

**NORTH COUNTY CORRIDOR
TRANSPORTATION EXPRESSWAY AUTHORITY**

MEETING MINUTES

February 17, 2016

4:30 P.M.

TENTH STREET PLACE

BOARD CHAMBERS

1010 10TH STREET, MODESTO CA

www.stancounty.com/publicworks

Directors Present:

William O'Brien, Richard O'Brien, Terry Withrow, Pat Paul, and Douglas Ridenour

Also Present:

Authority Manager: Matt Machado

Ex-Officio: Rosa Park

Legal Counsel: Thomas Boze

Absent:

Ex-Officio: Samuel Jordan

1. CALL TO ORDER

Chairman William O'Brien called the meeting to order at 4:30 p.m.

2. APPROVAL OF MINUTES FROM November 18, 2015 (MOTION)

The meeting minutes were approved. *On Motion of Pat Paul / Seconded by Richard O'Brien. All in favor – 4/0, Douglas Ridenour abstained.*

3. CORRESPONDENCE

a. Letters Received (ACKNOWLEDGE RECEIPT)

- Matt acknowledged letters and comments received.

4. AGENDA ITEMS

a. Annual Financial Audit (MOTION)

Report done by Brown & Armstrong, no issues seen. Report available online.

On Motion of Terry Withrow / Seconded by Douglas Ridenour. All in favor – 5/0.

b. Project Update (INFORMATION ONLY)

- Colt Esenwein and Matt Satow provided the project update.
- Environmental document has made it through Caltrans quality review and is in final review with the Caltrans District Director. Should be going to Caltrans Headquarters for legal review next week. After legal review process, the document will be routed for final signatures, which will take place in the middle of April.

Caltrans is the CEQA and NEPA lead agency for the North County Corridor State Route 99 to State Route 120 Project. Public comments collected at this meeting are not part of the CEQA or NEPA public review process and will not be made a part of the official public record.

- Once final signatures are received, the document will be released for a 45-day public viewing and public comment period. Also, an “open house” style Public Hearing will be held May 19th from 4:00 to 8:00 PM at the Riverbank Community Center. Announcements will be mailed out.
- On the environmental end, the average rainfall was enough to fill pools allowing studies to be conducted for the salamanders, to incorporate into the environmental study. If there isn't a presence of the salamander, it will save the project a lot of money in potential mitigation.
- Project cost estimates have increased, which can be attributed to the economic improvement, rise in housing/property values since the estimates were done nearly three years ago. Also, there's a 20-25% contingency required by Caltrans for any road construction, bridge, or right of way projects. Another factor is the life cycle cost analysis as the original project was scoped having an asphalt section, but a life cycle cost analysis per Caltrans compares a reinforced concrete section and compares the two sections over a projected 50 year cycle of cost and maintenance.
- A value analysis was also done on the project to look into ways to improve and reduce costs. Because of that analysis done in July, there has been \$78 million in potential project savings ideas.
- Geographic Information Systems (GIS) update (County website on-screen tutorial).
- Once the environmental document comes out, and the public hearing, the project managers will visit the local agencies and cities involved and hopefully decide on the preferred alternative before meeting with the JPA again.
- In summary, the environmental document comes out to the public on April 22nd, citizens can see how their property is affected, and on May 19th citizens can come to the public hearing to formally address their comments and concerns in writing. Once the public comment period has ended, then the item will ideally be brought to the local agencies and cities involved and hopefully decide on which of the four alternatives to present to Caltrans. Late summer we should know what direction Caltrans will go with.
- Will you make the budget with the cost of the stenographers and public meeting? *Depends on how many comments and the types of comments received.*
- If the agencies do not come to a consensus on an alternative, what will happen? *Caltrans has the final say and will make the decision based on impact and cost if agencies can't come to a consensus.*
- The environmental document is too large to email or print for everyone, therefore, Public Works has made it available in the libraries, on USB drives, at the Public Works office, and it is also available for download on the Caltrans website.

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5. PUBLIC COMMENTS

- If individual is unavailable at the time of the public hearing, can they still make a comment? *Yes, anytime during that 45-day comment period is acceptable for making comments. You can also make them online, through email, through phone call, etc – there are multiple opportunities and you can make multiple comments throughout the 45-day period.*
- Mark Stone – Cost vs. use? What’s a better “bang for our buck”? The bypass will save 3-8 minutes of drive time. The paper stated \$700 million cost, with change orders rounds to \$800 million. This makes the cost at approximately \$100-200 million per minute on four miles of freeway. Is the money spent worth the benefit that the bypass would give?
- Sonny Crim (neighbor, reading a letter for Jerry Fouts – absent) - Letter was regarding the short-sightedness and lack of transparency in alternatives and overall project risks to health and property value. Letter addresses concern to human health versus environmental health. Letter urges citizens to express frustration to Mayor O’Brien.
- Kathe Poteet – Expressed feelings regarding a lack of communication as there are concerns about health and pollution. The roundabout option in Alternative A will increase exhaust fumes, noise, and congestion and decrease attractiveness in neighborhoods. Alternative B will improve health by aiding less congestion, pollution, and noise, and will help mitigate the deadly intersection of Wamble and Lancaster Roads as the intersection is a safety factor. *Please make the comments in writing during the comment period to get them on record.*
- Curt Porter – Atlas toward Wamble there are about 38 homes that will be affected. Urge the [JPA] to take a deeper look at the homes and families affected. Expressed frustration about the environmental studies taking priority over people.
- Lana Dyer, Realtor – Oakdale is a highly sought after area in the value due to being a small town. East Oakdale is the most desired part of Oakdale, which is the part that would be primarily affected by a roundabout at Atlas. The neighborhood will become a thoroughfare bringing three highways (108, 120, and 219) to an intersection on Atlas Road. There is about 684 homes from Stearns to Orange Blossom is about 1400 people affected.
- When are the cities and counties going to choosing a route and how can we have an opinion? Direct question to Mayor Paul regarding what alternative Oakdale decided on. *Oakdale has not decided yet. Oakdale City Council will have a Public Hearing where comments can be made. Information will be in the paper.*

6. AUTHORITY MANAGER’S REPORT

- Nothing to add, however, Matt urged citizens to express their comments and concerns again after the document comes out so they can be made official.

7. DIRECTORS’ REPORTS

- None.

8. EX-OFFICIO'S REPORTS

- None.

9. ADJOURNMENT

- Next meeting scheduled for May 18, 2016 at 4:30 p.m. at Tenth Street Place. The meeting was adjourned at 5:17 p.m.

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

BY: DENAE J. DAVIS, Administrative Secretary
(The above is a summary of the minutes. An audio recording of the entire meeting is available.)

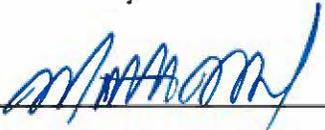
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There being no further business to come before this Board, the meeting adjourned at 5:17 p.m.

ATTEST:

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



COUNTERSIGNED BY:

William O'Brien, Chairman of the
North County Corridor Transportation Authority



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