



DATE: July 6, 2010

MEMO TO: North County Corridor TAC

FROM: Laurie Barton

SUBJECT: North County Corridor Technical Advisory Committee (NCC TAC)
Meeting Minutes for July 6, 2010

In Attendance:

Dave Myers, City of Oakdale
Brent Sinclair, City of Modesto
Jeff Barnes, City of Modesto
Carlos Yamzon, StanCOG
Laurie Barton, Stanislaus County
Kris Balaji, Jacobs Engineering

Public Attendees:

Gary Darpinian
Steve Burke
Jim Area

The NCC TAC meeting began at 1:00 p.m. on July 6, 2010 in the Stanislaus County Conference Room 3555/3772, 3rd floor, 1010 10th St., Modesto, CA.

The meeting was called to order. The June 1, 2010 minutes were approved. Motion by Barnes, second by Yamzon. Approved unanimously.

Kris Balaji discussed the project updates. The discussion centered upon the upcoming Jacobs Amendment. The proposed amendment was actually pulled from the June 16, 2010 NCC Board Agenda after meeting with Caltrans representatives to discuss the scope of work. It was decided to take more time to refine Jacob's scope to meet the NEPA lead agency requirements (Caltrans). We will be bringing the amendment with cost, scope and schedule back to the Board on July 21, 2010.

There were no updates on the lawsuit filed on the FEIR for the Route Adoption.

The public had three issues to discuss:

Will the same assumptions regarding Kiernan I/C be used as were used for the Route Adoption – that the I/C will not work. We will be looking at a Kiernan alternative that will utilize the Kiernan I/C. The traffic numbers will account for existing and future conditions (proposed I/C improvements). All alternatives will be taken through a screening process.

What is the status of the Salida Community Plan? It is an adopted Plan by the Board of Supervisors and will be taken into consideration for the western most portion of the project., although the Salida Community Plan has not yet gone through environmental review. Any other option, such as bisecting the Plan, would take Board of Supervisor approval of a revised Salida Community Plan.

Is the interchange spacing the reason why Kiernan has not been considered? The reason the western portion of the project will be studied as a local roadway was because we could not meet several Caltrans standards including interchange spacing on Hwy. 99 and a standard freeway-to-freeway connection. However, we have agreed with Caltrans to study Kiernan (Rte. 219) as an alternative. This will be a state facility alternative, as opposed to a local roadway alternative. All alternatives will have to go through a predetermined screening analysis to be viable.

We all agreed that public participation and comment were vital to the process. The public attendees appreciate the opportunity to attend the TAC meetings. We will be proposing that a press release goes out as alternatives are screened out. There will be scoping meetings that will encourage the public to present their ideas and concerns. Gary Darpinian stated that he and most of the people he talks to are supportive of the project, but are concerned about the impacts and want to be part of the process.

There were no closing comments.

Adjournment at 2:00 p.m.