as it becomes available.
Please file accordingly.

Thank you.

Matt Machado, PE
Public Works Director
Stanislaus County
1010 10th Street, Suite 3500
Modesto, CA 95354
Phone: 209-525-7581
Fax: 209-525-7505

December 26, 2008
John Brichetto (letter to Gail Miller)
Brichetto Cattle Company
P.O. Box 11600
Oakdale, CA 95361
(209) 404-6550
Re: North County Corridor – Stanislaus County Connector Project Scoping Comments and the Impact on Con Agra Food Operations.
See Appendix E: Public Comments, page 83, for full text of letter.
Chapter 5: Outcome of the Public Scoping Meeting

The overall feedback about the breadth and depth of the information provided at the public scoping meeting was positive. Regarding the proposed project, the dominant concerns were the potential impact on farmland and the environment.

The following table shows the concerns and/or comments reflected in the comment cards and dictated comments and the approximate number of concerns associated with each issue. “# at (date) PM” refers to comments received at the public scoping meeting on November 13 or November 20, 2008. “Subsequent” refers to the comments received after the public scoping meeting and before December 5, 2008.

<table>
<thead>
<tr>
<th>Concerns/Comments</th>
<th># at Nov. 13 PM</th>
<th># at Nov. 20 PM</th>
<th># Subsequent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact on business operations</td>
<td>2</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Assault on prime farmland/Williamson Act issues</td>
<td>6</td>
<td>9</td>
<td>1</td>
</tr>
<tr>
<td>Congestion</td>
<td>1</td>
<td></td>
<td></td>
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<tr>
<td>Use existing highways/roads</td>
<td>3</td>
<td>3</td>
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<tr>
<td>Expand to six lanes now</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Do not use Ladd Road</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Get it done!</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increased traffic, noise and pollution</td>
<td>5</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Not necessary, not needed</td>
<td>3</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Why not connect to Pelandale?</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Avoid property on Plainview Road</td>
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<tr>
<td>The planned route is a good one.</td>
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<td></td>
<td></td>
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<tr>
<td>Historical sites</td>
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<td></td>
<td>3</td>
</tr>
<tr>
<td>Potentially detrimental to Oakdale’s/Riverbank’s economy</td>
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<td>1</td>
<td></td>
</tr>
<tr>
<td>Effect on environment, e.g., endangered species, habitat</td>
<td>1</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>M.I.D. needs opportunity to comment.</td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Potential decrease in property values</td>
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<td>1</td>
<td></td>
</tr>
<tr>
<td>Growth-inducing/developer-driven</td>
<td>2</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Distrust of process</td>
<td>3</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Need formal presentation /open forum/discussion/more maps</td>
<td>1</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Effect on Con Agra’s wastewater capacity</td>
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<td></td>
<td>1</td>
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<tr>
<td>Oakdale Bypass proposal disrupted lives and livelihoods. Is this another?</td>
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<td></td>
<td></td>
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<tr>
<td>Suggestions for other routes</td>
<td>9</td>
<td>8</td>
<td>1</td>
</tr>
<tr>
<td>Effect on existing infrastructure</td>
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<td></td>
</tr>
<tr>
<td>Build an ACE train station at Bangs Road</td>
<td>1</td>
<td></td>
<td></td>
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</tbody>
</table>
Appendix A: Handouts

Agenda – November 13, 2009, Salida Regional Library
What is a Route Adoption?

**Purpose**
A Route Adoption is the adoption of a route corridor from which a specific alignment will be chosen to construct a transportation facility.

The proposed Route Adoption would extend from a location along State Route 99 in the vicinity of the Isabella community, to a location on State Route 128 east of the City of Oakdale.

**Process**
The Route Adoption process is preliminary to any new transportation facility that may be built in the future. Several steps are necessary before a new project may be chosen and adopted:
- Prepare a Project Development Report (Complied Spring 2008)
  - The report would define the scope and alternative areas to be studied.
- Prepare an Environmental Impact Report (in Progress)
  - The report would evaluate alternatives and recommend a location for the route adoption.
- California Transportation Commission Hearings (2010)
  - The Commission approves the Route Adoption.

**Project Description**
After Route Adoption, the North County Corridor would ultimately be:
- A high-capacity, multi-lane highway.
- A fixed-routed line highway that would extend from a location along State Route 99 in the vicinity of the Isabella community, to a location on State Route 128 east of the City of Oakdale.
- An entirely new roadway or incorporated into the existing local road network.

**Route Adoption Objective**
The objective of the Route Adoption is to initially build a high-capacity, west-east highway that will:
- Meet future traffic projections.
- Improve safety.
- Accommodate multi-modal travel.
- Provide improved interregional transportation and regional connectivity.
- Accommodate planned economic growth.
- Reduce projected vehicle emissions.

Appendix A: Handouts

Welcome to the Public Meeting

Thursday, November 20, 2008
6:30 p.m. – 8:00 p.m.
Oakdale Community Center
110 South Second Avenue, Oakdale, California

What We Need From You Tonight
- Please review the project, information and mapping. Your input is important to the study process. Ask questions or share any comments you have regarding the proposed project.
- Fill out and submit your comments in the comment box. Written comments on the scope of the project.
  - Additional opportunities for public input will be available throughout the environmental review and in the next stages of the North County Corridor Project.

How to Stay Involved
- Review project materials.
- Sign up for email list.
- Attend future meetings.
- Visit the project website: www.docra.ca.gov/aisl
  - To comment on project:
    - Call Gal Miller at (803) 425-4247
    - E-mail gal.miller@dot.ca.gov
    - Write to Gal Miller, California Department of Transportation
      2013 E. McPhedran, Suite 100, Fresno, CA 93726-5244

What’s Next
- After consideration of the public comments in the scoping phase, Caltrans will perform an environmental study, the Draft Environmental Impact Report (Draft EIR), which will be made available for public review and comment in the fall of 2009.
- The environmental study process will require project staff to identify potential impacts and mitigation measures that are adopted or minimization.
Comment Sheet

Comments

Name (Please print): ________________________ Date: ________________________

Street address: ____________________________________________________________

City: __________________ State: _______ Zip: ________________________________

☐ Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

Please mail or e-mail to: California Department of Transportation
Attn: Gail Miller
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dix10
Appendix B: Display Materials

Following are the maps, exhibits and other displays that were available for public review at the meetings.
Appendix B: Display Materials
Appendix B: Display Materials

Potential Funding

Contributing Sources:
- State Transportation Improvement Program
- Local Development Impact Fees
- Reappropriated Oakdale Bypass State Project Funds
- Measure S
- Other

Funding for this phase of the project is being provided by the State Transportation Improvement Program along with local development impact fees. The North County Corridor Transportation Expressway Authority is seeking State funding that was once part of the new-design Oakdale bypass project.

Conceptual Corridors
Appendix B: Display Materials

Environmental Studies

Caltrans will proceed with required environmental studies and the draft environmental document:
- Archeological History
- Biological Studies
- Floodplain Study
- Hazardous Waste Investigation
- Noise Impact Study
- Visual Impact Assessment
- Water Quality Study
- Relocation Impact Study
- Farmland Analysis
- Community Impact Assessment
- Air Quality and Energy
- Traffic Operations and Safety

What is Scoping?

Scoping is your earliest opportunity to participate in the California Environmental Quality Act (CEQA) review of the project.

Scoping seeks your input to:
- Identify project issues, including potential impacts.
- Facilitate an efficient environmental review process.
- Define issues and alternatives, and
- Ensure relevant issues are addressed.

Comment Station

What we need from you tonight:
- Please review the project, information and mapping. Your input is important to our study process. Ask questions. Share any comments you have regarding the proposed project.
- Tell us about environmental issues and alternatives to consider.
- Fill out and put a comment sheet in the comment box.
- Write to us about the scope of the project.
- Additional opportunity for public input will be available throughout the environmental review and in the next stages of the North County Corridor Project.

How to Stay Involved:
- Review project materials.
- Sign up for mailing list.
- Attend public meetings.
- Visit the project website: www.dot.ca.gov/dot1F
- Email us at gail_miller@dot.ca.gov
- Call Gail Miller at (559) 243-4274.
- Write to Gail Miller, Caltrans, 205 E. Shields, Suite 100, Fresno, CA 93726-5248
Appendix C: Notices and Letters

Following are the advertisements, news releases, news articles, and letters of invitation inviting members of the public to the meeting.

Ad published in:
- Modesto Bee 10/18/08
- Oakdale Leader 10/22/08
- Riverbank News 10/22/08
- Bilingual Weekly 11/13/08 11/20/08
PUBLIC SCOPING MEETINGS SET
STANISLAUS COUNTY CONNECTOR PROJECT

(Modesto, CA)—Members of the public are invited to attend public scoping meetings about planning for a west-east expressway across the County. Two meetings are scheduled, as follows:

Thursday, November 13, 2008, 6:30 p.m. – 8:00 p.m.
Salida Regional Library, 4835 Sisk Road, Salida

Thursday, November 20, 2008, 6:30 p.m. – 8:00 p.m.
Oakdale Community Center, 110 South Second Avenue, Oakdale

Members of the public are welcome to attend either or both of the meetings, at which the same information will be available. Maps and other information about the North County Corridor Project will be available for viewing. Specialists in engineering, environmental studies, and right-of-way will be at the meeting to discuss concerns and answer questions. Comment cards will be available and written comments will become part of the public record and considered in developing an environmental document.

To plan for the expressway, the North County Corridor Transportation Expressway Authority was formed. The Authority consists of Caltrans, Stanislaus Council of Governments (StanCOG); the cities of Oakdale, Riverbank, Modesto; and the County of Stanislaus.

The North County Corridor is a high-priority corridor for Stanislaus County and its incorporated cities. The Corridor will provide approximately 25 miles of roadway on a possible new alignment or incorporated into the existing local road network. The primary intent of the project is to provide a high-capacity and high-speed west-east roadway to accommodate anticipated traffic growth and improve safety in the north county area, to alleviate traffic on parallel roadways, to accommodate multi-modal travel, to provide interregional connectivity, and to
provide for economic growth. The Authority anticipates that the ultimate facility type will be a four-to-eight lane expressway with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads and street alignments.

The California Department of Transportation (Caltrans) as the lead agency for the California Environmental Quality Act, in cooperation with the North County Corridor Transportation Expressway Authority, is in the initial stages of the Project Approval and Environmental Phase. Caltrans is preparing a California Environmental Quality Act (CEQA) program environmental impact report. The Public Scoping Meetings on November 13 and 20 will be the first of many opportunities for members of the public to be involved in the North County Corridor Project and to provide comments or concerns.

The current project phase will result in viable project alternatives, a preferred alternative, and broad environmental clearance for the California Transportation Commission to adopt an interregional route for a North County Corridor roadway alignment. The alignment would extend approximately 25 miles from a location on State Route 99 in the vicinity of the Salida Community, to a location on State Route 120 approximately 6.25 miles east of the City of Oakdale.

This study area was defined by a previous Feasibility Study and also by a Preliminary Design Report in Spring 2008. The alignment may be an entirely new roadway or may be incorporated into the existing local road network. Designation of the North County Corridor as a State Route is the first step in the development of the proposed project.

Funding for this phase of the project is being provided by the California Transportation Commission along with regional transportation impact fees. The Authority is also asking for State funding that was once part of the now-defunct state Oakdale Bypass project.

Members of the public are also welcome to provide comments, questions, or concerns to Gail Miller, Senior Environmental Planner, Caltrans, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726 or by e-mail to Gail_Miller@dot.ca.gov or by calling (559) 243-8274. Also, the Project Manager, Christina Hibbard, can be contacted at Christina_Hibbard@dot.ca.gov or by calling (209) 948-7889.

# # #
PUBLIC SCOPING MEETING
STANISLAUS COUNTY CONNECTOR PROJECT

(Stockton, CA)—Members of the public are invited to attend a second public scoping meeting to solicit public comment on planning for a west-east expressway across Stanislaus County. An initial meeting was held on November 13 in Salida. The second meeting will be held as follows:

Thursday, November 20, 2008, 6:30 p.m. – 8:00 p.m.
Oakdale Community Center, 110 South Second Avenue, Oakdale

Maps and other information about the North County Corridor Project will be available for viewing. Specialists in engineering, environmental studies, and right-of-way will be at the meeting to discuss concerns and answer questions. Comment cards will be available and written comments will become part of the public record and considered in developing an environmental document.

To plan for the expressway, the North County Corridor Transportation Expressway Authority was formed. The Authority consists of Caltrans, Stanislaus Council of Governments (StanCOG); the cities of Oakdale, Riverbank, Modesto; and the County of Stanislaus.

The North County Corridor is a high-priority corridor for Stanislaus County and its incorporated cities. The Corridor will provide approximately 25 miles of roadway on a possible new alignment or incorporated into the existing local road network. The primary intent of the project is to provide a high-capacity and high-speed west-east roadway to accommodate anticipated traffic growth and improve safety in the north county area, to alleviate traffic on parallel roadways, to accommodate multi-modal travel, to provide interregional connectivity, and to provide for economic growth. The Authority anticipates that the ultimate facility type will be a four-to-eight lane expressway with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads and street alignments.
The California Department of Transportation (Caltrans) as the lead agency for the California Environmental Quality Act, in cooperation with the North County Corridor Transportation Expressway Authority, is in the initial stages of the Project Approval and Environmental Phase. Caltrans is preparing a California Environmental Quality Act (CEQA) program environmental impact report. The Public Scoping Meeting on November 13 and the upcoming Public Scoping Meeting on November 20 are the first of many opportunities for members of the public to be involved in the North County Corridor Project and to provide comments or concerns.

The current project phase will result in viable project alternatives, a preferred alternative, and broad environmental clearance for the California Transportation Commission to adopt an interregional route for a North County Corridor roadway alignment. The alignment would extend approximately 25 miles from a location on State Route 99 in the vicinity of the Salida Community, to a location on State Route 120 approximately 6.25 miles east of the City of Oakdale.

This study area was defined by a previous Feasibility Study and also by a Preliminary Design Report in Spring 2008. The alignment may be an entirely new roadway or may be incorporated into the existing local road network. Designation of the North County Corridor as a State Route is the first step in the development of the proposed project.

Funding for this phase of the project is being provided by the California Transportation Commission along with regional transportation impact fees. The Authority is also asking for State funding that was once part of the now-defunct state Oakdale Bypass project.

Members of the public are also welcome to provide comments, questions, or concerns to Gail Miller, Senior Environmental Planner, Caltrans, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726 or by e-mail to Gail_Miller@dot.ca.gov or by calling (559) 243-8274. Also, the Project Manager, Christina Hibbard, can be contacted at Christina_Hibbard@dot.ca.gov or by calling (209) 948-7889.

# # #
Ex-Navy man fills veterans' need to read

In 1961, as tensions between the Soviet Union and United States built toward what would become the Cuban missile crisis, the Navy recalled Korean War veteran Mike Standohls from active duty.

Mike, who worked for Pacific Bell for 37 years after leaving the Navy, arrived at the hospital about two hours early one day for his scheduled appointment, so he went to the hospital's library to read. Just one problem.

“There were no books,” said Standohls, 80. “The library was bare.”

So he asked officials there if they would accept books and magazines. Yes, they told him, with two conditions.

“No sex books and no cookbooks,” he said, setting up the protocol. “The veterans patients

By Tom Murphy
mcmurphy@modbee.com

The Measure S transportation initiative may be an uphill battle as the final vote-by-mail ballots are counted, but plans are proceeding for the North County Corridor project, one of three regional east-west expressways outlined in the proposal.

Two public meetings are scheduled, in Selma on Thursday and in Oakdale on Nov. 30. Maps and information on the project will be available. Specialinterests engineering environmental studies and right-of-way paths will be at the meetings to answer questions.

The North County Corridor is expected to be a fourtoeightlane expressway running from Highway 99 near Salinas to State Route 140 about nine miles east of Oakdale. The project replaces the controversial Oakdale Bypass.

The proposed expressway would include about 15 miles of new roadway, either new pavement or an upgrade of local roads.

Measure S, the halfcent sales tax for transportation, included the North County Corridor, a central corridor with a realignment of Highway 99 through Modesto, and a south corridor, linking Highway 99 and Interstate 5 from Turlock to a point north of south of Patterson.

The measure needed a twothirds vote approved in Tuesday's election. It was less than a percentage point short after results released Friday by the county elections office. More ballots remain to be counted.

A joint powers authority has been formed to plan the North County corridor, consisting of the California Department of Transportation, the San Joaquin Council of Governments, Stanislaus County, and the cities of Oakdale, Riverbank and Modesto.

The meetings in Selma and Oakdale are the first stage of an environmental impact report on the project. Comments and concerns from the public will be addressed and incorporated in the final report.

Funding for the initial studies of the proposed expressway are coming from the California Transportation

See page 3-2, Jardine

Nov. 11, 2008 p. 41
Modesto Bee

See page 3-4, Project
Appendix C: Notices and Letters
North Modesto expressway opponents speak out

By Tim Moran
moran@modbee.com

Posted on Fri, Nov. 14, 2008

If there was a consensus at the meeting for the proposed North County Corridor expressway Thursday night, it was this: Don't build it through or near my property.

Many of the residents attending the meeting at the Salida Regional Library were farmers or orchard owners, and they didn't want the route of the expressway to ruin the value of their properties.

The expressway project would run from Highway 99 near Salida to a point about 6.5 miles east of Oakdale. A route hasn't been chosen. It may include existing roads or new pavement. Thursday's meeting and one on Nov. 20 in Oakdale are the beginning of the planning process for the expressway.

"I think they ought to park it up and go home," said Ed Robinson, whose farm is in the path of the expressway. "Why do we need a six-lane expressway when we have four-lane roads?" he said. "We live here. It's crazy. We don't need this."

Jerry Wilks has land on north Tully Road and wants to plant an orchard. "The maps aren't finalised, but I need to know," he said. "I guess I'll plant and pay to pull them up later," he said.

"I'm in the path, and my neighbors are too," said Rod Wright, who lives on St. Francis Avenue. He suggested several other routes, including Ladd, Sherman and River roads.

David C. Tomas, a Realtor with Prudential Commercial Real Estate, said he had a client who wanted to sell land in the vicinity of the proposed expressway and needed to know a precise route. The sellers have to disclose the project to the buyer, he noted.

Kris Isikaij, a project manager for Jacobs Engineering Group, which is a consultant to the project, told Turner that a precise route may be four years away.

The planning process for the expressway could take seven to 10 years, said Carlos Yamzon, a senior regional planner with the Stanislaus Council of Governments.

The project was included in Measure S, the half-cent sales tax on the Nov. 4 ballot, which appears to have failed, falling just short of the two-thirds vote it needed to pass.

That won't stop the project, which was planned before the Measure S campaign, Yamzon said, but it will take longer to get the project done.

He estimated the cost at $950 million to $1 billion, depending on the number of lanes and interchanges in the project.

"The longer we wait, the more it costs," Yamzon said.

Without Measure S money, the county is looking at using state transportation funds, local development impact fees and money the state previously set aside for the Oakdale Bypass project. The expressway would probably be built in segments, Yamzon said.

County Supervisor Dick Monteith said the project just needed to get off the ground. The Oakdale Bypass project lingered for decades while other areas of the state received money, Monteith said.

"We just want to make sure we get something done and accomplished," he said.

Beaumont writer Tim Moran can be reached at tmoran@modbee.com or 528-2349.

http://www.modbee.com/local/v-print/story/498549.html

11/14/2008
Appendix C: Notices and Letters

The Modesto Bee | North County highway talks set

By Tim Momen
modbee.com

North County highway talks set

Public can ask questions, see maps of expressway that would link 99, 120

The Modesto Bee Transportation Initiative may be on life support as the last non-recall ballots are mailed, but plans are proceeding for the North County Corridor project, one of three regional corridor expressways outlined in the proposal.

Two public meetings are scheduled, in Oakdale on Thursday, and in Oakdale on Friday. Maps and information on the project will be available. Subject matter in preparing environmental studies and right-of-way plans will be at the meeting to answer questions.

The North County Corridor is expected to be a four- to eight-lane expressway running from Highway 99 near Modesto to State Route 49 about six miles east of Oakdale. The project requires the expansion of Oakdale.

The proposed expressway would include about 24 miles of roadway, either new or addition to an existing corridor.

Measure R, the half-cent sales tax for transportation, included the North County Corridor as a control corridor with a commitment of $20 million through Modesto and a six-mile corridor linking Highway 99 and State Route 49 from Turlock to a point west of south of Oakdale.

The measure needed two-thirds voter approval in Tuesday's election, and less than a percentage point short after the extended Friday by the county elections office. More ballots remain to be counted.

A local power authority has been formed to plan the North County Corridor, consisting of the California Department of Transportation, the Business Council of Governments, Stanislaus County, and the cities of Oakdale, Riverbank and Modesto.

The meetings in Salida and Oakdale are the first public forum environmental impact report on the project. Comment and questions from the public will be addressed and incorporated into the final report.

Funding for the initial studies of the projected approximately 66 miles long is in coming from the California Transportation Commission and expected from transportation impact fees paid by developers. The public process authority is asking that the funding decision be made for the Oakdale Upper project be completed to the new expressway.

The Friday's meeting will be held at 8 p.m. at the Salida Regional Library, 215 S. Main St., Salida. Each meeting will be at 8 p.m. at the Oakdale Community Center, 11 S. Arnold Ave., Oakdale.

People can provide comments or questions by writing to Carl Millard, environmental manager, 1200 S. Main St., Salida 95385, phone, 209-853-7730, or e-mail to Carl_Millard@ca.dot.gov. Comment can also be made by phone to Miller at 209-853-7730.

The project manager, Carl Millard, can be contacted at 209-853-7730. Comments can also be made by phone to Carl Millard at 209-853-7730.

Best efforts to get contact with the public were not successful.

Thom Moore can be reached at thommoore@modbee.com 09/30/08


11/12/2008

North County Corridor Project First Public Scoping Meetings Summary Report  Page 59
Appendix C: Notices and Letters

The Oakdale Leader

Comments Offered On Corridor

BY CRAIG MACHO

Wednesday, November 20, 2008

Over 100 people turned out for an informational meeting on the proposed North County Corridor Project staged Thursday, Nov. 20 at the Oakdale Community Center.

Oakdale is part of a joint powers agreement (JPA) with the cities of Modesto and Riverbank, Cairns, the Stanislaus Council of Governments (StarkCOG) and Stanislaus County for the North County Corridor Transportation Expressway Authority.

The meeting Thursday was the second to solicit public comments regarding the project. Officials from all the cities and organizations involved, along with the project planner, Jacobs Engineering, were present to answer questions and provide information.

In 2000 Oakdale, along with Riverbank, Modesto, and Stanislaus County began to explore the possibility of jointly funding an east-west expressway crossing through the northern portion of the county, leading from Highway 99 near Kauffman Road to State Route 122, north of Oakdale. A draft feasibility study of the North County Corridor Project was completed in December 2007.

In November 2007 Oakdale, along with Riverbank, Modesto, Stanislaus County, and the Stanislaus Council of Governments (StarkCOG) each contributed $30,000 toward a Project Study Report.

This eventually led to the meeting Thursday in Oakdale.

Planners revealed a wealth of information involving maps of two proposed routes, the southern option following primarily Kensington and Golan roads, while the northern option veers partially through open land.

Guy Stealey and her husband own 10 acres on Vineville Road and they are concerned about the proposed paths of the project.

"I could mean people from my house," she said of one of the proposed routes.

Stealey said she and her husband have lived on their land - which has been in her husband's family for generations - for 23 years. She said they consider their country lifestyle "a sanctuary," and have put off plans to build on their land at this point.

"We're kind of stuck," Stealey said. "We have to disclose this project now if we try to sell, and we were right in the middle of obtaining loans to build," she said. "We've hit a roadblock."

Tyler Horeum of Oakdale also attended the meeting. He was concerned the project might interfere with his family's ranch on Kenosha Road.

"It looks like it's going to miss us," he said, adding the project might impact his brother-in-law instead.

Frank Rivera of Oakdale thought the northernmost option would be the better choice.

"It makes sense to use that proposal. People could have access to Oakdale, and drop in for a hamburger or something if they want."

Others were concerned about possible eminent domain proceedings if their homes or property are in the path of the proposed roadway.

Kris Balaji of Jacobs Engineering, the project manager, said the cities involved in the authority are years away from the environmental studies that will decide those issues. He said the final proposal for the project won’t be complete until 2012, although the authority hopes to have a route picked out by December of next year. Construction will not be completed until the 2030s, he said.

Balaji also said it is not too late for Oakdale residents to have their voices heard.

"Public input happens continuously," he said. "We’ll eventually put all the public comments together and determine what is the best fit."

To comment on the project, contact Gail Miller at (559) 243-8274 or gail_miller@dot.ca.gov.
Appendix C: Notices and Letters

You Are Invited to Public Scoping Meetings

Thursday, November 13, 2008
6:30 p.m. - 8:00 p.m.
Salida Regional Library
4835 Stickle Road, Salida

Thursday, November 20, 2008
6:30 p.m. - 8:00 p.m.
Oakdale Community Center
110 South Second Avenue, Oakdale

Maps and other information about the projects will be available for viewing. Specialists in engineering, environmental studies, and right-of-way will be at the meeting to discuss your concerns and answer questions. Comment cards will be available. Your written comments will become part of the public record and will be considered in developing the environmental documents. You are welcome to come to either or both of the meetings, at which the same information will be available.

If you cannot attend the meeting but have comments, questions, or concerns about the proposed project, please submit them in writing to Gaul Miller, Caltrans, 2015 First Street, Room 110, Fresno, CA 93727, or by email to Gaul_Miller@dot.ca.gov. Please provide your comments by December 5, 2008. Visit our Web site at www.dot.ca.gov/disr. Individuals who require special accommodations or American Sign Language interpreters, accessible seating, documentation in alternative formats, etc., must contact the Caltrans District Public Affairs Office at (209) 846-9597 at least 5 days prior to scheduled meetings. Telecommunication Device for the Deaf (TDD) users may contact the California Relay Service TDD at 1-800-795-8733.

The Project

The North County Corridor Transportation Expressway Authority has been formed in Stanislaus County to plan for an east-west expressway across the County. The Authority consists of the Stanislaus County of Governments (StaCOG), the Cities of Oakdale, Ripon, and Modesto, and the County of Stanislaus.

The North County Corridor (NCC) is a high-priority corridor for Stanislaus County and its incorporated areas. The Corridor will provide approximately 6,000 lanes of travel and a 0.7-mile alignment. The primary purpose of the project is to provide a high-speed, high-capacity expressway in Stanislaus County that will accommodate the growth of the County. The Authority recognizes that the ultimate facility will be a four-lane high-speed expressway with interchanges, grade separations, and regional and regional rail transportation facilities. This report contains the findings and recommendations of the Project Planning Team for the development of the project.

Project Funding

Funding for the project will be provided by the California Transportation Commission with partial federal funds from the Federal Highway Administration.

The Authority is also seeking funding from the State of California for the Oakdale Expressway project. This project is also on the proposed Mission 8 State and Local Program.

Visit our website at www.dot.ca.gov/dot/00 or www.northcountycorridor.org.

El proyecto

Se ha formado el Consejo de Transporte en el Condado de North County (StaCOG), que se encarga de la planificación de un corredor de transporte que atraviese el condado de Norte. El Consejo está formado por los gobiernos de los condados de Stanislaus, Stanislaus, Modesto, y el Condado de Stanislaus.

El condado del Norte (NCC) es un corredor de alta prioridad para Stanislaus County y su área incorporada. El corredor proporcionará aproximadamente 6,000 líneas de viaje y una alineación de 0.7 millas. El objetivo principal del proyecto es proporcionar una vía de acceso rápido, alta capacidad en Stanislaus County que permita el crecimiento de la población. El Consejo reconoce que la infraestructura final será un cuatro-lane expressway con interescaleras, separaciones de nivel, y transporte ferroviario regional. Este informe contiene las conclusiones y recomendaciones del equipo de planificación del proyecto para el desarrollo del proyecto.

Financiamiento del Proyecto

El financiamiento para este proyecto se proporcionará por la Comisión de Transporte en el Condado de California y el estado de California, respectivamente. El equipo de planificación del proyecto también está buscando financiamiento de parte del proyecto Mission 8 State and Local Program.
October 21, 2008

Addressees to be merged

Re: Announcement of a Public Information Meeting for the North County Corridor—Stanislaus County Connector Project

Dear Elected:

The California Department of Transportation (Caltrans), as the lead agency for the California Environmental Policy Act, in cooperation with the North County Corridor Transportation Expressway Authority, is studying the impacts of an east-west expressway across Stanislaus County. The Authority consists of the Stanislaus Council of Governments (StanCOG); the cities of Oakdale, Riverbank, Modesto; and the County of Stanislaus. Caltrans and the Authority are in the initial stages of the Project Approval and Environmental Phase. The Notice of Preparation for the environmental document was released on October 20, 2008, for a 30-day comment period.

Caltrans is preparing a California Environmental Quality Act (CEQA) program environmental impact report, and we would like to invite you to attend a Public Scoping Meeting for the project. Two meetings are being held. The first meeting will be on Thursday, November 13, 2008, 6:30 p.m. – 8:00 p.m., at the Salida Regional Library, 4835 Sisk Road, Salida. The second meeting will be a week later on Thursday, November 20, 2008, 6:30 p.m. – 8:00 p.m., at the Oakdale Community Center, 110 South Second Avenue, Oakdale. You are welcome to come to either or both of the meetings, at which the same information will be available.

The North County Corridor (NCC) is a high-priority corridor for Stanislaus County and its incorporated cities. The Corridor will provide approximately 25 miles of roadway on a new alignment. The primary intent of the project is to provide a high-capacity and high-speed east-west roadway to accommodate anticipated traffic growth and improve safety in the north county area, to alleviate traffic on parallel roadways, to accommodate multi-modal travel, to provide interregional connectivity, and to provide for economic growth. The
Authority anticipates that the ultimate facility type will be a four-to-eight lane expressway with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads and street realignments.

The current project phase will result in viable project alternatives, a preferred alternative, and broad environmental clearance for the California Transportation Commission to adopt an interregional route for a North County Corridor roadway alignment. The alignment would extend approximately 25 miles from a location on State Route 99 in the vicinity of the Salida community, to a location on State Route 120 approximately 6.25 miles east of the City of Oakdale. This study area was defined by a previous Feasibility Study and also by a Preliminary Design Report in spring 2008. The alignment may be an entirely new roadway or may be incorporated into the existing local road network. Designation of the NCC as a State Route is the first step in the development of the proposed project.

The Public Scoping Meetings will be the first of several opportunities for members of the public to provide comments or concerns that will become part of the public record and be considered in developing the corridor project and the related environmental documents. Maps and other information about the project will be available for viewing at the meeting. There will be representatives from Caltrans, Stanislaus Council of Governments, Stanislaus County, and the Cities of Modesto, Oakdale, and Riverbank, along with other specialists in engineering, environmental studies, and right-of-way, to discuss your individual concerns and answer questions.

A copy of the public notice for the information meeting that appeared in The Modesto Bee on October 18 and in The Oakdale Leader and The Riverbank News on October 22 is enclosed.

If you have any questions that the public notice does not answer, please contact Gail Miller, Senior Environmental Planner, Central Sierra Environmental Analysis Branch, at (559) 243-8274, or the Project Manager, Christina Hibbard, at (209) 948-7889, for assistance.

Sincerely,

KOME AJISE
District 10 Director

Enclosure
Appendix D: Photographs of Meetings

On the following pages are photographs of the meeting activities.
Appendix E: Public Comments

Following are photocopies of the comment sheets, stenographer’s notes and written correspondence from the public regarding the meeting held for the proposed project.
Appendix E: Public Comments

Comment:

Name: David Montgomery
Address: 14514 Red Rd
City: Aliso Viejo, State: CA, Zip: 92656

I would like the following comments that is the record (Please print):

I don't think building a toll road is the way to go.

Contact:

California Department of Transportation
 Phó Chief, Public Affairs
 2214 East Shields Avenue, Suite 600
  Stockton, CA 95210
  Tel: (800) 492-7382
  Fax: (800) 492-7392
  www.dot.ca.gov

Comment:

Name: William Ross
Address: 7415 Ross Rd
City: Aliso Viejo, State: CA, Zip: 92656

I would like the following comments that is the record (Please print):

USE HIGH QUALITY PAPER FOR COMMENTS

Contact:

California Department of Transportation
 Phó Chief, Public Affairs
 2214 East Shields Avenue, Suite 600
  Stockton, CA 95210
  Tel: (800) 492-7382
  Fax: (800) 492-7392
  www.dot.ca.gov

Comment:

Name: Sue E. Smith
Address: 1417 American Ave
City: Aliso Viejo, State: CA, Zip: 92656

I would like the following comments that is the record (Please print):

The North County Corridor Project from Cross Rd. down to Fallbrook Rd. is an important piece of the jigsaw puzzle. The project needs to be completed as soon as possible and should be expanded to include the Fallbrook area.

Contact:

California Department of Transportation
 Phó Chief, Public Affairs
 2214 East Shields Avenue, Suite 600
  Stockton, CA 95210
  Tel: (800) 492-7382
  Fax: (800) 492-7392
  www.dot.ca.gov

Comment:

Name: Mark H. Tipton
Address: 3011 Shadow Oak Ave
City: Aliso Viejo, State: CA, Zip: 92656

I would like the following comments that is the record (Please print):

Please provide more information about the proposed project and its impact on the community.

Contact:

California Department of Transportation
 Phó Chief, Public Affairs
 2214 East Shields Avenue, Suite 600
  Stockton, CA 95210
  Tel: (800) 492-7382
  Fax: (800) 492-7392
  www.dot.ca.gov
### Public Comments

**Name:** Michael A. de Roos  
**City:** Santa Cruz  
**Street Address:** 2015 So. Santa Cruz Ave.  
**Comment:** I would like to link the following comment to the report. (Please print) I have an idea of how this plan can work on 12/31/2021. It does not make sense to expand the I-280 bridge.

---

**Name:** Tim Fothergill  
**City:** Milpitas  
**Street Address:** 2044 Cambridge  
**Comment:** I would like to link the following comment to the report. (Please print) I do not find this project to be movingly forward. If it is, I do not understand it.

---

**Name:** California Department of Transportation  
**Comment:** We received this comment on December 4, 2018.

---

**Name:** Stanislaus County Farm Bureau  
**Comment:** This plan will benefit local farmers and businesses. It will help ensure the continued growth and development of the area. The project is expected to be completed in 2023 and is expected to improve the overall economic condition of the area.
Appendix E: Public Comments

**Comment 1**

Name (Please print): Helen Wang  
Date: 11/14/04

Dear Sirs,

I would like to comment on the North County Corridor Project. I live in the area and have been following the project closely. I believe that the new highway will improve traffic flow and reduce congestion in the area. I hope that the project will be completed as soon as possible.

Sincerely,

Helen Wang

**Comment 2**

Name (Please print): Paul White  
Date: 11/14/04

Dear Sirs,

I would like to comment on the North County Corridor Project. I live in the area and have been following the project closely. I believe that the new highway will improve traffic flow and reduce congestion in the area. I hope that the project will be completed as soon as possible.

Sincerely,

Paul White

**Comment 3**

Name (Please print): Josephine Johnson  
Date: 11/15/04

Dear Sirs,

I would like to comment on the North County Corridor Project. I live in the area and have been following the project closely. I believe that the new highway will improve traffic flow and reduce congestion in the area. I hope that the project will be completed as soon as possible.

Sincerely,

Josephine Johnson

**Comment 4**

Name (Please print): Doug Basiner  
Date: 11/16/04

Dear Sirs,

I would like to comment on the North County Corridor Project. I live in the area and have been following the project closely. I believe that the new highway will improve traffic flow and reduce congestion in the area. I hope that the project will be completed as soon as possible.

Sincerely,

Doug Basiner
Appendix E: Public Comments

Comment:

I have talked to many in the North County Corridor Project meeting list. I would like the following comments filed in the record. (Please print.)

I would like the following comments filed in the record. (Please print.)

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I hope this is not the beginning of some project as well. However, I am a Project 12, and 123 North State. I have a small farm and a small herd of horses. I am very concerned about how the project will affect my property which is located 10 miles west of 123 North State. I am also concerned about how the project will affect the habitat of the white-tailed deer which are a big concern in the area. My home is also a buffer for deer crossing on the highway. The area covered is large.

Yours truly,

[Signature]

[Name]

[Address]

[City, State, Zip]
Appendix E: Public Comments
Appendix E: Public Comments

North County Corridor Project First Public Scoping Meetings Summary Report Page 74
Appendix E: Public Comments

[Comments card image]

Please read a green belt that
through the area on
Patterson Rd. Between Bares
and Kinnear. 10 years ago
were told by the city
assurer that it was property.
Road would not be able
to be displaced through an
area the green belt.

[Comments card image]
Appendix E: Public Comments

There is no meeting planned for white and blue trains for Patterson Road/Pacifica.

The money from the Tassajara Community Down That Road Would Be Distributed to Everyone on the basis of their housing. Thus anyone who has received money from the Tassajara Community.

If you are using money from the 'defunct Tassajara Project' found by the San Mateo County people living in the Bay Area came. Go down 94 to Salinas rather than using 120. I think not.

I would like the following comments filed in the record (Please print):

Will anyone read them?

(Comments from several people on the project and its impact on their community.)

(Handwritten comments and signatures:)

The people have come to distrust those in public service.

(Handwritten comments and signatures:)

The meetings were not open for public discussion.

(Handwritten comments and signatures:)

Appendix E: Public Comments

If you are using money from the 'defunct Tassajara Project' found by the San Mateo County people living in the Bay Area came. Go down 94 to Salinas rather than using 120. I think not.

(Handwritten comments and signatures:)

The people have come to distrust those in public service.
North County Corridor Project First Public Scoping Meetings Summary Report

Appendix E: Public Comments

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North Stanislaus Corridor Project:

Hodgdon Enterprises has two parcels that are designated to be a part of one of the two proposed routes in East Highway 155 with Highway 320. Participants in this enterprise are Darlene Cross, P.O. Box 1117, Oakdale CA 95361; Beverly News, 155-155 150, Jamestown, CA 95327; and Sandy Casey, P.O. Box 1524, Oakdale, CA 95361. The parcel numbers are 0.03 0.36 0.51 and 0.02 0.09. This ranch has been the same family for over 100 years. We are descendants of a pioneer family and believe that our land should not be taken from us. This is land that we build our farms upon and live for the family. It seems unfair that any government body can just come in and take away our living way.

At the present time we have a 25 year lease with Lintz Burlin Farms to put almonds and or grapes on the property where we are to do so. This farming endeavor has two agricultural wells that are situated on the path of the southern proposed route. The entire area is not able to be planted because of various ponds that have been designated by the County of Stanislaus. These ponds are a fire hazard and possibly tarmac stones. There is also an oil and a well that lives between the northern part of our parcels and the neighboring ranch to the north.

My daughter and son-in-law, Sandy and Neil Casey recently put a home on the northern side of the ranch. Neil plants 2.1 acres of the northern part of the property in grapes - a tradition since my grandfather was alive. To help with the farm and the cattle he runs on the part of the property that cannot be planted because of the various ponds. My husband and I also plan on building on the property sometime in the near future as well.

I think it would be more prudent to use an existing road and just widen it. The point where the roads are going to converge is very precarious because of the narrow part at what the locals call Lover's Leap. Maybe a more southerly junction would be easier and safer. Central Road or Wawona Road as a road to the east instead of going through what seems to be the middle of so many properties. You could possibly look over with Wilma at the end of the road and see the existing old road starting just before the Tuolumne County line.

Hoping you come up with a different solution to this than you have.

Darlene Cross

---

November 23, 2008

William & Bonnie Tapley

480 McHenry Ave.

(Garden CA 95385)

North County Corridor:

American County Community Project

MC/Program & Technology

P.O. Box 120

Farms, CA 95327

Dear Ms. Willey of Department of Transportation:

We have several concerns about the proposed North County Corridor Project.

We have property on Wawona Road near Oakdale in Stanislaus County which is directly impacted by this project. This land has been in our family for over 12 years and is still used for our cattle operation.

Therefore, we question why this project, which supposedly benefits the coast of Modesto, Sacramento, and Oakland, must stretch across Oakdale. They will not only impact, but also destroy and destroy our public utilities and operation. We realize the path of this corridor is not the most efficient, but you must remember this is a project in Oakdale that is intended to be a benefit of human civilization and human population. Our community needs the corridor, but we believe it should be located off our property.

If we decide to build this project and it goes through this property, it will make our area more secure and reduce the risk of fire and盗贼. Moreover, the corridor will benefit the public as well. Therefore, we believe that the project should be relocated away from our property. This relocation will not only improve the quality of life in Oakdale, but it will also benefit the surrounding communities.

We would like to express our support for this project, as it is necessary to maintain the quality of life in our area. However, we believe that the project should be relocated to minimize the impact on our property.

Sincerely,

[Signature]

November 23, 2008

William & Bonnie Tapley

480 McHenry Ave.

(Garden CA 95385)

North County Corridor:

American County Community Project

MC/Program & Technology

P.O. Box 120

Farms, CA 95327

---

Comments

Name (Please print): William Tapley Date: 11/25/08

Address: 480 McHenry Ave., Oakdale, CA 95361

City: Oakdale State: CA Zip: 95361

Please add any comments to the North County Corridor Project meeting list:

I would like the following comments Word in the travel. (Please print):

---

North County Corridor Project First Public Scoping Meetings Summary Report

Page 77
Appendix E: Public Comments

Beverly J. Nee
Hodgdon Enterprises LP (Partner)
3155 Highway 101
Jametson, CA 92561
209-588-8487

November 20, 2003

To: North Corridor Council

As a partner with Hodgdon Enterprises LP, I am writing to express my concern with the proposed urban development, which includes the proposed widening of Highway 101 (SR 1) near Bonsall in San Diego County. It appears that the area is already very congested with traffic. In fact, I believe that the project is not needed and will only exacerbate the existing traffic problems.

I would like to express my concerns about the proposed widening of Highway 101 (SR 1) near Bonsall. I believe that the project is not needed and will only exacerbate the existing traffic problems. I would like to request that the project be reconsidered.

Thank you for considering my concerns.

Sincerely,

Beverly J. Nee
Hodgdon Enterprises LP
Appendix E: Public Comments

Comment:

I would like to suggest that the current recommendations of either planned route be reconsidered. The current route under consideration is not feasible and will not accommodate the needs of the community and the traffic volume.

Name: John Smith
Address: 123 Main St
City: San Francisco
State: CA
Zip: 94110

Comment:

I would like to bring attention to the following comment filed in the record. (Please print):

- The proposed route does not adequately address the existing issues.
- The project is not feasible due to the current zoning and land use regulations.
- The proposed route will significantly impact the existing infrastructure.

Name: Jane Doe
Address: 456 Park Ave
City: Los Angeles
State: CA
Zip: 90036

Comment:

I would like to provide the following comment filed in the record. (Please print):

- The project will significantly affect the existing community and the environment.
- The project is not feasible due to the current zoning and land use regulations.
- The proposed route will significantly impact the existing infrastructure.

Name: Robert Johnson
Address: 789 Market St
City: San Francisco
State: CA
Zip: 94110

Comment:

I would like to provide the following comment filed in the record. (Please print):

- The project will significantly affect the existing community and the environment.
- The project is not feasible due to the current zoning and land use regulations.
- The proposed route will significantly impact the existing infrastructure.

Name: Mary Brown
Address: 101 Oak St
City: San Francisco
State: CA
Zip: 94110

Comment:

I would like to provide the following comment filed in the record. (Please print):

- The project will significantly affect the existing community and the environment.
- The project is not feasible due to the current zoning and land use regulations.
- The proposed route will significantly impact the existing infrastructure.

Name: David White
Address: 234 Elm St
City: San Francisco
State: CA
Zip: 94110
Appendix E: Public Comments

Not interested in Measure S-3 vote. - Money Williamson Act - Green Belt
Not interested in this project - Moved out to the Country for a reason - not to have someone take it away. You have to face some situation. Property somewhere - Makes it a Smart Move. You already moved. Up the last project - Exeter Corridor Project. We are not interested.

I would like the following comments filed in the record. (Please print):

I think that the amount of traffic that will occur is very small - Only 68,000 cars/day. The intersection is very small. The road is not crowded. The intersection is very small.

Please make a call to:
California Department of Transportation
Attn: Dept. of Transportation
393 East Main Street, Suite 100, San Francisco, CA 94103
Tel: 800-510-0296
Fax: 415-703-7437
www.dot.ca.govpubs/rt

Name: [Redacted]
Address: 1896 Redox Ranch
City: [Redacted]
State: CA
Zip: 92584

Comment:

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Fax: 415-703-7437
www.dot.ca.govpubs/rt

Name: [Redacted]
Address: 1896 Redox Ranch
City: [Redacted]
State: CA
Zip: 92584

Comment:
To Kris Balagi  
12-26-06  
Kris Jacobs  
3 pages following  
From John Brichetto  
209-804-6550 cell

Appendix E: Public Comments
ConAgra Foods developed the wastewater application area in 1986, and they acquired a permit through the California Central Valley Regional Water Quality Control Board which entails a comprehensive Waste Discharge Requirements and Monitoring Reporting Program. ConAgra Foods plans their processing center 2.5 miles through 26.7” pipe to the reservoir. Their newest expansion consisted of 1200 acres. ConAgra Foods built a 59 million gallon reservoir on property to hold the processing water that the plant discharges during their wet season. Wastewater management is not conducive to plant growth, yet, no mitigation efforts or significant land encroachment were observed. ConAgra Foods purchased 2 thousands of acres of property which also included more than ten miles of drainage systems and a wetland system. The water quality system is designed to accommodate future expansion and the wastewater treatment systems are considered a model. ConAgra Foods system and makes a commitment to spend millions on the permitting process, permitting fees, extensive and frequent permit monitoring, requirements, monitoring wells, etc., to the landowners, management, and consultant costs.

In contrast, Moderna food processing facilities had no facility on the city to segregate the processing water from the sewer and storm system, install miles of pipeline, and purchase 3,000 acres in West Modesto to similarly comply with the processing wastewater. Moderna changes their larger plant expansions of the millions annually based on flow discharges and many facilities have closed in that area, and have no plans to expand. ConAgra Foods, due to increasing rates, has maintained its allowable discharge of both fluids in the past and additional use of land to reduce the discharge will maintain their systems in excess and/or to reduce expansion in Oakdale.

ConAgra Foods is currently the largest employer in Oakdale since Henry W. Johnson closed in 1960. Oakdale's economic situation is heavily reliant on ConAgra. If it were to close the facility, there could be a significant impact on its workforce and the local economy. The current alignment is located south of the ConAgra Foods property. The wooded area is adjacent to the ConAgra Foods property and is not considered a mitigation area. The alignment is located approximately 0.5 miles south of ConAgra Foods property, and it appears that it would be very logical to simply continue in the direction of the wooded area.
Comments Received on Wednesday, November 13, 2008

Public Hearing
November 13, 2008

North County Corridor Stanislaus County Connector
Project
Salida Regional Library

Oral Statements Taken By: Tara A. Lohman

STEVE ANDRADE
ADDRESS: 5931 Clariabel Road Oakdale, CA 95361
PHONE NUMBER: 209.847.5399

STEVE ANDRADE, present at 6:32 PM on his own behalf,

stated as follows:

My question is that it's been at least three years
that Cal Trans had a meeting regarding this and they
talked about it, the widening of the road. There's
already a fifty foot easement there now, and I got up
and I told the people that they need to speak up. Just
being in construction all my life and listening to this
guy talk, it's a bull story. It's going to be a bigger
story than they are talking about. They are talking
about four to eight lanes going down Clariabel [sic].
That's right past my house.
And I asked this gentleman over here in the green
shirt -- I don't know his name -- what happens to the
people that live on this red line? That's gonna affect
their lives for the rest of their lives. And he said he
couldn't really answer that. And he said if I had any
complaints or anything else, to talk to you, and that's
why I'm here.
I think if they're this far in this meeting, and as
much as they spent on the northern quarter above Oakdale
-- which is defunct.
So I think that these guys, after this many years --
I mean, it's going to affect people's lives. I'm a
disabled guy, and I built this house on Clariabel [sic]
in 1973 and expect to die there. And now this whole
life that I'm looking for here in the near future is all
up in turmoil because I don't know what I can do or
should do because -- are they going to take my property?
Are they going to take ten feet or two hundred feet? No
one can tell me, and I think it's very unfair to the
people that this is mainly going to affect.
It's not going to affect the people out in Oakdale to
keep traffic out of the town. That's all they're doing.
I've lived here all my life. I was born here in Modesto
and I've seen changes. I'm for that, but not when it
ruins lives started out as a dream. When they were
young and all of a sudden, the dream is going to blow up
because of the expressway.
And I don't think it's a fair thing that we are
having these meetings and no one can tell me what's
going to happen. If this road is going to be eight feet
wide or two hundred feet. And it's a freeway, it's
probably going to be around two hundred feet wide. And
my house is two hundred feet from the road, so where
does that leave me, you know. And I built it two
hundred-some feet back because of the noise.
Now, it's a whole different ballgame. I don't know
what I can do or what anyone can do. And the prices of
the homes aren't like they were a year ago, two years
ago, and what's going to happen in the future? Land is
something that you can't make anymore. It's hard to
find, and when you have it you don't want to lose it.
And it looks like we're going to lose it, and no one can
tell us why or how. And that's what I want to know.

MATTHEW TABLIT
ADDRESS: 5304 Silverstone Circle Salida, CA 95368
PHONE NUMBER: 209.545.5299

MATTHEW TABLIT, present at 6:35 PM on his own behalf,
stated as follows:

My issue dates back to 2004 when the noise level on
Highway 99 dramatically increased. Two parts were
heavier traffic, and the other part was the Perone [sic]
Road development.
After that, I requested the State to perform a noise
-- something, and they did and it was taken on October
12th, 2004. And I received the results of that from
Agnus Jenkins [sic], and in the letter it states that it
was recognized that there are elevated noise levels in
my subdivision. It also states that they consider
primarily the first and closest street to the highway in
all my correspondents back with the State and with,
well, Salida MAC [sic] meetings, and Stan Cogg [sic],
they viewed maps -- but my house, my street, faces
directly towards 99 and not parallel. It's
perpendicular to it, so I look right down 99 North.
So, it's kind of an issue if you're dealing with
standards. It should be considered because standards
are only guidelines.
The letter states that the consideration -- and then
they gave the levels of the sounds taken, which were --
some readings which were over 66 DB [sic], and the
average normal residential noise level is around 40
during peak day. And at night, it should be around 25
DB [sic].
So one thing I didn't add to my letter, or that they
didn't consider when they did their study -- as nice as
it was that they did do their study -- is that the
two-story homes that are in that neighborhood, the
elevation of the bedrooms and living quarters are
elevated twenty-five feet above the base. So, standards
calls for a reading at a six-foot level with no
consideration for what's above. The subdivision has a
soundwall, but it's inadequate because from wherever
you're at from my street, you can see directly over the
soundwall. And, you can see the tops of the tractor
trailer, semi-trucks. And what California standards
calls for, that shouldn't be allowed. You shouldn't be
able to see the exhaust on those vehicles. That wasn't
placed into consideration.

But post that, since then, I've attended several
Salida MAC [sic] meetings, voiced my concerns with the
new planner and Matt Machado, and he heard me. And he
said he would take it into consideration and use my --
or view my concerns over to Cal Trans if any projects or
if they were working with Cal Trans. That's why I'm
back here, because this project will definitely impact
our residential area. So I wanted them to consider this
again and do another -- or perform noise studies or
whatever necessary to mitigate the noise problem that we
have in Salida.

And that's it.

GARY COTTRELL
ADDRESS: 7535 Patterson Road     Oakdale, CA  95361
PHONE NUMBER:  209.848.8806

GARY COTTRELL, present at 6:58 PM on his own behalf,
stated as follows:

Probably a couple of concerns of the proposed
corridor -- actually, not the A but the B that goes down
Patterson Road goes right in front of our house, and
there are a couple of other things that are right there,
also. There's Hetch Hetchy [sic] lines, telephone lines
-- I'm sorry, electrical lines. And also right there,
there's Oakdale irrigation, some of the main pipelines
from Oakdale irrigation are there. So obviously we're
concerned about an eight-lane freeway going there around
property lines.

There's also a greenbelt there that runs somewhere
right between Bentley [sic] and Coffman [sic] Roads, and
that greenbelt runs -- I've got to get the greenbelt
location. I believe it's located between Bentley [sic]
Road and Coffman [sic] Road. This should definitely be
investigated, the boundaries and everything, before the
project is considered. My wife might have something to
add, but that would be for her to talk to you about.
JOHN MARTIN
ADDRESS:  5804 Trail wood Drive   Salida, CA   95368
CELL PHONE NUMBER:  209.404.0221

JOHN MARTIN, present at 7:03 PM on his own behalf,
stated as follows:

One issue is that Jeff Grover and others should be
down here so we can quiz him and get some other people
going on this.
But, on this road, I don't think they should go the
way it's planned right there.  They're already doing
Kiernan Avenue/Highway 219.  They've already disrupted
those people and got utilities and all involved.  Why
not use Kiernan all the way out and make a huge
interchange?  That's better than going out in Hammett
[sic]. That's going to be an area with a new elementary
school, so that's bad.
So, the other route would be 120.  It's already
there, and it's wide open.  I just really think they
need to address that, at least research it, before going
through with this other plan route that they have here.
I really think it would be better off that way.
They're going to have the Pelandale Expressway that
they're in the process of redoing right now going all
the way out.  They've got Kiernan that they started at
Salida Boulevard.  They're going to go all the way out
to McHenry.  It is going to take a couple years to do
that. Just extend it all the way.
It's a shame Jeff Grover isn't here.
That's what I have to say.

CARLA COTTRELL
ADDRESS:  7535 Patterson Road     Oakdale, CA  95361
PHONE NUMBER:  209.848.8806

CARLA COTTRELL, present at 7:09 PM on her own behalf,
stated as follows:

First of all, I don't want a four- to eight- lane
road going through to the front of my property.  I moved
to the country because I want to live in a country.
Second of all, the noise right now from Patterson
Road coming down that corridor down from Patterson --
coming down from Bentley [sic], you can hear the cars.
I mean -- and so, a four-lane or eight-lane road is just
going to be more noise coming right down there.  We have
a lot of gravel trucks that use that road, and cars, and
you hear them from inside my house.  And I am not -- I
am at least six hundred yards off the road, six hundred
or more. So, I'm a quarter of a mile from the road.
But my pasture backs up right to Patterson Road.  So,
that's the first thing.
Second thing is, I moved already once before. I
lived in Riverbank and they moved the city around. So I
already moved once because of poor planning. And plans
changing after plans were already made. I'm not doing
it again.
Now, the other thing I do understand is that nobody,
or very few people, are going to want a four- or
eight-lane road in their house. And I also understand
that we do have to change the impaction of all this
traffic. All you have to do is go down Clariabel [sic]
Road at night during rush hour and see that when people
are traveling west to the east and see the traffic
backed up to know that we we've had very poor planning.
And the development -- and where the development grew
out into the rural area for housing development and
roads were not built to accommodate those people that
now live in those housing developments. Because, I
think it probably takes them as long to get from 99 to
their houses just as long as it takes some people to get
from the bay area to work. I see that's a bit of an
exaggeration. But if I were one of those people I would
be livid and I would want a road that I could drive onto
got to my house without traffic every five seconds.
So I think that our county has planned very poorly
for all the growth. And we wanted growth. People in
this city, we wanted growth. We wanted jobs. We've
mainly been an agricultural community for a long time.
As the city moved this way, people wanted jobs. They
wanted jobs and we can see what's happened because of
it. With our government, with housing, with now what's
happening.
And we haven't had good planning in the very
beginning. When construction people were coming from
the bay area and building here, they weren't extracting
fees from them. They are now. I understand that they
are now -- or at least what I've been told. But I know
in the very beginning they weren't, because we talked to
people back when it was happening. So, that's another
problem.
I voted no on Measure S, and I would get anybody I
know to vote no. I resent building roads where money
has already been paid to build roads. So, I don't want
to pay more taxes because of poor planning. I don't
think that the people who are supposed to guard public
trust has done a very good job in our community, and
that saddens me. And I've been involved on several
different projects. I was involved twenty years ago
when LAFCO [sic] the building -- the building group.
And they didn't protect the public trust, either. And I
went to their meetings.
Now, the city is building and I haven't looked at the
city website, but just in looking down the road, the
city is widening Pelandale to four lanes, and my understanding is that it's supposed to go all the way to 99 to Old Oakdale Road.

So, I would propose an alternate route to save money if we're talking about trying to protect the public money, simply because if you connected at Old Oakdale Road -- this east/west -- east corridor at Old Oakdale and Pelandale, you would already have a four-lane road all the way to Oakdale. Now, I don't know. I do believe there are some stop signs on it, so there would probably have to be some consideration made and how that would be dealt with, but it's pretty quick to go down Pelandale. They're working on it right now. They're widening the road right now, and they probably have enough room for three lanes on each side, a total of six lanes all together. And, I'm not sure how they're planning to do it, but it would be worth looking into it if somebody hasn't already.

Also, the other thing is whether or not my understanding is that the purpose of the northern corridor being where it is to help people get from the west to the east, from 99 to 120. And it would. It would take the place of the Old Oakdale Road. It would regroup the Old Oakdale Road by Patterson, because it's going to meet past the city of Oakdale -- which is where I think it is going to ignite a question in my mind. Which is: Would people coming down 99, which they now get off in Manteca and go through Escalon, would they really drive on down 99, which is a jam-packed freeway to Salida to get on this northern corridor in order to get across Oakdale? Or would this be a futile effort to bypass Oakdale, and would they still come down 120 and impact Oakdale? Which, I'm sure if people that decided to do it this way would like Oakdale to be still impacted, which are merchants and people receiving revenues from people coming through Oakdale. The problem is, people who wanted to drive don't want to have to deal with stop signs and impaction from driving traffic. And as an Oakdale resident, I'm not real crazy about all the traffic in Oakdale. So, I think a bypass is a wonderful idea. But if you move it to Salida, I have a feeling that you're still going to have people not willing to drive. They're still going to get off and go down 120. So, some study about that should be made.

Now, the Crosstown Freeway from Stockton works beautifully. But, they did a bypass in the Gilroy area, and my husband and I travel over there quite frequently. And the traffic seems, to me, to be just as heavy on those Shore Roads [sic] -- on those back country roads where people are headed for Santa Cruz. They're not going down -- they aren't going, necessarily going down that shortcut. Of course I'm only saying that from
observation. I don't know what the studies show, but
that would be something to look, and a study do look at
and actually see if that's been helpful, and see if
people are willing to go past the roads they are used to
and use a new road that might provide them a quicker,
faster way to get there, but a longer distance to
tavel. So, that would be a study to look at.

About ten years ago, my husband and I attended a
meeting because they were looking at this Patterson Road
as an road through the town, and we went to a meeting.
And at that time, I believe that the meeting was -- I
think it was in Oakdale. I think it was Oakdale Public
Works that had that meeting. And at that time, we were
shown some maps of a green belt there, there is a green
belt somewhere in the vicinity of Bentley [sic] Road.
If I can find those maps, I can probably be more
specific, because I keep this kind of information. So,
I think it's like Bentley [sic], and somewhere between
Bentley [sic] and Coffman [sic] there's a green belt
there. So somebody might want to take a look at that,
because they told us at that time that it wouldn't be
coming up Patterson Road, or if they did, it wouldn't be
coming up that.

And then also, we have, we have cranes, blue cranes.
I think they're called blue cranes. I don't know if
they're endangered. I don't know. I think, actually,
where that part of that green belt is where those cranes
come in and they nest. And during the certain times of
year, there are hundreds of them out in the pastures
right off of Bentley [sic] and Coffman [sic] out in
there. So I don't know if that would be something to
consider or not for the road. I don't -- first of all,
I don't know if they're endangered, but I know I don't
see them anywhere else now. You see them, really, only
on the coast up by the other places like Point Reyes,
but I don't know if they're the same kind of crane.

They look the same to me. I'm not an environmentalist,
so I don't know if this goes through or how it is looked
into.

But I would also recommend they get their websites up
and running with a title somewhere and information for
the public to look at. If they got the website up and
running, it might save people from being distressed
because, you know, my very first reaction is, "Oh, they
don't want me to know about it." And in light of all
the political things that have happened in the last few
years, people are becoming distressed and distrustful of
government a little bit.

So, I already know I don't want it to be in front of
my house, and now I think people are withholding
information from me. I don't think that now, but when I
couldn't find anything on the website. But, I will say,
Gail e-mailed me back and gave me the information I was
I'd like them to do the noise study.

And also, there are a couple people that have built huge, brand new million dollar houses -- ours is not one of those -- off of -- right where they're talking about taking that corridor would be. They only built those houses like two years ago. Why, if they were planning on doing this, have they allowed people to do this? Why did they not -- hello -- give people a clue about what they were thinking about doing so that people wouldn't spend their lifetime savings?

You know, most of what I own is equity in my property, and if that goes through in my front pasture, my property won't be worth anything. And I'm sure that one person doesn't matter when you're talking about the whole scheme of things. I mean, I understand about imminent domain. I understand that public good takes precedence over one person's good, but why would that not be -- I mean, why would other people building in this place -- I mean they had to know this was a possibility two years ago. I don't believe this just happened in a second.

So also, several of the pieces of property, mine included, that are out there are in the Williamson Act, which means that they're designated as agricultural lands. So, I'm not sure, I don't know the law. I'm not sure that Williamson Act land can be taken from public domain. I don't know that, but I do know that I'm the only one that can take it out of the Williamson Act. I have to apply to take it out if I own the land, and I will not do that because I will have to pay all the back taxes on it.

So, they allowed a whole -- there's a -- there's two whole communities on Patterson Road. One is off of an avenue, which is a private road, and the other off of Bentley [sic] going north from Patterson Road. All of that land out there is in the Williamson Act, and they allowed the man who owned the large parcel to divide that land and sell it. The county allowed him to draw land lines and sell it. We bought one of those parcels. That's why we built there. And because they allowed him to divide that land and sell parcels without taking it out of the Williamson Act when we bought it, it has since remained in there. We bought it under the Williamson Act, and the only way we can take it out of the Williamson Act is if we pay all the back taxes from wherever. It got some kind of tax exemption. Now, the
county decided not to give us the Williamson tax
exemption. We pay taxes on it, which is probably
illegal. But, they did it anyway. And I protested that
profusely. And we had a couple lawyers tell us that it
would be useless for us to fight it. That, yes, it is
illegal for them to do it, but if we took it to court we
don't have enough money to fight city hall. And so, all
the people out there are paying a higher tax rate than
they should be. But, we still are in the Williamson Act
and if they're going to take any of that land to put in
anyway under -- what do they call it -- imminent domain.
So if they take land for -- if they can take that land
for imminent domain, do they pay you for the land or
whatever they do? They are going to have to deal with
that because there could be legal issues involved
because it is in the Williamson Act.
Instead of the Gilroy bypass, in speaking about
bypasses, that instead of the Gilroy bypass that I was
speaking of earlier, it's actually called the Hollister
bypass. I would be interested to see if people are
actually using it to get to the other cities that
they're going to, because we always go down Shore Road,
and there are lots of cars on it all the time. So I
would be interested to find out if the bypass was a good
idea in the planning.

DARYL DANIEL
ADDRESS: 3442 Atchison Street    Riverbank, CA     95367
PHONE NUMBER: 209.602.4381

DARYL DANIEL, present at 7:33 PM on his own behalf,
ated as follows:

My comments are that they should keep the name
Highway 108 as 108, okay? And Highway 219, Salida to
McHenry to Highway 120 is Highway 219, just like it
already almost is. Anyway, rather than try to call it
the 108 bypass, you know. So, keeping Highway 108 as
108 and then whatever you got to do to 219, because it's
only very small. It's Ripon to McHenry, and then it
doesn't go anywhere else. And then it's actually on the
maps. It's actually considered a highway. It's state
highway -- it's a state highway equally like 120 is.
And I'm glad that they're planning. Hopefully, they
don't plan for the year 2050, or something, cause they
need to build it before the cow dies of old age I guess.
That's about it.
Thank you.

JOE EUGENE HAMRICK
ADDRESS: 5778 Dale Road    Modesto, CA     95356
JOE EUGENE HAMRICK, present at 7:36 PM on his own behalf, stated as follows:

As far as this project goes, I think that it ought to be connected from Lydden [sic] to Hammond, for one. And, there ought to be a connection from Lydden [sic] to 120, that connects to French Camp Road. And as far as the Perone [sic] project connecting the Perone [sic] Road ought to be forgotten. And I don't see the potential of having this expressway unless there isn't the stop signs and stop lights that have been spoken about. The potential of where to start it, and at the east of Oakdale, that end of it should end at Highway 49 -- that connects to 4 that goes into Copperopolis. There's no reason to have a project just end at North Oakdale, and the arteries that are here now is Kiernan Road. And we know from the previous time that before they put in the CHP office, that we could put a lot of numbers down a two-lane road down at Lydden [sic]. So basically, that what I'd like to say. I'm done.

CRAIG COKER
ADDRESS: PO Box 260 Salida, CA 95368
PHONE NUMBER: 209.545.1641

CRAIG COKER, present at 7:39 PM on his own behalf, stated as follows:
First off, the richest lands in the Central Valley is in the Stanislaus County. And the richest land in Stanislaus County is what this expressway is going to pass over.
I can't understand why they wouldn't widen 120, Highway 120, and tie it into Oakdale rather than come south on 99, go through this new highway to end up in Oakdale, where 120 gets there probably fifteen miles shorter, fifteen miles less. You head straight through from Manteca to Oakdale -- that's fifteen miles shorter, instead of nine miles south. But, you know, there's -- they've already got their right away, everything is there for 120, so turn it into a freeway. Yeah, seriously, the richest land in the valley is in this county, and the richest lands in this county is right over there.

JEANIE KNOX
ADDRESS: 4455 Roading Road Ceres, CA 95307
PHONE NUMBER: 209.537.9491

JEANIE KNOX, present at 7:42 PM on her own behalf,
stated as follows:

From what I have seen, I am very leery of their plans. I am concerned that they are paving over prime agricultural land that we are going to lose, and we are not going to be able to replace.

I feel quite strongly that a country that is self-sustainable is that country that will survive, regardless of what's happening throughout the world. If we can feed ourselves, somehow we will manage at the bottom, the low point, and slowly climb up.

We are losing -- we used to have, in California, over fifty percent of the produce that supported our country. We're losing that. We've got less than fifty percent.

Yes, we are exporting a lot of nuts and such, which is good for us and good for our economy, but we are losing prime land for the benefit of sprawl, for the all-mighty dollar and big mansions that we don't need. We should be focusing on filling in towns. We should be focusing on very nice condominium high-rises in the downtown area instead of spreading out beyond the city limits. We seem to have local government that's more concerned about sprawl than about what the wishes of the citizens are.

I have a recommendation for public transportation. Modesto has the Virginia corridor. It used to be the TID [sic] tracks when it was originally created. It was a commute train from Modesto to Stockton. Later when the canneries came in, it was used to haul the produce. When the canneries closed, the tracks weren't used. As a child, I lived near those tracks and I'd walk to the tracks and on the tracks to get to Davis, to get to MJC. It's nice that they're using a path now. That path that Virginia corridor ends at is Bangs [sic] Road there. If we put in an Ace Train station at the north end of Bangs [sic] Road, we could run that on the existing tracks up to Escalon, install a station there. This station would be beneficial for Riverbank, Oakland, Knights Ferry, Stockton, all of the smaller communities on the east side of the valley.

To get to the Ace Train station in Escalon from there it would curve northwest towards Stockton, it comes in -- just the existing tracks come in just below the Stockton airport. A shuttle bus could go back and forth between it. And the airport would benefit people trying to use the Stockton airport, and a shuttle bus on north to Stockton would allow connections. There would have to be a curve, wide curve, southwest to connect it up to the existing Ace Train tracks, and then it would hit all of the Ace Train stations all the way to San Jose. This would take millions of cars off of the road. It would be safer in the winter with the fog that the valley gets, and the rains and such, it cuts down on the
smog. It's a win-win situation for everyone.
I am concerned that these corridors are going to
route around Riverbank and Oakdale, and those
communities are going to lose the tourist dollar as part
of their revenue. Not only is this impacting our ag
lands, it's impacting our communities. And how are they
going to address that?

Thank you

Dictated Comments at Public Meeting on Wednesday, November 20, 2008

KEN KRAUSE
ADDRESS: 8806 Wamble Road Oakdale, CA 95361
PHONE NUMBER: 209.848.2525

KEN KRAUSE, present at 7:20 PM on his own behalf, stated
as follows:

What I'd like to know is why they're not tying the
eastern in -- they're not showing that they're tying the
eastern into the divided highway on the other side of
Knights Ferry.
My concern is if you have a four- to eight-lane
highway plugging into a two-lane highway, it's going to
be a terrible bottleneck there, and could be a situation
where a lot of accidents can happen because you have a
lot of traffic and have the equipment moving and these
kinds of things.
That's it.
Thank you.

CHAROLETTE WAGGNONER
ADDRESS: 1600 Irvin Court Oakdale, CA 95361
PHONE NUMBER: 209.847.0369

CHAROLETTE WAGGNONER, present at 7:39 PM on her own
behalf, stated as follows:

This is the most stupid thing I've ever seen. I
worked on the bypass committee for five years on the
north area. We were promised that if we bought a lot of
land and we took our dream houses -- and we stopped it.
And at that time we were told by County and State that
we could never go south, because one was owned by the
State and one was controlled by the County.
All that money was spent. All those exports'
studies, they were just college kids making a good
living and didn't know anything about the project, and
it was a whole mess.
I've worked on this for sixty years. I said thirty
years ago I didn't want too see it in my lifetime, and I
don't expect to see it in my lifetime now.
Thank you.
For a long time, Briggsmore or another street -- that
was supposed to go through to Albergs [sic]. That never
happened, either. So much for planning.

PAUL FOGERTY
ADDRESS: 14943 Warnerville Road Oakdale, CA 95361
PHONE NUMBER: 209.847.6906

PAUL FOGERTY, present at 7:48 PM on his own behalf,
stated as follows:
You're swinging too far to the East. It needs to
come in close along the railroads, close to the airport,
and that way you can keep Oakdale there. Because, as
far out as you're shifting, it's not going to -- it's
not going to meet your goals.
Also, at road costs per mile, it's ridiculous.
Thanks.

WILLIAM FEGARTY
ADDRESS: 265 California Street Oakdale, CA 95361
PHONE NUMBER: 209.847.5271

WILLIAM FEGARTY, present at 8:06 PM on his own behalf,
stated as follows:
I would like to see an alternate route on the east
side of Oakdale through for fear of the influence of
Oakdale since that land is going to be developed anyway.
And, there is an expressway designed for that. Why not
combine the North County Corridor with the expressway
through the east side of Oakdale and make it one
project?
Thank you.

CARLA COTTRELL
ADDRESS: 7535 Patterson Road Oakdale, CA 95361
PHONE NUMBER: 209.848.8806

CARLA COTTRELL, present at 8:14 PM on her own behalf,
stated as follows:
I do not want a freeway going by my property! Can you put an exclamation with that?

Okay. I feel that by doing the meetings this way, rather than having a public forum meeting, the people in charge are avoiding real public discussion about this corridor. By doing this, where people come individually talking to you or individually write their comments on a paper -- that doesn't even say it's going to be read but that it will be filed, and my feeling is it is going to be filed in a garbage can.

And by doing it in this way, they're not allowing real public discussion, because they really don't want public opinion. And that's one of the reasons that we mistrust people in public service.

I understand that they don't want people to be upset, that they don't want to have confrontation, but sometimes that's the only way you can get to the bottom of issues. And people have to be able to air the things they feel, and you have to hear the concerns the people have, and the things that people say, and what other people think, because they may think of something you haven't thought of.

And so, I really feel that they don't really want public discussion.

If I know something and I stand up in a public meeting and I say something about it, there may be other people in that meeting that have that same issue. But we will never know that because it's all being done individually and put in a box that probably the same people are going to read them all. And, if they did, they wouldn't read what they read from the last one to this meeting.

So, it's just a way of inviting us in to say, "We want to know what you think when we really don't want to know what you think. We just want to do what we want to do." And that just really makes me angry because I'm a taxpayer. I pay lots of taxes. I have worked for most of my life. I have great faith in this country and the people in this country, but I have very little respect for whoever's running this because of the way it's been done. And unfortunately, we've come to that place in our country where we have very little respect for our leaders and people in public service for exactly this reason.

You cannot just shove things down their throats, especially Americans. This is not involvement in the process, this is pretend involvement in the process. It's a ploy, and I'm not so stupid that I don't realize that. And I want you to know that whoever is going to read this -- if anybody is. I mean, I'm not even sure you're going to read my comments I've made. I've made plenty of them -- some more than once, and it's irritating.
I am upset that they did not have a public forum meeting where people could come and air. I understand that it's going to be confrontational. I feel like it's confrontational for me on the other side, but I would still be willing to listen to what people have to say. And, if it's really in the public good -- if that's really the reason for taking the freeway by my house, then I would understand that and I would have to feel that that would be okay.

But, doing this this way is very offensive to me, unless they're going to allow us to have an open forum at that point in time, which I don't see on their schedule. In this meeting, it would just be a way to let people think they could air their views, and I don't think people are really going to care, but I don't know how else to let people know that.

Thank you.

JANET METINA
ADDRESS: 2098 Rapunzel Court     Oakdale, CA 95361
PHONE NUMBER: 209.847.6527

JANET METINA, present at 8:23 PM on her own behalf, stated as follows:

I'm here tonight because I'm a land owner and our family ranch that is a home was started in the 1870s is part of the route that will be taken by the bypass. I'm concerned, because I've lived here in Oakdale all my life, and I'm fifty-three years old. I moved away, went to college, came back here and raised a family. I'm concerned, because I feel that the agricultural lands in this area will be compromised by these routes. I am curious to why the northern bypass has been abandoned. I feel that the reason why it has been abandoned is because there are very large, expensive homes on the north side of Oakdale that have more influence over our government officials than we do as agricultural land owners.

I do not wear a big diamond ring on my finger. I wear the same pair of shoes every day. I am a special education teacher here in Oakdale. I have triplets. I have an older child, and my husband is a general contractor that makes his living in both agricultural reasons because the cow business and in house building. Our family has had that ranch out there for a hundred and fifty years, and so we are here for the duration. And, I feel that the traffic here in Oakdale is not bad. I don't think that we need to build a corridor that goes up to the Sierra Nevadas and Foothills, because I think that will encourage more developers and more subdivisions in our native California lands.
Where are the Red Tail Hawk going to live? Where are the coyotes and the wildcats going to live? What will happen to our Sierras and to our Foothills? They will be paved over by subdivisions. I feel like our area is rapidly becoming the low-income area of California. As an educator, I see that twelve to sixteen percent of Stanislaus County, San Joaquin County, and Merced County are college graduates at the age of thirty. I see a huge dropout rate from our high schools, and our low education rate here in the Central Valley makes us much like an inner city. We are ignored by state politicians. Our county politicians want to bring in developers to pay their bills, and our city politicians want to bring in developers to pay their bills. I don't want this area to grow. My husband does fine with remodels, maybe a new construction here or there, every year or so, one at a time. I think there needs to be a moratorium building, and I feel that the bypasses are a joke. All it is going do is going to bring people through that area, into areas that are more desirable to live in like the Sierra Nevadas and the Foothills, and I'm tired of it. I wear the same pair of shoes every day. Thank you.
## Appendix F: Meeting Sign-in Sheets

**First Public Scoping Meetings Summary Report**

**Date:** 11-13-08

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<tr>
<th>Please Print Your Name</th>
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<td>Mark Shaw</td>
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<td>Ben Pitts</td>
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<td>Mark Grover</td>
<td>Medtrans</td>
<td>2825 Mission Ave</td>
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<tr>
<td>Judy By</td>
<td>93355</td>
<td><a href="mailto:july@mbcom.com">july@mbcom.com</a></td>
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<td>Reid Oldenhauer</td>
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<td>Tom Harper</td>
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**Second Public Scoping Meetings Summary Report**

**Date:** 11-13-08

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<td>Jim Ashley</td>
<td>201 Crawford Rd.</td>
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<tr>
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<td>Ray Banks</td>
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<tr>
<td>Paul Cleary</td>
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<td>526-6515</td>
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<tr>
<td>Sandy Mungin</td>
<td>1491 Lila Rd</td>
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<td>545-5647</td>
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<tr>
<td>Frank Vaudo</td>
<td>22280 6th Ave, Salinas, CA 95075</td>
<td>209-875-3778</td>
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Thank you for attending. Great job at the workshops.

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<td>Nicki Green</td>
<td>5121 Tully Rd</td>
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<tr>
<td>Nick Thorneberry</td>
<td>7228 Waterway Dr, Larkspur, CA</td>
<td>209-544-7768</td>
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<tr>
<td>Ken Thorneberry</td>
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<tr>
<td>William Ross, Jr.</td>
<td>3028 Roberts Rd, CA 95302</td>
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<td>209-544-54665</td>
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<td>Eileen Chevlin</td>
<td>206 Harvard Rd, Van Nuys, CA 91406</td>
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<td>Phil Warden</td>
<td>3232. Ladd Rd, CA 91356</td>
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<td>Jeffrey Lewis</td>
<td>1507 Sophie Lane, Livermore, CA</td>
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<td>Sue Smith</td>
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<td>Jeannie Knox</td>
<td>9025 Redwood Rd, Capitola, CA 95017</td>
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<td>Zillie Niquina</td>
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<td>JBC</td>
<td>PO Box 779</td>
<td>Stanton, CA 90261</td>
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<td>02) Steve Bullock</td>
<td>—</td>
<td>212 Crawford Rd</td>
<td>Modesto, CA 95352</td>
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<tr>
<td>03) Silvia Duval</td>
<td>University</td>
<td>1405 W 20th Place</td>
<td>Modesto, CA 95355</td>
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<tr>
<td>04) John Bricke</td>
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<td>18 Box 1660</td>
<td>Oakdale, CA 95361</td>
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<td>05) John Thomas</td>
<td>RFM</td>
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<td>08) Steven Edwards</td>
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<td>04) Rachel Delfont</td>
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<td>05) Mike Ernst</td>
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<td>09) Matthew Tallit</td>
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<tr>
<td>10) Ronald J. Frerich</td>
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<td>John Waring</td>
<td>K-D Manafort &amp; Sons Inc</td>
<td>5713 Coffee Rd</td>
<td>Modesto, CA 95356</td>
<td><a href="mailto:jwaring@modesto.ca">jwaring@modesto.ca</a></td>
</tr>
<tr>
<td>Tom Colvin</td>
<td>SCFB</td>
<td>1201 L Street, Modesto CA 95355</td>
<td><a href="mailto:tcolvin@scfb.com">tcolvin@scfb.com</a></td>
<td>(209) 522-7772</td>
</tr>
<tr>
<td>Howard Wang</td>
<td>City of Modesto</td>
<td>1001 Main St, Modesto CA 95356</td>
<td><a href="mailto:hwang@modesto.ca">hwang@modesto.ca</a></td>
<td>(209) 522-7772</td>
</tr>
<tr>
<td>Jim Bunn</td>
<td></td>
<td>808 S. L St, Modesto CA 95356</td>
<td><a href="mailto:jbunn@modesto.ca">jbunn@modesto.ca</a></td>
<td>(209) 522-7772</td>
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<tr>
<td>Scott Blevins</td>
<td>Stantec Consulting</td>
<td>1505 10th St, Modesto CA 95356</td>
<td><a href="mailto:sblevins@stantec.com">sblevins@stantec.com</a></td>
<td><a href="mailto:sblevins@stantec.com">sblevins@stantec.com</a></td>
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<tr>
<td>Carla Lothell</td>
<td></td>
<td>7537 Patterson Ave, Modesto CA 95356</td>
<td><a href="mailto:clothell@modesto.ca">clothell@modesto.ca</a></td>
<td>(209) 522-7772</td>
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<tr>
<td>Gena Morano</td>
<td></td>
<td>5431 Winton Ave, Modesto CA 95356</td>
<td><a href="mailto:gemanorano@modesto.ca">gemanorano@modesto.ca</a></td>
<td><a href="mailto:gemanorano@modesto.ca">gemanorano@modesto.ca</a></td>
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Date: 11/30/08

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<td>Terri Probst</td>
<td></td>
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<tr>
<td>Wayne Blevins</td>
<td></td>
<td>4200 Campus Drive, Santa Maria CA 95386</td>
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<tr>
<td>John Blevins</td>
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<td></td>
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<tr>
<td>Tom Vanderbaten</td>
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<td>5650 American Ave, Santa Maria CA 95386</td>
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<tr>
<td>Tim Moring</td>
<td>The Protecto Bee</td>
<td>P.O. Box 5205, Modesto CA 95352</td>
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<tr>
<td>Claire Bromund</td>
<td>LCF Jones &amp; Stokes</td>
<td>1630 K St #100, Suite 200</td>
<td><a href="mailto:cbromund@lcfjonesandstokes.com">cbromund@lcfjonesandstokes.com</a></td>
<td>908.545.2123</td>
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<tr>
<td>Rod Wright</td>
<td></td>
<td>1604 S 20th St</td>
<td></td>
<td>209.398.5085</td>
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<tr>
<td>Mickey Girardoni</td>
<td></td>
<td>5205 Congress Blvd</td>
<td></td>
<td>936.995.0200</td>
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<tr>
<td>Jack B. Brown</td>
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<td>800 E 5th St</td>
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<td>209 592-0200</td>
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<td>Dave Tanner</td>
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<td>1161 E Park Ave</td>
<td><a href="mailto:dave.tanner@ge.com">dave.tanner@ge.com</a></td>
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<tr>
<td>Andrew K.</td>
<td></td>
<td>1500 E 2nd St</td>
<td>619.602-9020</td>
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<td>Laura Darpinian</td>
<td>Darpinian &amp; Sons, Inc.</td>
<td>1225 Foothill Dr.</td>
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<td>Darlene Cross</td>
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<td>1225 Foothill Dr.</td>
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<tr>
<td>Joe Henricks</td>
<td></td>
<td>3303 Sunflower Dr. Madrson CA 95356</td>
<td><a href="mailto:galena9229@juno.com">galena9229@juno.com</a></td>
<td>983-4149</td>
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<tr>
<td>Greg Finchuke</td>
<td>CIG TRUST</td>
<td>6530 American Ave Matthew CA 93336</td>
<td>nicosmaj@com</td>
<td>604-2134</td>
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<tr>
<td>Michelle Finchuke</td>
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<tr>
<td>George Santillanes</td>
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<td>7601 Patterson Rd, Oceanside CA 92054</td>
<td>g <a href="mailto:santillanes@san.com">santillanes@san.com</a></td>
<td>847-582-1206</td>
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<tr>
<td>Michael Brennan</td>
<td>Oceanside City Council</td>
<td>Oceanside</td>
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<tr>
<td>Rick Barkowski</td>
<td></td>
<td>7840 Caesar Road, Oceanside, CA 92054</td>
<td>r <a href="mailto:barkowski@oceanside.org">barkowski@oceanside.org</a></td>
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<tr>
<td>John &amp; Beth Rosen</td>
<td></td>
<td>16521 Montecito Drive, S 7th Ave Oceanside, CA 92054</td>
<td>j <a href="mailto:rosen@oceanside.org">rosen@oceanside.org</a></td>
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<tr>
<td>David Johnson</td>
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<td>7535 Patterson Rd, Oceanside</td>
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<td>Evan Bryant</td>
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<tr>
<td>John O'Connor</td>
<td></td>
<td>7535 Patterson Rd, Oceanside</td>
<td>John O'<a href="mailto:Connor@oceanside.org">Connor@oceanside.org</a></td>
<td>847-582-1206</td>
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<tr>
<td>Margaret Hamilton</td>
<td>HWH</td>
<td>P.O. Box 1640, Mission, WA 98571</td>
<td><a href="mailto:mhamilton@hwh.org">mhamilton@hwh.org</a></td>
<td>206-737-2016</td>
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<td>J. Oppenheiser</td>
<td></td>
<td>7535 Patterson Rd, Oceanside</td>
<td>j <a href="mailto:oppenheiser@oceanside.org">oppenheiser@oceanside.org</a></td>
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<td>Gary Oppenheiser</td>
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<td>Marcus Henry</td>
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<td>Barbara Cross</td>
<td>HWH</td>
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<td>Ed Pataugas</td>
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<td>5202 Caesar Rd.</td>
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<tr>
<td>Charles Johnson</td>
<td></td>
<td>1600 3rd Ave, Oceanside</td>
<td>Charles <a href="mailto:Johnson@oceanside.org">Johnson@oceanside.org</a></td>
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<tr>
<td>Wesley Pirch</td>
<td></td>
<td>1566024th Ave, Oceanside</td>
<td>Wesley <a href="mailto:Pirch@oceanside.org">Pirch@oceanside.org</a></td>
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<tr>
<td>Jeff Grover</td>
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<td>15660 24th Ave, Oceanside</td>
<td>Jeff <a href="mailto:Grover@oceanside.org">Grover@oceanside.org</a></td>
<td>521-520-0050</td>
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Please Print Your Name | Organization, if any | Address, City and Zip | Email | Phone
--- | --- | --- | --- | ---
Phil Hudson |  | P.O. Box 276, Waterford, CA 95386 | Phil.hudson@ Hughes.net | 209-347-6290
Jill B. Canfield |  |  |  | 22222 Cactus Rd, Oakdale, CA 95361 | 925-235-3159
John Ronan Jr. |  |  |  | 4550 N. Palomar Ave, Oakdale, CA 95361 | 209-249-8166
Sandy Casey |  | 20, Box 154, Oakdale, CA 95361 | Sandy.Barrett,CA@ Hughes.net | 209-249-8166
Bill Deleon | San Joaquin County | 1010 Turner St., Oakdale, CA 95361 | 209-249-8166
Dave Steeley |  | 11605 Warrenville Rd, Oakdale, CA 95361 | Dave.Steeley@Hughes.net | 847-495-0177
Paul N. Humphries |  | 5718 S. Mtn Rd, Oakdale, CA 95361 | Paul.N.Humphries@ Hughes.net | 209-877-8785
William Fogarty | Pacific Gas & Electric Co. | 265 California Ave, Oakdale, CA 95361 | William.Fogarty@PG&E.com | 209-847-5771
Jim & Linda Conning |  | 15657 Winikoff Rd, Oakdale, CA 95361 | Jim & Linda.Conning@Hughes.net | 547-4150
Jeff Johnson |  | 10200 East Rd, Oakdale, CA 95361 | Jeff.Johnson@ Hughes.net | 916-995-3585

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<td>Linnell Griffin</td>
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<td></td>
</tr>
<tr>
<td>Patrick Corner</td>
<td>8100 Eureka Rd, 453rd</td>
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<tr>
<td>Loren &amp; Karen Waters</td>
<td>10526 Waskom Rd</td>
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<tr>
<td>Sue Wilson</td>
<td>455 S. 7th Ave, Oakdale CA 95361</td>
<td>Sue Wilson</td>
<td>209-414-6300</td>
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<tr>
<td>Please Print Your Name</td>
<td>Organization, if any</td>
<td>Address, City and Zip</td>
<td>E-mail</td>
<td>Phone</td>
</tr>
<tr>
<td>Paul J. Fogarty</td>
<td>Fogarty Ranch</td>
<td>4802 Lower Rd</td>
<td>Fogarty <a href="mailto:Ranch@att.net">Ranch@att.net</a></td>
<td>817-6036</td>
</tr>
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<td>817-6036</td>
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<td>Kurt <a href="mailto:Becksten@Oakdale.com">Becksten@Oakdale.com</a></td>
<td>762-2312</td>
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<td>Pete <a href="mailto:Dykstra@Oakdale.com">Dykstra@Oakdale.com</a></td>
<td>872-7280</td>
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<td>GREGTRUDELL@<a href="mailto:TOMS@TOMS.COM">TOMS@TOMS.COM</a></td>
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<td>TORIN DUBACK</td>
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<td>TORIN <a href="mailto:DUBACK@YAHOO.COM">DUBACK@YAHOO.COM</a></td>
<td>849-8613</td>
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<td>Robert <a href="mailto:Hower@SBCglobal.net">Hower@SBCglobal.net</a></td>
<td>847-6368</td>
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<tr>
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<td>Bill <a href="mailto:Douglas@Hotmail.com">Douglas@Hotmail.com</a></td>
<td>895-4887</td>
</tr>
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<td>Mike <a href="mailto:Johnson@Oakdale.com">Johnson@Oakdale.com</a></td>
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<td>Erika <a href="mailto:Hall@Oakdale.com">Hall@Oakdale.com</a></td>
<td>209-414-6300</td>
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<tr>
<td>Char Teshieu</td>
<td>Bowman-Kim, Inc.</td>
<td>N. S. Bowman Av, Carlsbad, CA</td>
<td><a href="mailto:charles@km.com">charles@km.com</a></td>
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</tr>
<tr>
<td>Elizabeth Reynolds</td>
<td>Ranching</td>
<td>P.O. Box 931, Okeechobee, FL</td>
<td></td>
<td>(863) 847-2311</td>
</tr>
<tr>
<td>Ron Hagemann</td>
<td>Forest Land</td>
<td>1531 E. Westover Rd., Modesto, CA</td>
<td></td>
<td>(209) 551-6002</td>
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<tr>
<td>Jeff Sowers</td>
<td>Baja Foods</td>
<td>551 S. Yorkville, CA</td>
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<td>(209) 814-7206</td>
</tr>
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<td>Grace Goodale</td>
<td>GRH Dairy</td>
<td>18001 Selva Escondido, CA</td>
<td></td>
<td>(619) 765-6225</td>
</tr>
<tr>
<td>Lance Hill</td>
<td>Holowaty Bros.</td>
<td>807 S. STEAM</td>
<td></td>
<td>(619) 444-7155</td>
</tr>
<tr>
<td>Chris Lane</td>
<td>10573 Workaround Rd., San Marino</td>
<td></td>
<td></td>
<td>(619) 94111</td>
</tr>
<tr>
<td>Robert Cushing</td>
<td>Farming</td>
<td>11885 Sawyer Rd, Chula Vista</td>
<td></td>
<td>(443) 1533</td>
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<tr>
<td>Justin Lohman</td>
<td>Serrano Co.</td>
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<td><a href="mailto:jlohman@serrano.com">jlohman@serrano.com</a></td>
<td>(626) 4450</td>
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</thead>
<tbody>
<tr>
<td>Judith Browne</td>
<td>JBC</td>
<td>P.O. Box 773, Stockton 95201</td>
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</tr>
<tr>
<td>Ashley Gonzalez</td>
<td>JBC</td>
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<tr>
<td>Lora Harris</td>
<td>JBC</td>
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<tr>
<td>Kris Beale</td>
<td>Jacobs</td>
<td>108 Promenade Ck., Serra Hills</td>
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</tr>
<tr>
<td>Tara Lohman</td>
<td>JBC</td>
<td>4755 Forest Hill Dr, San Diego</td>
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</tr>
</tbody>
</table>

Thank you for your interest. Click here for additional.
