

DATE: April 5, 2011

MEMO TO: North County Corridor TAC

FROM: Laurie Barton

SUBJECT: North County Corridor Technical Advisory Committee (NCC TAC) Meeting Minutes for April 5, 2011

In Attendance:

Steve Hallam, City of Oakdale
JD Hightower, City of Riverbank
Brent Sinclair, City of Modesto
Jeff Barnes, City of Modesto
Carlos Yamzon, StanCOG
Laurie Barton, Stanislaus County
Matt Machado, NCC Authority Manager
Kris Balaji, Jacobs Engineering
Jesus Vargas, Caltrans Project Manager

14 members of the public attended.

The NCC TAC meeting began at 1:00 p.m. on April 5, 2011 in the Stanislaus County Conference Room 3555/3772, 3rd floor, 1010 10th Street, Modesto, CA.

The meeting was called to order. The approval of the February 1, 2011 minutes deferred to next month because a quorum was not available at the time the item came to the floor.

The project update was provided by Matt Machado and Kris Balaji. It was emphasized to the public that any comments they would like to have as part of the environmental process and part of the public record should be directed to Gail Miller at Caltrans. Her contact information was provided in the staff report.

Matt Machado focused on two design options and asked for member input. Matt put forth the idea to eliminate the design option that cuts through the Salida Community Plan to the west of Dale Road. He reasoned that the proposed design option conflicts with the voter approved Salida Community Plan and that any change necessitated by the NCC to the Salida Community Plan will entail a countywide vote and cause delays to NCC that could be otherwise be addressed by the other alternatives. Brent Sinclair stated that Modesto is not opposed to eliminating this

design option. Modesto, however, is very clear that the alignment along Kiernan/Claribel (the green line) to remain as an alternative. Steve Hallam stated that Oakdale was not opposed to eliminating the design option. JD Hightower stated that Riverbank was not opposed to eliminating the design option, but concurred with Brent Sinclair to keep Alternative 2 (the green line) for further study. Carlos Yamzon stated that StanCOG was not opposed to eliminating the design option.

The second design option discussed was east of Riverbank from Langworth Road to Oakdale/Waterford Highway (the southerly orange dashed line). Matt Machado explained that this particular option has several design flaws and impacts to ConAgra that should be avoided. Steve Hallam stated that Oakdale concurs. Modesto, Riverbank and StanCOG representatives also concurred. Steve Hallam went on to say that the City of Oakdale has no interest in Alternative 2 (from Eleanor to Oakdale Waterford Highway), but understands that it remains for study purposes. This alternative is not within Oakdale's General Plan and the City had previously selected a preferred alternative during the Route Adoption phase of the project (Corridor B), and continues that support.

Discussion continued regarding Claribel Road Alternative 2 along Riverbank's southern border. This alternative was previously recommended to be eliminated; however, after subsequent discussion with the Cities of Riverbank and Modesto, it was determined that this is a viable alternative if an interchange is not built at Oakdale Road. If the interchange can be built between Coffee and Oakdale, some design conflicts could be avoided that would keep the NCC contiguous to Claribel. Claribel would be intended to act as a frontage road to the NCC and access to the Crossroads Shopping Center would not be impacted.

Members of the public asked about the alternative that Mark Stone had presented at the last NCC Board Meeting. Matt Machado explained that Mr. Stone's alternative actually acts as a design option for the Alternative 2 (green line – Kiernan Alternative) and may be useful when detail design begins to help miss the church and the school.

The TAC proceeded with a discussion of possible interchange/intersection locations as depicted on the handout. Locations must be assumed for the purposes of building the traffic model. This handout has not been previously presented to the Project Development Team (PDT), but will be at the next meeting. The PDT will actually make decisions concerning location, but local input is desired for presentation to the PDT. Brent Sinclair stated that we should be committed to a 2-mile interchange spacing to help mitigate costs. He also stated that the City of Modesto might want to examine an interchange somewhere between Tully and Carver, rather than at Tully. Steve Hallam is supportive of the 2-mile interchange spacing. JD Hightower says that Riverbank has a keen interest in the Claus Road Interchange. Brent Sinclair stated that the reason that a circle is not shown at Claus and Claribel is because Modesto has been acquiring right of way for sever years to realign Claus Road to west of the railroad tracks. The handout depicts this future realignment plan. A member of the public asked if any local roads would result in dead end roads at the intersection with NCC. The answer was that local access may not be limited by the project and that undercrossings or overcrossings could be utilized. The design analysis will look into these details. Kris Balaji pointed out an error in the proposed potential Interchange Location map. It showed two circles (depicting potential interchange) on Oakdale road, one on

intersection of Claribel and Oakdale, and the other on the intersection of Oakdale road with the proposed NCC alignment. Kris clarified that the correct proposed location for the potential interchange for the Alternative 2 (green line) is west of Oakdale road on Claribel Avenue, close to where the Alternative 1 crosses Claribel. This correction pointed out at the TAC meeting is shown on the attached map.

A representative from the Stanislaus Union School District inquired about the impacts to the elementary school and stated that they would prefer Alternative 1. The response was that the impacts have not been analyzed yet, but would be and that is where the design options would be beneficial to try to avoid or minimize impacts.

Another public member encouraged the team to work with local planners to determine appropriate interchange locations to maximize potential build out.

Kris Balaji continued with the project updates and stressed that difficulty in obtaining the permits to enter (PTEs) was beginning to have overall project impacts that could result in schedule delays and budget amendments.

The article in the Modesto Bee over the weekend was discussed. It was determined that the Bee had erroneously inserted a map that was not supplied by the consultants (though it inaccurately stated that the source was Jacobs Engineering), NCC or Caltrans.

Matt Machado stated that the next NCC Board Meeting was scheduled for April 20th in the Supervisor's Chambers. However, the Project Development Team Meeting is scheduled for that same morning and then the StanCOG meeting is scheduled for immediately after the NCC Board Meeting. Matt will be discussing with the NCC chair the possibility of moving the board meeting to a different day so that any new information from the PDT could be vetted and brought to the Board. It is also likely that the Board meeting may need to be longer than the time allowed and would conflict with the StanCOG meeting.

No other Member Statements or Public Comments were noted.

Adjournment at 1:55 p.m.

NORTH COUNTY CORRIDOR
TRANSPORTATION EXPRESSWAY AUTHORITY
TECHNICAL ADVISORY COMMITTEE

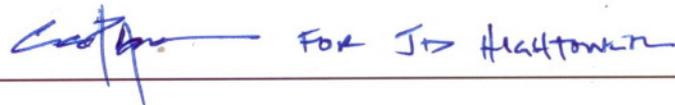
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There being no further business to come before this Board, the meeting adjourned at 1:55 p.m.

ATTEST: Laurie Barton
Chairperson for the
North County Corridor Transportation Expressway
Technical Advisory Committee

A handwritten signature in blue ink, appearing to read "Laurie Barton", written over a horizontal line.

COUNTERSIGNED BY: JD Hightower
Vice Chairperson of the
North County Corridor Transportation Expressway
Technical Advisory Committee

A handwritten signature in blue ink, appearing to read "For JD Hightower", written over a horizontal line.