

**NORTH COUNTY CORRIDOR
TRANSPORTATION EXPRESSWAY AUTHORITY**

MEETING MINUTES

February 15, 2017

4:30 P.M.

TENTH STREET PLACE

BOARD CHAMBERS

1010 10TH STREET, MODESTO CA

www.stancounty.com/publicworks

Directors Present:

Chairman Terry Withrow, Kristin Olsen, Ted Brandvold, Richard O'Brien, and Richard Murdoch (for Pat Paul)

Also Present:

Authority Manager: Matt Machado

Ex-Officio: Rosa Park and Samuel Jordan

Legal Counsel: Thomas Boze

1. CALL TO ORDER

Chairman Terry Withrow called the meeting to order at 4:30 p.m.

2. APPROVAL OF MINUTES FROM November 16, 2016 (MOTION)

The meeting minutes were approved. *On Motion of Kristin Olsen / Seconded by Richard Murdoch. All in favor – 5/0.*

3. AGENDA ITEMS

a. Project Update (INFORMATION ONLY)

- Matt Machado provided project update.
- Good news: The environmental document has been drafted and is with Caltrans at the district level. The document is planned to be delivered to Caltrans Headquarters by the end of the week for a final ten day review. Then the document should be ready to go.
- Bad news: “Ready to go” doesn’t mean “ready for the public” as the document is waiting on National Environmental Policy Act (NEPA) delegation. The agreement between the Federal government and the State of California that authorized the State to act on behalf of the Federal government to approve Federal environmental documents expired in December.
- Federal government has done their part and we are waiting on the State legislation to take action to accept the NEPA delegation. AB 28, legislation. Has been through the Assembly of Transportation Committee, Appropriations Committee, and is anticipated to go to the Senate by the end of March. With the NEPA delegation and legislation in place, document can be approved and delivered to public.

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.

- Anticipated release to public is in April. Hope to schedule a public hearing by the end of April.

b. Approval of Revised Board 2017 Meeting Schedule

- Public preference expressed at the previous meeting was to change the meeting start time of 4:30 PM to 6:00 PM. This time change would not work with the third Wednesday of the month, as it would interfere with Stanislaus Council of Governments (StanCOG) meetings. Propose moving the meetings to 6:00 PM on the second Wednesday of the month, with the exception of the second Wednesday of November – as the chambers are not available on that date.
- There is a North County Corridor Transportation Expressway Authority (Board) meeting on March 15. Although NEPA delegation won't be done, we should have a feeling for it is going to go, and the environmental document should be ready to go. We can start discussing public hearing dates at the March meeting as the environmental document will hopefully be ready to go to the public by the April meeting.
- *Ted Brandvold - Would it be possible to consider the first or fourth Wednesday as the second Wednesday would interfere with a standing meeting? Will have to check the availability of the chambers.*
- *Kristin Olsen – Are the meetings in addition to the public hearings? Yes, public hearing is one meeting during the public review to allow public to view the document and make comments.*
- Matt Machado – Can keep the approved schedule of the third Wednesday while we continue to look at other options. The next meeting would be on March 15.

4. PUBLIC COMMENTS

- Larry Nydahl – Where is the public hearing meeting going to be? Will comments count? *Most likely in Riverbank at the community center as it is central to Modesto and Oakdale, and in the “heart” of the project. Meeting will be open-house forum, both alternatives will be displayed, all comments count – there will be people there to record and document comments. Once the public comment period closes, each comment will be responded to individually and each city agency will be reached out to for their preference. This process will take months, but all comments and input will be reviewed and will help shape the final document. Important to voice opinion at local city council meetings as that will also help shape the final decision.*

5. AUTHORITY MANAGER’S REPORT

- Matt Machado provided a visual geographic information system (GIS) presentation on the roundabout alternative designs.
- Options were signal or roundabout. Analysis was done and showed the roundabout provided a safer, smoother flow with the least delays.
- Traffic counts in that area projects an average 15,000 vehicles per day. This level of traffic at this intersection does not warrant the cost of an interchange.

- Dedicated lanes in the roundabout allow the flow to be constant and uninterrupted.
- Roundabout speeds slow autos to about 20 mph, and larger trucks to 5-10 mph.
- For comparison, this roundabout would be much larger than the roundabout currently seen at Claribel/Roselle.
- This design will accommodate projected growth out to 2040.
- Roxanna Horn - Has anyone done risk assessment for speed coming back from Sonora? Or for the heavy traffic back up on the weekends? *Concept with roundabout – as you approach at freeway speeds there are curves designed to help automatically slow the driver down before they reach the roundabout. Series of curves are set to capture drivers at 55 mph to slow them down comfortably as they drive through.*
- Larry Nydahl - Taking two lanes into one lane – for traffic making a right heading to the mountains, correct? *Right lane is a free right, left lane can make a right, but has to yield. The far right lane is a dedicated right.*
- Kathy Poteet - Bay area and Oakdale traffic going east will have to go through the roundabout, with no bypass around it? *Rare that both directions are equally busy. Once in the roundabout, the driver has the right of way. The only conflict they'll see is if another driver enters the roundabout before them and are going the opposite direction. Concerned with the fact there are two lanes entering the roundabout, but only one actually exits. This will cause traffic delays. Will look into adding a third lane in the roundabout to allow two lanes of travel exiting the roundabout.*
- Brian Whitemeyer - Encouraged others to consider keeping an open mind regarding the roundabout. The traffic signals on the way to the mountains causes a drastic slow down or complete stop. A well designed roundabout gears everyone to slow down, but will allow free flowing traffic without the delays a traffic signal would cause.
- Richard Murdoch - Agrees with Brian regarding the roundabout versus traffic signals. Would like to note that the Oakdale constituents were favorable toward the third option – being an interchange.
- Larry Nydahl - Would like to see an interchange like the 152 overpass (Hollister/Gilroy area). It may cost more money, but it would make it easier for people to get to the mountains.

6. DIRECTORS' REPORTS

- None.

7. EX-OFFICIOS' REPORTS

- None.

8. ADJOURNMENT

- Next meeting scheduled for March 15, 2017 at 4:30 p.m. The meeting was adjourned at 5:07 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 5:07 p.m.

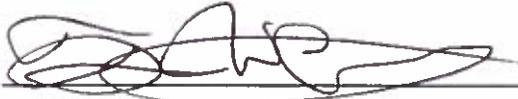
ATTEST:

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



COUNTERSIGNED BY:

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



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