

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
BOARD ACTION SUMMARY

DEPT: Public Works

BOARD AGENDA #: C-3

AGENDA DATE: October 31, 2017

SUBJECT:

Approval to Adopt and Recommend to Caltrans a Locally Preferred Alignment Alternative for the North County Corridor Project (Tully Road to State Route 120)

BOARD ACTION AS FOLLOWS:

No. 2017-611

On motion of Supervisor Olsen, Seconded by Supervisor Withrow
and approved by the following vote,

Ayes: Supervisors: Olsen, Withrow, Monteith, DeMartini, and Chairman Chiesa

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None

1) Approved as recommended

2) Denied

3) Approved as amended

4) Other:

MOTION: The Board adopted and recommended Alternative 1B to Caltrans, as the locally preferred alignment alternative for the North County Corridor Project (Tully Road to State Route 120).

ATTEST: 
ELIZABETH A. KING, Clerk of the Board of Supervisors

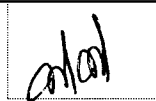
File No.

**THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
AGENDA ITEM**

DEPT: Public Works

Urgent

Routine



BOARD AGENDA #: C-3

AGENDA DATE: October 31, 2017

CEO CONCURRENCE:

4/5 Vote Required: Yes No

SUBJECT:

Approval to Adopt and Recommend to Caltrans a Locally Preferred Alignment Alternative for the North County Corridor Project (Tully Road to State Route 120)

STAFF RECOMMENDATIONS:

1. Adopt and recommend to Caltrans a locally preferred alignment alternative for the North County Corridor Project (Tully Road to State Route 120).

DISCUSSION:

The North County Corridor Project (Tully Road to State Route 120) (Project) is a high-priority project for Stanislaus County, its communities and the growing urbanized cities of Modesto, Oakdale, and Riverbank. The purpose of the Project is to ultimately build a west-east freeway/expressway that would improve regional network circulation, relieve existing traffic congestion, reduce traffic delay, accommodate future traffic, benefit commerce, and enhance safety.

To plan for the freeway/expressway, the North County Corridor Transportation Expressway Authority (NCCTEA) was formed in 2008. The NCCTEA consists of the cities of Modesto, Oakdale, and Riverbank; the County of Stanislaus; and ex-officio members Stanislaus Council of Governments (StanCOG) and the California Department of Transportation (Caltrans).

The North County Corridor (NCC) State Route (SR) 108 East Route Adoption was approved by the California Transportation Commission in May 2010. The adopted corridor provides for approximately 18 miles of freeway/expressway on new alignment from near SR-219 north of the City of Modesto and west of the City of Riverbank to SR-120 approximately six miles east of the City of Oakdale.

The Notice of Intent and Notice of Preparation for the current Project Approval and Environmental Documentation phase were initiated in August 2010. The Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was released for public review on August 9, 2017 and a public hearing was held on September 7, 2017 at the Gene Bianchi Community Center in Oakdale that was attended by over 500 members of the public. The comment period for the Project's Draft EIR/EIS officially closed on October 16, 2017.

The NCC project is a joint project by Caltrans and the Federal Highway Administration and is subject to state and federal environmental review requirements. As a result, project

Approval to Adopt and Recommend to Caltrans a Locally Preferred Alignment Alternative for the North County Corridor Project (Tully Road to State Route 120)

documentation has been prepared in compliance with both California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). Caltrans is the lead agency under NEPA and the lead agency under CEQA. A summary of the studies conducted and findings is attached to this report (Attachment 2).

After receiving comments from the public and reviewing agencies, a Final EIR/EIS will be prepared over the next 12 months. Caltrans may prepare additional environmental and/or engineering studies to address comments. The Final EIR/EIS will include responses to comments received on the Draft EIR/EIS and will identify the preferred alternative. After the Final EIR/EIS is circulated, if Caltrans decides to approve the project, a Notice of Determination will be published for compliance with CEQA, and a Record of Decision will be published for compliance with NEPA.

The purpose of the project is to reduce existing and future traffic congestion in northern Stanislaus County, support the efficient movement of goods and services and improve interregional Travel as follows:

- Reduce average daily traffic volumes and current traffic congestion and accommodate anticipated future traffic on the existing SR-108 and the surrounding regional transportation network in Stanislaus County and the cities of Modesto, Riverbank, and Oakdale.
- Support the efficient movement of goods and services throughout the region for the benefit of the regional economy by providing a more direct and dependable truck route, increasing the average operating speeds of all vehicles, and reducing the number of areas of conflict between motorized traffic and non-motorized means of travel.
- Improve the efficiency of interregional travel by reducing travel times for long distance commuters, recreational traffic, and interregional goods movement.

The project has been identified as a necessary improvement to accommodate regional east-west traffic and to improve north-south connectivity in Stanislaus County and southern San Joaquin County. The Project is needed because:

- Travel conditions in the region, including traffic congestion on existing SR-108, will continue to worsen due to regional population growth and projected traffic volume increases.
- Traffic congestion on existing truck routes (SR-108/SR-120) will continue to hinder the efficient movement of goods and services.
- Existing SR-108 is part of the interregional system, and interregional circulation will become increasingly constrained as travel times on existing SR-108 increase substantially with planned residential and employment growth.

The proposed project will connect SR-219 near Modesto to SR-120 near Oakdale. The NCC EIR/EIS document analyzes the four Build Alternatives (1A, 1B, 2A, and 2B) and the No-Build

Approval to Adopt and Recommend to Caltrans a Locally Preferred Alignment Alternative for the North County Corridor Project (Tully Road to State Route 120)

Alternative. The western end of all alternatives is at the SR-219 (Kiernan Avenue)/Tully Road intersection. The project is analyzed as three distinct segments for environmental evaluation purposes and explaining the proposed improvements. Segment 1 represents the more urbanized area; Segment 2 represents a transition from urbanized to rural area; and Segment 3 represents the rural foothill area.



Segment 1, which has the same western end for all Build Alternatives, begins at the SR-219 Kiernan Avenue/Tully Road intersection. All of the Build Alternatives proceed along the same alignment and have similar improvements to the vicinity of the existing Claus Road/Claribel Road intersection near the southeast portion of the City of Riverbank and northeast portion of the City of Modesto's future sphere of influence.

Segment 2 is where the four similar alternatives separate into two different alignments (1A/1B and 2A/2B). In Segment 2, Alternatives 1A and 1B veer northeast from near the existing Claus Road/Claribel Road intersection and pass through the southern boundary of the City of Oakdale to just east of Albers Road, and Alternatives 2A and 2B continue to extend easterly along Claribel Road and veer northeastward past the intersection of Claribel Road/Bentley Road to just east of Albers Road. Each of the alternatives then continues to the respective proposed eastern end (A and B).

In Segment 3, Alternatives 1A and 2A merge as similar alternatives at the southern end of the City of Oakdale and continue on the same alignment to the proposed eastern end (A) at the new SR-108/SR-120 intersection just east of the City of Oakdale boundary. In Segment 3, Alternatives 1B and 2B merge as similar alternatives north of the existing Warnerville Road/Emery Road intersection and continue on a northeasterly direction to the proposed other eastern end (B) at the new SR-108/SR-120 intersection west of the existing SR-120/Lancaster Road intersection.

The next step in the Project Approval and Environmental Documentation (PA&ED) phase is for the Project Development Team (PDT) to make a recommendation for a preferred alignment for the final environmental document and the Caltrans District Director's consideration. The PDT is

Approval to Adopt and Recommend to Caltrans a Locally Preferred Alignment Alternative for the North County Corridor Project (Tully Road to State Route 120)

comprised of staff from Caltrans, StanCOG, Stanislaus County, the Cities of Modesto, Oakdale and Riverbank and key members of the environmental and engineering consultant team.

The PDT will form a recommendation for an alignment alternative based on a number of factors including the:

- Findings of the environmental and engineering studies;
- Comments received during the public comment period;
- Recommendations by the local agencies (Stanislaus County Board of Supervisors, City Councils of Modesto, Oakdale and Riverbank); and
- Project cost.

In general, all four alignment alternatives are viable alternatives and have similar environmental impacts. The key areas of difference were with the impacts to farmland, wildlife habitat and right-of-way impacts.

Alternatives 1A and 2A are shorter in length than 1B and 2B and as such, they have smaller footprints and less impact to farmland and wildlife habitat. However, it is important to note that although Alternatives 1A and 2A have the smallest footprint, they have the greatest impact to homes and businesses. Alternatives 1B and 2B require acquisition of the least number of homes and businesses with Alternative 1B having the lowest number of home and business acquisitions.

Overall, from an engineering and environmental standpoint, each alternative had advantages and disadvantages with the 1A and 2A alternatives having less impact to the natural environment, while the 1B and 2B alternatives had the least amount of impact to homes and businesses.

The comments received during the public comment period are currently being compiled for the team to review and prepare official responses for the final environmental document. In general, there were a large number of comments that voiced opposition to the 1A and 2A alternatives. Of the commenters that stated a preference, a majority preferred Alternative 1B and many also stated a preference for either Alternative 1B or Alternative 2B. Other comments received had questions regarding the right-of-way process, drainage and other property specific questions.

On October 3, 2016, the Oakdale City Council passed a resolution of preliminary support for NCC Alternatives 1B and 2B. With the official release of the Draft EIR/EIS on August 9, 2017, City staff has had the opportunity to review the Draft EIR/EIS and believes that Alternative 1B should be the preferred alternative for the following reasons:

- 1) Provides the least negative impact on the goals and policies of the City's 2030 General Plan;
- 2) Displaces the least number of homes and businesses;
- 3) Provides a direct connection to the City's future Specific Plan Area 5 and the City's South Oakdale Industrial Specific Plan Area;
- 4) Accommodates connections to existing and planned industrial and commercial uses; and
- 5) Estimated costs of Alternative 1B is lower than Alternative 2B by \$11 million.

Approval to Adopt and Recommend to Caltrans a Locally Preferred Alignment Alternative for the North County Corridor Project (Tully Road to State Route 120)

At their September 18, 2017 meeting, the Oakdale City Council unanimously passed a resolution to send Caltrans an official comment letter stating the City's preference for Alternative 1B.

On October 24, 2017 City of Riverbank City Council took the same action for similar reasons. The Riverbank City Council unanimously passed a resolution adopting Alternative 1B as the City's preferred North County Corridor route Alignment.

The PDT is requesting that all local agency members of the NCCTEA discuss the alignment alternatives and pass resolutions in support of their preferred alternative. The PDT will use this official feedback to help in making their recommendation to the Caltrans District Director. Caltrans will ultimately decide on which alignment alternative best meets the Project's purpose and need and will give consideration to the local jurisdictions' preference.

POLICY ISSUE:

Stanislaus County as a local participating agency is being requested by Caltrans to recommend a preferred project alternative.

FISCAL IMPACT:

There is no fiscal impact to Stanislaus County with making a recommendation to Caltrans for a preferred North County Corridor alignment.

BOARD OF SUPERVISORS' PRIORITY:

The recommended actions are consistent with the Board's priorities of providing A Safe Community, A Healthy Community, A Well-Planned Infrastructure System, and the Effective Partnerships by cooperating with the NCCTEA partners in the Cities of Oakdale, Riverbank, and Modesto for needed regional infrastructure improvements.

STAFFING IMPACT:

Existing Public Works staff is overseeing this project.

CONTACT PERSON:

Matt Machado, Public Works Director

Telephone: (209) 525-4153

ATTACHMENT(S):

1. City of Oakdale Council Staff Report
2. Summary of Impacts

ATTACHMENT 1

CITY OF OAKDALE COUNCIL STAFF REPORT



**CITY OF OAKDALE
CITY COUNCIL STAFF REPORT**

Meeting Date: September 18, 2017

To: Mayor Pat Paul and Members of the City Council

From: Bryan Whitemyer, City Manager

Subject: Consider a Resolution of the City of Oakdale City Council Approving a Comment Letter to be Sent to Caltrans Regarding North County Corridor State Route 108 East Route Adoption Project Stanislaus County, California State Route 108 (PM R27.5/R45.5) and State Route 120 (PM R10.5/R12.5) 10-0S800; Final Environmental Impact Report SCH No. 2008201069

I. BACKGROUND

The North County Corridor project is a joint project by Caltrans and the Federal Highway Administration and is subject to state and federal environmental review requirements. As a result, project documentation has been prepared in compliance with both CEQA and NEPA. Caltrans is the lead agency under NEPA and the lead agency under CEQA.

Purpose and Need

The purpose of the project is to reduce existing and future traffic congestion in northern Stanislaus County, support the efficient movement of goods and services and improve interregional Travel as follows:

- Reduce average daily traffic volumes and current traffic congestion and accommodate anticipated future traffic on the existing SR-108 and the surrounding regional transportation network in Stanislaus County and the cities of Modesto, Riverbank, and Oakdale.
- Support the efficient movement of goods and services throughout the region for the benefit of the regional economy by providing a more direct and dependable truck route, increasing the average operating speeds of all vehicles, and reducing the number of areas of conflict between motorized traffic and non-motorized means of travel.
- Improve the efficiency of interregional travel by reducing travel times for long distance commuters, recreational traffic, and interregional goods movement.

The project has been identified as a necessary improvement to accommodate regional east-west traffic and to improve north-south connectivity in Stanislaus County and southern San Joaquin County. The current action is needed because:

- Travel conditions in the region, including traffic congestion on existing SR-108, will continue to worsen due to regional population growth and projected traffic volume increases.



CITY OF OAKDALE
City Council Staff Report (Continued)

SUBJECT: **Approving a Comment Letter to be Sent to Caltrans Re: North County Corridor State Route 108**
MEETING DATE: September 18, 2017

- Traffic congestion on existing truck routes (SR-108/SR-120) will continue to hinder the efficient movement of goods and services.
- Existing SR-108 is part of the interregional system, and interregional circulation will become increasingly constrained as travel times on existing SR-108 increase substantially with planned residential and employment growth.

Project Description:

The proposed project will connect SR-219 near Modesto to SR-120 near Oakdale. The NCC EIR/EIS document analyzes the four Build Alternatives (1A, 1B, 2A, and 2B) and the No-Build Alternative. The western end of all alternatives is at the SR-219 (Kiernan Avenue)/Tully Road intersection. The project is analyzed as three distinct segments for environmental evaluation purposes and explaining the proposed improvements. Segment 1 represents the more urbanized area; Segment 2 represents a transition from urbanized to rural area; and Segment 3 represents the rural foothill area.



Segment 1, which has the same western end for all Build Alternatives, begins at the SR-219 Kiernan Avenue/Tully Road intersection. All of the Build Alternatives proceed along the same alignment and have similar improvements to the vicinity of the existing Claus Road/Claribel Road intersection near the southeast portion of the City of Riverbank and northeast portion of the City of Modesto's future sphere of influence.

Segment 2 is where the four similar alternatives separate into two different alignments (1A/1B and 2A/2B). In Segment 2, Alternatives 1A and 1B veer northeast from near the existing Claus Road/Claribel Road intersection and pass through the southern boundary of the City of Oakdale to just east of Albers Road, and Alternatives 2A and 2B continue to extend easterly along Claribel Road and veer northeastward past the intersection of Claribel Road/Bentley Road to just east of Albers Road. Each of the alternatives then continues to the respective proposed eastern end (A and B).



CITY OF OAKDALE
City Council Staff Report (Continued)

SUBJECT: **Approving a Comment Letter to be Sent to Caltrans Re: North County Corridor State Route 108**
MEETING DATE: September 18, 2017

In Segment 3, Alternatives 1A and 2A merge as similar alternatives at the southern end of the City of Oakdale and continue on the same alignment to the proposed eastern end (A) at the new SR-108/SR-120 intersection just east of the City of Oakdale boundary. In Segment 3, Alternatives 1B and 2B merge as similar alternatives north of the existing Warnerville Road/Emery Road intersection and continue on a northeasterly direction to the proposed other eastern end (B) at the new SR-108/SR-120 intersection west of the existing SR-120/Lancaster Road intersection.

Conagra Concerns:

At the September 5, 2017 City Council meeting representatives from Conagra expressed concerns related to Alternative 1B. The concerns were as follows:

- 1) The North County Corridor project will cause a loss of land currently used for the land application of water from tomato processing.
- 2) The North County Corridor project impacts may cause the California Regional Water Quality Control Board to require that Conagra amend its current waste water discharge permit.
- 3) The North County Corridor project may negatively impact the Oakdale plant's operations thus increasing its costs of managing the process water.

City staff takes these concerns very seriously and has met with Conagra representatives in person and on the phone several times over the last couple of weeks. A letter was drafted and sent to Conagra in order to show its commitment and support for its operations in Oakdale (Attachment D). City staff looks forward to working with Conagra to ensure that impacts to the Oakdale plant caused by the NCC project are addressed and mitigated.

II. DISCUSSION

On October 3, 2016, the Oakdale City Council discussed, deliberated, and received public testimony regarding the four (4) route alternatives considered in the NCC EIR/EIS. Upon receiving a significant amount of public testimony, the City Council, by a vote of 4-0, adopted Resolution No. 2016-117 (Attachment A). In summary, Resolution No. 2016-117 offers preliminary support of alignment Alternatives 1B and 2B and adopts the following "guiding principles" when selecting the locally preferred alternative:

- An alternative that minimizes the number of homes/properties that need to be acquired;
- An alternative that does not tie into or terminate at a residential neighborhood;
- An alternative that routes a majority of NCC traffic around the Oakdale community;
- An alternative that has the least amount of impact to the City's General Plan and various Specific Plan documents; and,
- An alternative with no roundabout.



CITY OF OAKDALE
City Council Staff Report (Continued)

SUBJECT: **Approving a Comment Letter to be Sent to Caltrans Re: North County Corridor State Route 108**
MEETING DATE: September 18, 2017

City staff has spent considerable time and effort to review and evaluate the NCC EIR/EIS. Based on our review, City staff believes Route Alternative 1B is the preferred alternative that has the least negative impact on the goals and policies of the City's 2030 General Plan. In addition, Route Alternative 1B achieves the "guiding principles" adopted by the Oakdale City Council in October 2016.

Route Alternative 1B displaces the least amount of homes and businesses, as referenced throughout the EIR/EIS, notable Table 2.4-1, Comparison of Alternatives. Thus, Route Alternative 1B assists in minimizing relocation efforts and costs for homes and business affected by the NCC.

Route Alternative 1B also connects to the City's Future Specific Plan Area 5, along Crane Road, and the City's South Oakdale Industrial Specific Plan area. The City's South Oakdale Industrial Specific Plan area is planned exclusively for industrial land uses. For the City's Future Specific Plan Area 5, the City's 2030 General Plan (Page LU-52) anticipates a commercial site along Crane Road to accommodate future connections to the NCC. Thus, Route Alternative 1B and its future connections to the City of Oakdale accommodates connections to existing and planned industrial and commercial land uses, thereby eliminating any connection to existing or planned residential neighborhoods.

Route Alternative 1B is primarily located south of the City's existing core, while providing connections for future growth areas of the City. Route Alternative 1B also provides its connection to State Route 120 near Lancaster Road. This alternative achieves this "guiding principal" simply by its design, by diverting traffic around the City of Oakdale, and connecting easterly of the Oakdale Community at Lancaster Road/State Route 120.

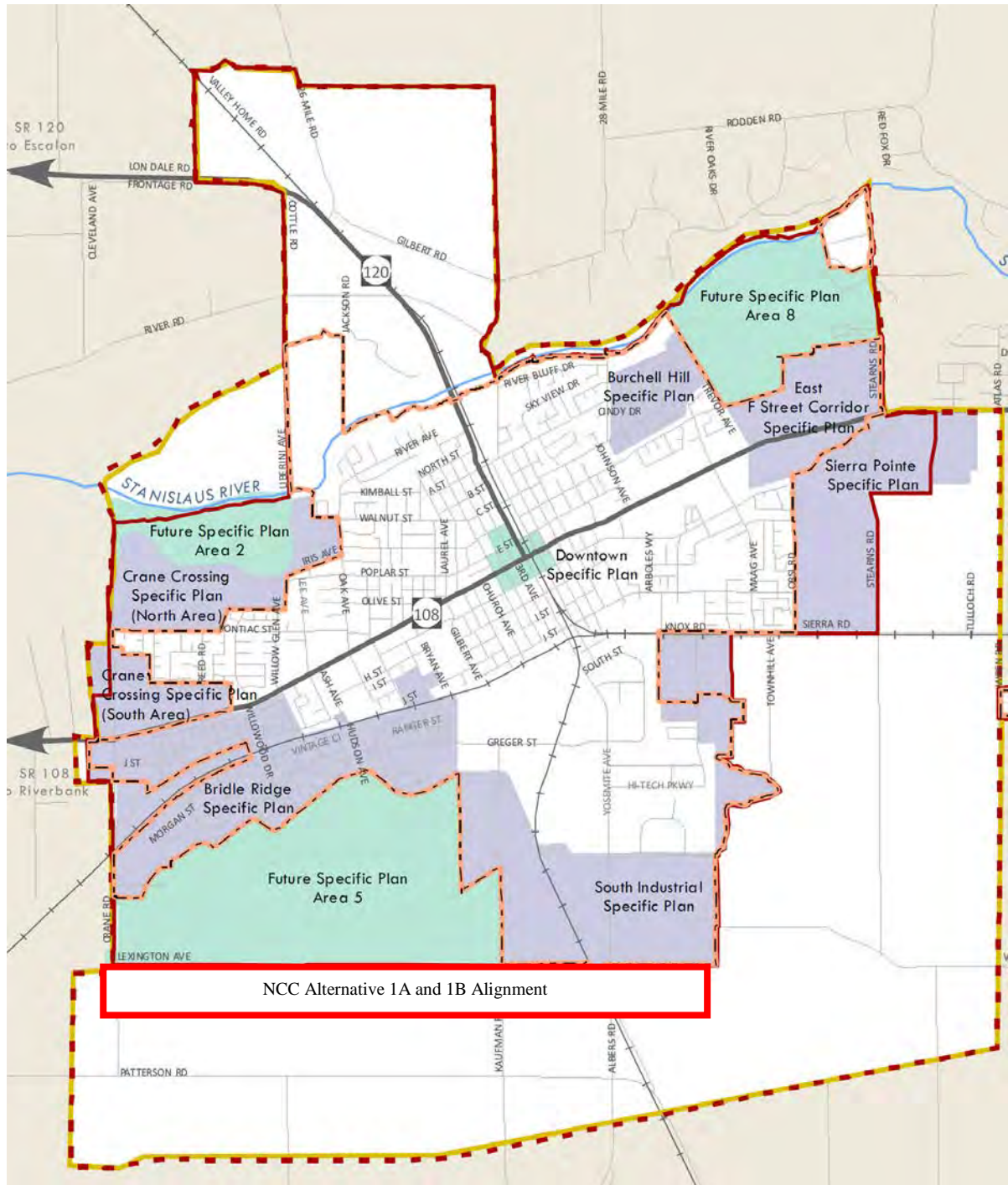
The City has reviewed Alternative 1B in comparison to its 2030 General Plan, the adopted Bridle Ridge Specific Plan, Future Specific Plan Area 5, the adopted South Oakdale Industrial Specific Plan, and the adopted Sierra Pointe Specific Plan. The City believes Route Alternative 1B has the least impact on these policy documents, and in general, is consistent with these documents. While Route Alternative 1B provides connection to Crane Road (the westerly boundary of the Bridle Ridge Specific Plan), its connection point is south of this Specific Plan area and is primarily located within the City's Future Specific Plan Area. The City's 2030 General Plan contemplated this connection, by providing land use guidance for this future Specific Plan area as it relates to the location of the NCC/Crane Road connection.



CITY OF OAKDALE
City Council Staff Report (Continued)

SUBJECT: Approving a Comment Letter to be Sent to Caltrans Re: North County Corridor State Route 108
MEETING DATE: September 18, 2017

Current and Future Specific Plan Area Map



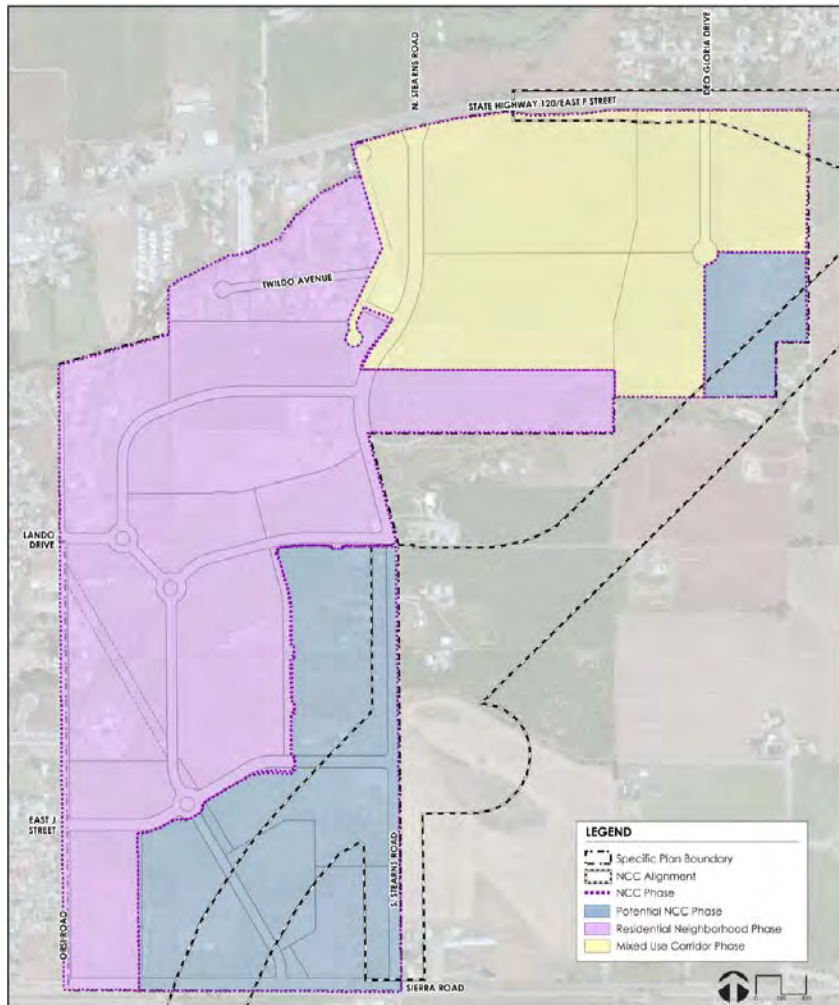


CITY OF OAKDALE
City Council Staff Report (Continued)

SUBJECT: **Approving a Comment Letter to be Sent to Caltrans Re: North County Corridor State Route 108**
MEETING DATE: September 18, 2017

Concurrent with the adoption of the City's 2030 General Plan, the City adopted the Sierra Pointe Specific Plan, which is located in the eastern portion of Oakdale, along the State Route 120 Corridor. Land uses planned for this Specific Plan include General Commercial, Mixed Use, and Residential uses of varying density, among other land use classifications. Route Alternative 1B is consistent with the Sierra Pointe Specific Plan as it provides its connection point to State Route 120 easterly of the Plan Area, thereby avoiding future planned land use, development, and growth contemplated under this Specific Plan. In conclusion, Route Alternative 1B allows the Sierra Pointe Specific Plan to be developed as adopted by the City.

Impacts of NCC Alternative 1A on the Sierra Pointe Specific Plan





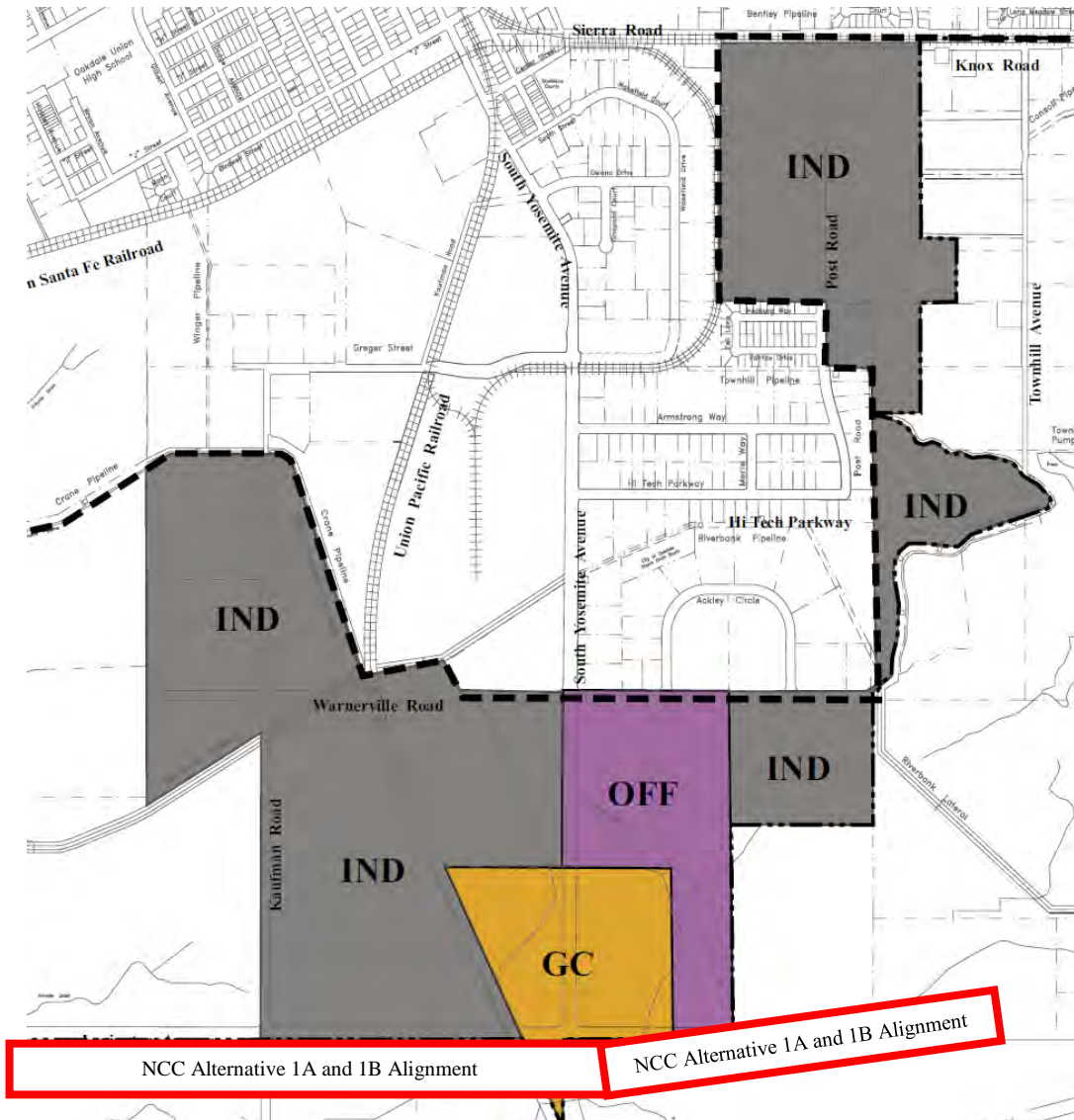
CITY OF OAKDALE
City Council Staff Report (Continued)

SUBJECT: **Approving a Comment Letter to be Sent to Caltrans Re: North County Corridor State Route 108**
MEETING DATE: September 18, 2017

Route Alternative 1B also provides a direct connection to the City’s planned development within the South Oakdale Industrial Specific Plan. This connection will allow for the efficient transportation of goods and services between industrial users within the City to the State Highway 99 corridor. In its Summary, the NCC EIR/EIS states that part of the “Purpose and Need” for the NCC is to *“support the efficient movement of goods and services throughout the region for the benefit of the regional economy by providing a more direct and dependable truck route, increasing the average operating speeds of all vehicles, and reducing the number of areas of conflict between motorized traffic and non-motorized means of travel”* and *“improve the efficiency of interregional travel by reducing travel times for long distance commuters, recreational traffic, and interregional goods movement.”*

The City’s South Industrial Specific Plan is a critical component to the City’s existing and planned economic development. By providing this direct connection to the City’s South Oakdale Industrial Specific Plan area, the NCC achieves its purpose and need by enhancing the efficient movement of goods and services, as well as enhancing the interregional economy.

South Oakdale Industrial Specific Plan





SUBJECT: **Approving a Comment Letter to be Sent to Caltrans Re: North County Corridor State Route 108**
MEETING DATE: September 18, 2017

The public comment period for the NCC EIR/EIS is open until October 16, 2017. Staff recommends that the City Council approve the draft comment letter (Attachment B) and authorize the City Manager to send this letter to Caltrans.

III. FISCAL IMPACT

On October 3, 2016, the City Council passed a resolution of preliminary support for NCC Alternatives 1B and 2B. City staff has had the opportunity to review the NCC EIR/EIS and believes that Alternative 1B should be the preferred alternative for the following reasons:

- 1) Provides the least negative impact on the goals and policies of the City's 2030 General Plan
- 2) Displaces the least number of homes and businesses
- 3) Provides a direct connection to the City's future Specific Plan Area 5 and the City's South Oakdale Industrial Specific Plan Area
- 4) Accommodates connections to existing and planned industrial and commercial uses
- 5) Estimated costs of Alternative 1B is lower than Alternative 2B by \$11 million

IV. RECOMMENDATION

Staff recommends that the City Council adopt a resolution approving a comment letter that will be sent to Caltrans regarding the North County Corridor State Route 108 project that identifies Alternative Route 1B as the City's preferred alternative because Route 1B:

- Minimizes the number of homes and businesses that need to be acquired;
- Does not tie into or terminate at a residential neighborhood;
- Routes a majority of NCC traffic around the Oakdale community; and
- Has the least amount of impact to the City's General Plan and various Specific Plan documents.
- Estimated costs of Alternative 1B is lower than Alternative 2B by \$11 million

V. ATTACHMENTS

Attachment A: Map of NCC Alternatives

Attachment B: Draft Comment Letter Resolution

Exhibit 1: Comment Letter to Caltrans

Attachment C: City Council Resolution 2016-117

Attachment D: Letter to Conagra – 9-14-2017

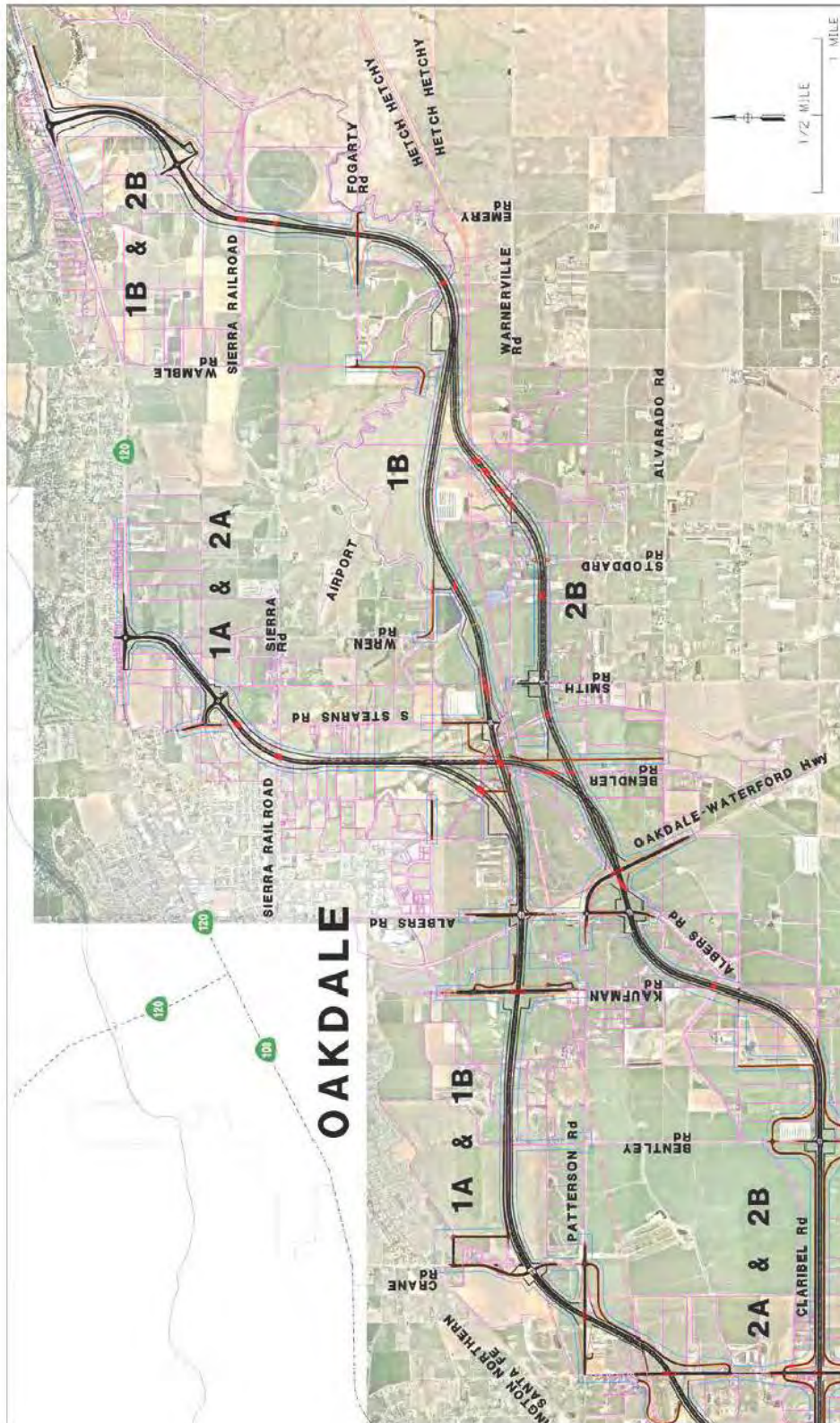


CITY OF OAKDALE
City Council Staff Report (Continued)

SUBJECT: Approving a Comment Letter to be Sent to Caltrans Re: North County Corridor State Route 108
MEETING DATE: September 18, 2017

Map of NCC Alternatives

Attachment A





IN THE CITY COUNCIL
OF THE CITY OF OAKDALE
STATE OF CALIFORNIA
CITY COUNCIL RESOLUTION 2017-____

**A RESOLUTION OF THE CITY OF OAKDALE CITY COUNCIL
APPROVING A COMMENT LETTER TO BE SENT TO CALTRANS REGARDING
NORTH COUNTY CORRIDOR STATE ROUTE 108 EAST ROUTE ADOPTION PROJECT
STANISLAUS COUNTY, CALIFORNIA STATE ROUTE 108 (PM R27.5/R45.5) AND
STATE ROUTE 120 (PM R10.5/R12.5) 10-0S800;
FINAL ENVIRONMENTAL IMPACT REPORT SCH NO. 2008201069**

THE CITY OF OAKDALE CITY COUNCIL DOES HEREBY RESOLVE THAT:

WHEREAS, on October 3, 2016, the Oakdale City Council discussed, deliberated, and received public testimony regarding the four (4) route alternatives considered in the North County Corridor EIR/EIS; and,

WHEREAS, upon receiving a significant amount of public testimony, the City Council, by a vote of 4-0, adopted Resolution No. 2016-117; and,

WHEREAS, City staff has spent considerable time and effort reviewing and evaluating the NCC EIR/EIS; and,

WHEREAS, this review has determined that Route Alternative 1B is the preferred alternative for the City of Oakdale as it has the least negative impact on the goals and policies of the City's 2030 General Plan; and,

WHEREAS, the public comment period for the NCC EIR/EIS closes on October 16, 2017 and comment letters must be submitted to Caltrans prior to this date; and,

WHEREAS, City staff recommends that the City Council approve a comment letter that selects NCC Alternative 1B as the preferred local alternative and authorize the City Manager to send this letter to Caltrans.

NOW, THEREFORE, BE IT RESOLVED that the **CITY COUNCIL** of the City of Oakdale hereby approves a comment letter (Exhibit 1) and authorizes the City Manager to send said letter to Caltrans.



CITY OF OAKDALE
City Council Resolution 2017-___

THE FOREGOING RESOLUTION IS HEREBY ADOPTED THIS _____ DAY OF _____,
_____, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAINED: COUNCIL MEMBERS:

SIGNED:

ATTEST:

Pat Paul, Mayor

Kathy Teixeira, CMC
City Clerk



**CITY OF OAKDALE
OFFICE OF THE CITY MANAGER**

280 North Third Avenue • Oakdale, CA 95361 • Ph: (209) 845-3571 • Fax: (209) 847-6834

September 19, 2017

Mr. Juan Torres
Senior Environmental Planner
California Department of Transportation
Central Sierra Environmental Analysis Branch
855 M Street, Suite 200
Fresno, California 93721

Subject: Stanislaus County North County Corridor (NCC) – Comments on the New State Route (SR) 108 Project and Route Adoption Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), dated August 2017

Dear Mr. Torres:

The City of Oakdale appreciates the opportunity to review and provide comment on the NCC EIR/EIS. Since 2010, the City of Oakdale, along with the Cities of Modesto and Riverbank, County Stanislaus, StanCOG, and CALTRANS District 10, has participated in the North County Corridor Transportation Expressway Authority (NCCTEA) as a member agency. We appreciate the ongoing opportunity to continue to play an active role in the review and administration of the NCC in our county and community.

Similar to the City of Riverbank, the City of Oakdale continues to remain concerned regarding the potential transfer of any long-term liabilities associated with the future CALTRANS relinquishment of SR 108 to local government for management and maintenance. This of course includes any responsibilities for current and ongoing issues and potential storm drainage treatment necessary to satisfy the Regional Water Quality Control Board.

In addition, this is of specific importance to the City of Oakdale within its City limits, west of the SR 108/SR 120 intersection. The City’s 2030 General Plan designates this section of SR 108 primarily for commercial land uses, highlighted by existing commercial uses along this corridor and planned land uses for the adopted Crane Crossing Specific Plan. Thus, the City is concerned with the lack of analysis associated with the potential loss of commercial revenue associated with the relocation of SR 108 in the proposed locations.

The EIR/EIS comments provided herein are organized into three (3) sections; Background, EIR/EIS Comments, and Conclusion.

**CITY
ADMINISTRATION**
280 N. Third Ave.
Oakdale, CA 95361
(209) 845-3571
(209) 847-6834 Fax

**Facility Rentals &
Recreation Division**
(209) 845-3591

**PUBLIC SERVICES
DEPARTMENT**
455 S. 5th Ave.
Oakdale, CA 95361
(209) 848-4344 Fax

**Administration,
Engineering &
Maintenance
Divisions**
(209) 845-3600

**Building & Planning
Division**
(209) 845-3625

FIRE DEPARTMENT
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Background:

On October 3, 2016, the Oakdale City Council discussed, deliberated, and received public testimony regarding the four (4) route alternatives considered in the NCC EIR/EIS. Upon receiving a significant amount of public testimony, the City Council, by a vote of 4-0, adopted Resolution No. 2016-117 (attached herein). In summary, Resolution No. 2016-117 offers preliminary support of alignment Alternatives 1B and 2B and adopts the following “guiding principles” when selecting the locally preferred alternative:

- An alternative that minimizes the number of homes/properties that need to be acquired;
- An alternative that does not tie into or terminate at a residential neighborhood;
- An alternative that routes a majority of NCC traffic around the Oakdale community;
- An alternative that has the least amount of impact to the City’s General Plan and various Specific Plan documents; and,
- An alternative with no roundabout.

Resolution No. 2016-117 is attached herein, and the City respectfully requests that it be included in the administrative record prepared as part of the NCC EIR/EIS.

EIR/EIS Comments:

Below are detailed comments prepared by City of Oakdale staff and as discussed with the Oakdale City Council, on the released NCC EIR/EIS, dated August 2017. Each comment below references the NCC EIR/EIS page number.

Pages 25 and 26

Pages 25 and 26 assume SR 108 improvements under the NCC “No-Build Alternative.” These improvements include; Widening from Maag Avenue to Stearns Road from 2 to 4 lanes, and traffic signal improvements east of Oakdale at the intersections of Atlas, Dillwood, Stearns, and Orange Blossom Roads.

The City of Oakdale’s adopted Streets Master Plan and Capital Facilities Fee Nexus Study includes the following improvements: Widening F Street from a 2 lane facility to a 5 lane facility from Maag Avenue to Atlas. The 5 lane facility allows for two travel lanes in each direction, and a middle turn lane.

It appears the NCC EIR/EIS omits these improvements.

Page 31

Do the projected costs include Agricultural Mitigation Fees and mitigation fees for the loss of biological resources (i.e. sensitive species, etc.) habitat?

Page 44

Reference is made to Figure 3.1.1.1-2, illustrating the pattern of land use within the “Affected Environment.” While the Figure illustrates the Crane Crossing Specific Plan, East F Street Corridor Specific Plan, the Sierra Pointe Specific Plan, and the South Oakdale Industrial Specific Plan, it does not illustrate Future Specific Plan Area 5, which is discussed subsequently in the document on Pages 46 and 47. Future Specific Plan Area 5 should be included in Figure 3.1.1.1-2, and contemplated as part of the “Affected Environment” if it is not. The City also respectfully requests clarification if the NCC Traffic Model assumes the accurate amount and type of land uses within the City’s future growth areas, including land use assumptions for the Future Specific Plan Area 5.

In addition, this Figure illustrates existing development, such as the Riverbank Industrial Complex. In this regard, this Figure, and the NCC EIR/EIS “Affected Environment” and subsequent environmental analysis should include existing developments in the City of Oakdale, such as the Blue Diamond facility and ConAgra. Both facilities are located within the City’s industrial area, along S. Yosemite Avenue, near where future NCC connections are planned under Alternatives 1A and 1B.

Pages 46 and 47

Table 3.1.1.1-1 – Future Projects depicts that the Sierra Pointe Specific Plan, East F Street Corridor Specific Plan, and Crane Crossing Specific Plan are “Future Project/Master Planned” while other projects such as the South Oakdale Industrial Specific Plan is noted as “Adopted.”

The Sierra Pointe Specific Plan, East F Street Corridor Specific Plan, and Crane Crossing Specific Plan have all been adopted by the City of Oakdale. Thus, they should be referenced as “Pending Implementation.” In the case of the East F Street Corridor Specific Plan, development within this Specific Plan has commenced, with the current development of an active-adult residential project known as Tesoro. The document should accurately reflect the current status of these projects. In addition, please note, this reference as “Future Project/Master Planned” for these Specific Plans is made throughout the document, and should be corrected.

Page 76

This page provides a brief summary of future growth areas in the City of Oakdale, including the South Oakdale Industrial Specific Plan, Crane Crossing Specific Plan, Sierra Pointe Specific Plan, and Future Specific Plan Area 5. The existing status of the future growth areas is as follows:

- South Oakdale Industrial Specific Plan – The entire South Oakdale Industrial Specific Plan area is located within the existing City limits, and is zoned for Light Industrial and Limited Industrial land uses.
- Crane Crossing Specific Plan – A portion of this Specific Plan has been annexed into the City of Oakdale. The area noted as the “South Area” in the Specific Plan is within the existing City limits.

- Sierra Pointe Specific Plan – As noted previously, this Specific Plan has been adopted by the City of Oakdale, and is a potential future annexation area.
- Future Specific Plan Area 5 – The EIR/EIS is correct that Future Specific Plan Area 5 contains approximately 707-acres, and is planned for a variety of land uses, including low, medium, and high density residential, commercial, parks, and an elementary school. The City’s 2030 Oakdale General Plan (Pages LU-52 and LU-53) also notes the Specific Plan Area’s importance to providing commercial opportunities and circulation connections to the NCC. In this regard, the City believes Alternative 1B provides this connection at Crane Road, achieves compliance with the City’s 2030 General Plan, and preserves the City Council’s guiding principles outlined in Resolution No. 2016-117.

The document should be revised to accurately reflect the City’s future growth areas as noted above.

Page 96

This page identifies “planned residential development areas in the vicinity of the proposed project” but does not include remaining residential development within the adopted Bridle Ridge Specific Plan, nor the Future Specific Plan Area 5. It is important to note that planned residential development within the Bridle Ridge Specific Plan include approved Tentative Subdivision Maps.

The discussion referenced on this page should be revised to accurately reflect planned residential development for the City of Oakdale.

Page 105

The document states that Alternatives 1B and 2B would relocate 114 homes under these route alternatives. This represents the least number of homes that would be required to be relocated, as opposed to Alternatives 1A and 2A that will relocate 124 homes and 136 homes respectively. The City of Oakdale is in favor of a route alternative that results in the minimal number of homes and businesses that need to be acquired and/or relocated.

Page 108

Table 3.1.4.1-10 – Business Affected by the Project

As noted previously by the City’s comment above on Page 44, this table does not include business located in the City of Oakdale, notably businesses located within the City’s industrial area along the S. Yosemite Avenue Corridor. The document should address how these businesses will be affected by the NCC.

Conclusion:

The City of Oakdale again appreciates the opportunity to review and provide comment on the NCC EIR/EIS. Based on our review, the City believes Route Alternative 1B to be the preferred alternative and have the least negative impact on the goals and policies of the City’s 2030 General

Plan. In addition, Route Alternative 1B achieves the “guiding principles” adopted by the Oakdale City Council as referenced herein.

Route Alternative 1B displaces the least amount of homes and businesses, as referenced throughout the EIR/EIS, notable Table 2.4-1, Comparison of Alternatives. Thus, Route Alternative 1B assists in minimizing relocation efforts and costs for homes and business affected by the NCC.

Route Alternative 1B also connects to the City’s Future Specific Plan Area 5, along Crane Road, and the City’s South Oakdale Industrial Specific Plan area. While as noted, the City’s South Oakdale Industrial Specific Plan area is planned exclusively for industrial land uses. For the City’s Future Specific Plan Area 5, the City’s 2030 General Plan (Page LU-52) anticipates a commercial site along Crane Road to accommodate future connections to the NCC. Thus, Route Alternative 1B and its future connections to the City of Oakdale accommodates connections to existing and planned industrial and commercial land uses, thereby eliminating any connection to existing or planned residential neighborhoods.

Route Alternative 1B is primarily located south of the City’s existing core, while providing connections for future growth areas of the City (as noted previously). Route Alternative 1B also provides its connection to State Route 120 near Lancaster Road. This alternative achieves this “guiding principal” simply by its design, by diverting traffic around the City of Oakdale, and connecting easterly of the Oakdale Community at Lancaster Road/State Route 120.

The City has reviewed Alternative 1B in comparison to its 2030 General Plan, the adopted Bridle Ridge Specific Plan, Future Specific Plan Area 5, the adopted South Oakdale Industrial Specific Plan, and the adopted Sierra Pointe Specific Plan. The City believes Route Alternative 1B has the least impact on these Policy documents, and in general, is consistent with these documents. While Route Alternative 1B provides connection to Crane Road (the westerly boundary of the Bridle Ridge Specific Plan), its connection point is south of this Specific Plan area, and is primarily located within the City’s Future Specific Plan Area. As previously noted, the City’s 2030 General Plan contemplated this connection, by providing land use guidance for this future Specific Plan area as it relates to the location of the NCC/Crane Road connection.

Concurrent with the adoption of the City’s 2030 General Plan, the City adopted the Sierra Pointe Specific Plan, which is located in the eastern portion of Oakdale, along the State Route 120 Corridor. Land uses planned for this Specific Plan include General Commercial, Mixed Use, and Residential uses of varying density, among other land use classifications. Route Alternative 1B is consistent with the Sierra Pointe Specific Plan as it provides its connection point to State Route 120 easterly of the Plan Area. Thereby avoiding future planned land use, development, and growth contemplated under this Specific Plan. In conclusion, Route Alternative 1B allows the Sierra Pointe Specific Plan to be developed as adopted by the City.

Route Alternative 1B also provides a direct connection to the City’s planned development within the South Oakdale Industrial Specific Plan. This connection will allow for the efficient transportation of goods and services between industrial users within the City to the State Highway 99 corridor. In its Summary, the NCC EIR/EIS states that part of the “Purpose and Need” for the

NCC is to “*support the efficient movement of goods and services throughout the region for the benefit of the regional economy by providing a more direct and dependable truck route, increasing the average operating speeds of all vehicles, and reducing the number of areas of conflict between motorized traffic and non-motorized means of travel*” and “*improve the efficiency of interregional travel by reducing travel times for long distance commuters, recreational traffic, and interregional goods movement.*”

The City’s South Industrial Specific Plan is a critical component to the City’s existing and planned economic development. By providing this direct connection to the City’s South Oakdale Industrial Specific Plan area, the NCC achieves its purpose and need by enhancing the efficient movement of goods and services, as well as enhancing the interregional economy.

We look forward to discussing the City of Oakdale’s comments in the near future and in greater detail. Should you have any questions, please feel free to contact me at (209) 845-3574 or via email at bwhitemyer@ci.oakdale.ca.us.

Sincerely,

Bryan Whitemyer
City Manager
City of Oakdale

cc: Oakdale City Council
Jeff Gravel, Public Services Director
Tony Marshall, City Engineer
Mark Niskanen, Contract Planner



**IN THE CITY COUNCIL
OF THE CITY OF OAKDALE
STATE OF CALIFORNIA
CITY COUNCIL RESOLUTION 2016-117**

**A RESOLUTION OF THE CITY OF OAKDALE CITY COUNCIL
PROVIDING PRELIMINARY SUPPORT FOR NORTH COUNTY CORRIDOR
ALTERNATIVES 1B AND 2B AND ADOPTING GUIDING PRINCIPLES
FOR SELECTING A LOCALLY PREFERRED ALTERNATIVE**

WHEREAS, the City of Oakdale is a member jurisdiction of the North County Corridor Transportation Authority and City Staff have been actively involved in the development of the North County Corridor alignment alternatives; and

WHEREAS, City Staff has raised concerns regarding alignment Alternatives 1A and 2A, which both impact the City's General Plan and in particular, previously developed specific plans near the City's eastern border with Stanislaus County; and

WHEREAS, Residents have voiced concerns regarding alignment Alternatives 1A and 2A, as these two alternatives will have the greatest impact on homes and neighborhoods.

NOW, THEREFORE, BE IT RESOLVED that the **CITY COUNCIL** of the **CITY OF OAKDALE** hereby offers preliminary support of alignment Alternatives 1B and 2B and hereby adopts the following guiding principles when selecting the locally preferred alternative:

- An alternative that minimizes the number of homes/properties that need to be acquired;
- An alternative that does not tie into or terminate at a residential neighborhood;
- An alternative that routes a majority of NCC traffic around the Oakdale community; and
- An alternative that has the least amount of impact to the City's General Plan and various Specific Plan documents.
- An alternative with no roundabout.

THE FOREGOING RESOLUTION IS HEREBY ADOPTED THIS 3rd DAY OF October, 2016, by the following vote:


AYES:	COUNCIL MEMBERS:	Bairos, McCarty, Murdoch and Paul	(4)
NOES:	COUNCIL MEMBERS:	None	(0)
ABSENT:	COUNCIL MEMBERS:	None	(0)
ABSTAINED:	COUNCIL MEMBERS:	Dunlop	(1)

SIGNED:



Pat Paul, Mayor

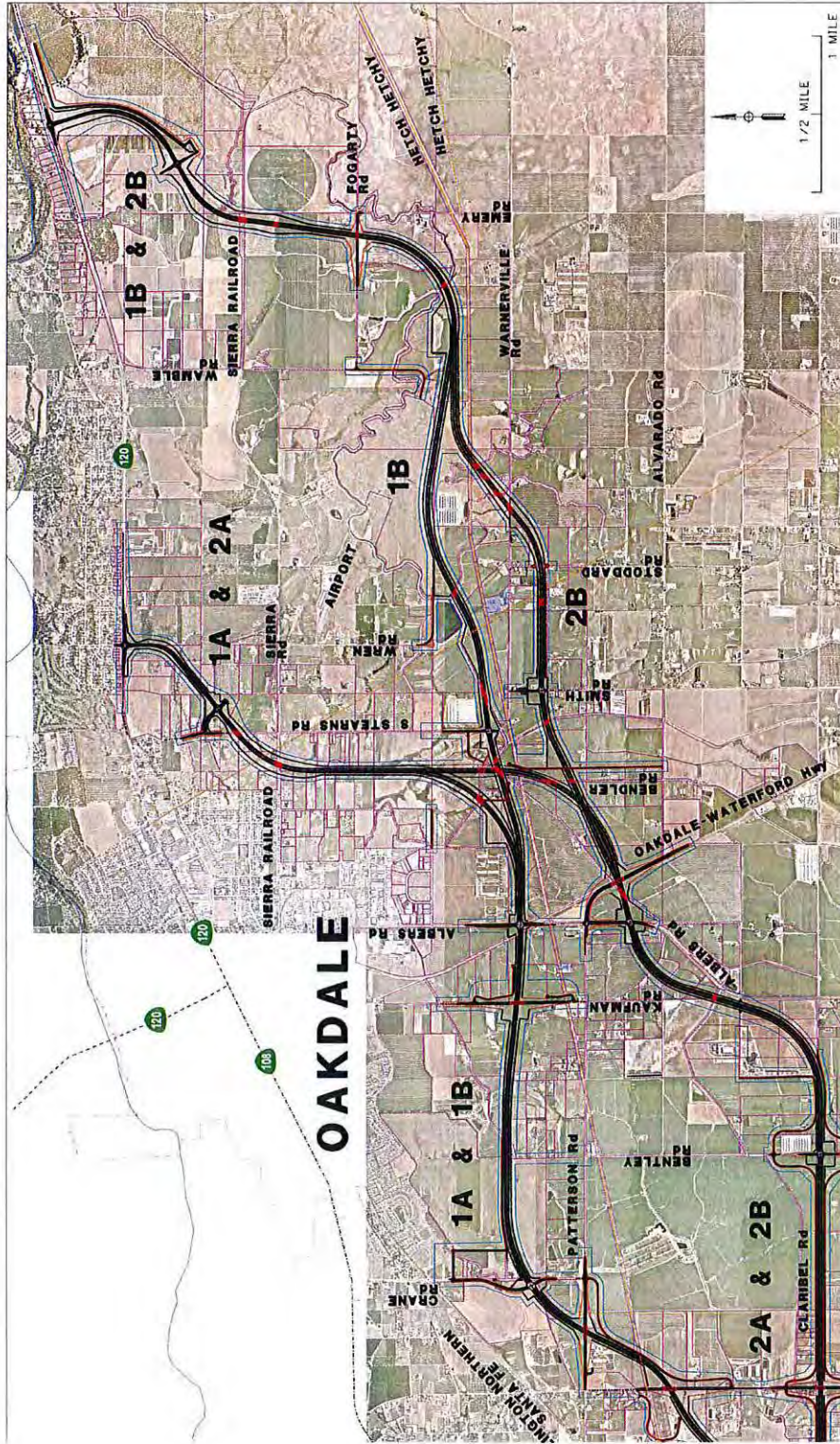
ATTEST:



Kathy Teixeira, CMC
City Clerk



Exhibit A Map of NCC Alternatives





Office of the City Manager

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September 14, 2017

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Phil Brewer
Conagra Foods
554 S. Yosemite Avenue
Oakdale CA, 95361

Re: North County Corridor

Dear Mr. Brewer:

I would like to thank you and your team for attending the Oakdale City Council meeting on Tuesday, September 5, 2017 and for meeting with me and my colleagues from the City of Oakdale and Stanislaus County on Thursday, September 7, 2017.

I believe the dialogue from these meetings was very positive and gave us all a better understanding of the circumstances and impacts that will result from the North County Corridor (NCC) highway project.

The City of Oakdale appreciates the great commitment that Conagra has shown to our community and the tremendous contributions that it has made to Oakdale for over a century. I am committed to working together with Conagra as the NCC project moves forward. I plan to advocate for a project that addresses and mitigates all impacts to the Conagra plant in Oakdale. In our conversations the following Conagra concerns were identified:

- 1) The North County Corridor project will cause a loss of land currently used for the land application of water from tomato processing.
- 2) The North County Corridor project impacts may cause the California Regional Water Quality Control Board to require that Conagra amend its current waste water discharge permit.
- 3) The North County Corridor project may negatively impact the Oakdale plant's operations thus increasing its costs of managing the process water.

With that in mind City staff is committed to working with the Conagra to ensure that any NCC impacts to its operations in Oakdale are addressed and mitigated. Additionally, City staff will not support the start of construction of any NCC alternative until Conagra is made whole. The City welcomes the opportunity for continued dialogue with Conagra moving forward so that a mutually beneficial outcome of the NCC is realized.

Sincerely,

Bryan Whitemyer
City Manager

ATTACHMENT 2
SUMMARY OF IMPACTS

Summary of Major Potential Impacts from Alternatives

Potential Impact		Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	No-Build Alternative
	Consistency with the Stanislaus County General Plan	YES	YES	YES	YES	NO
	Consistency with the City of Modesto General Plan	YES	YES	YES	YES	NO
	Consistency with the City of Riverbank General Plan	YES	YES	YES	YES	NO
	Consistency with the City of Oakdale General Plan	YES	YES	YES	YES	NO
Growth		Moderate influence on growth.	Moderate influence on growth.	Moderate influence on growth.	Moderate influence on growth.	No impact.
Farmlands		Acquisition of 470 acres of farmland. Permanent impacts to Williamson Act land are 351 acres.	Acquisition of 576 acres of farmland. Permanent impacts to Williamson Act land are 540 acres.	Acquisition of 397 acres of farmland. Permanent impacts to Williamson Act land are 305 acres.	Acquisition of 540 acres of farmland. Permanent impacts to Williamson Act land are 495 acres.	No impact.
Community Character and Cohesion		Traffic and pedestrian facilities would be greatly improved. Minor	Traffic and pedestrian facilities would be greatly improved. Minor	Traffic and pedestrian facilities would be greatly improved. Minor	Traffic and pedestrian facilities would be greatly improved. Minor	No impact.
Relocation	Business Relocations	Displace 36 businesses.	Displace 33 businesses.	Displace 42 businesses.	Displace 38 businesses.	No Impact
	Housing Relocations	Displace 124 homes.	Displace 114 homes.	Displace 136 homes.	Displace 114 homes.	No Impact
Utilities		Relocation of PG&E, AT&T, San Francisco Public Utilities Commission, City of Modesto (water and sanitary sewer), City of Riverbank (water and sanitary sewer), Modesto Irrigation District, and Oakdale Irrigation District.	Relocation of PG&E, AT&T, San Francisco Public Utilities Commission, City of Modesto (water and sanitary sewer), City of Riverbank (water and sanitary sewer), Modesto Irrigation District, and Oakdale Irrigation District.	Relocation of PG&E, AT&T, San Francisco Public Utilities Commission, City of Modesto (water and sanitary sewer), City of Riverbank (water and sanitary sewer), Modesto Irrigation District, and Oakdale Irrigation District.	Relocation of PG&E, AT&T, San Francisco Public Utilities Commission, City of Modesto (water and sanitary sewer), City of Riverbank (water and sanitary sewer), Modesto Irrigation District, and Oakdale Irrigation District.	No impact.

Summary

Potential Impact	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	No-Build Alternative
Emergency Services	Operational efficiency for emergency service will ultimately be improved. Minor	Operational efficiency for emergency service will ultimately be improved. Minor	Operational efficiency for emergency service will ultimately be improved. Minor	Operational efficiency for emergency service will ultimately be improved. Minor	No impact.
Traffic and Transportation/ Pedestrian and Bicycle Facilities	Build Alternative 1A would result in a substantial improvement in present and future traffic operations, including interregional movement of goods. However, construction could impact traffic temporarily. Pedestrian and bicycle facilities would be improved. Reduction in Daily Traffic Volume 27 percent	Build Alternative 1B would result in a substantial improvement in present and future traffic operations, including interregional movement of goods. However, construction could impact traffic temporarily. Pedestrian and bicycle facilities would be improved. Reduction in Daily Traffic Volume 21 percent	Build Alternative 2A would result in a substantial improvement in present and future traffic operations, including interregional movement of goods. However, construction could impact traffic temporarily. Pedestrian and bicycle facilities would be improved. Reduction in Daily Traffic Volume 17 percent	Build Alternative 2B would result in a substantial improvement in present and future traffic operations, including interregional movement of goods. However, construction could impact traffic temporarily. Pedestrian and bicycle facilities would be improved. Reduction in Daily Traffic Volume 11 percent	The No-Build would not improve existing or future traffic operations, nor would it improve safety, pedestrian facilities, or bicycle facilities.
Visual/Aesthetics	Moderate	Moderate	Moderate	Moderate	No impact.
Cultural Resources	No adverse effect to 6 known historic properties (historic era structures). Additional cultural resource identification, evaluation, effect determination, and mitigation (if applicable) efforts needed upon right-of-way acquisition.	No adverse effect to 6 known historic properties (historic era structures). Additional cultural resource identification, evaluation, effect determination, and mitigation (if applicable) efforts needed upon right-of-way acquisition.	No adverse effect to 6 known historic properties (historic era structures). Additional cultural resource identification, evaluation, effect determination, and mitigation (if applicable) efforts needed upon right-of-way acquisition.	No adverse effect to 6 known historic properties (historic era structures). Additional cultural resource identification, evaluation, effect determination, and mitigation (if applicable) efforts needed upon right-of-way acquisition.	No impact.
Water Quality and Storm Water Runoff	Net impervious surface of 179 acres and would have the potential to introduce pollutants during construction.	Net impervious surface of 211 acres and would have the potential to introduce pollutants during construction.	Net impervious surface of 189 acres and would have the potential to introduce pollutants during construction.	Net impervious surface of 222 acres and would have the potential to introduce pollutants during construction.	No impact.
Paleontology	Geologic formations present with high Paleontological Sensitivity within the project limits. Paleontological Mitigation Plan required.	Geologic formations present with high Paleontological Sensitivity within the project limits. Paleontological Mitigation Plan required.	Geologic formations present with high Paleontological Sensitivity within the project limits. Paleontological Mitigation Plan required.	Geologic formations present with high Paleontological Sensitivity within the project limits. Paleontological Mitigation Plan required.	No impact.
Hazardous Waste/Materials	2 High-Risk Properties, 62 Medium-Risk Properties.	2 High-Risk Properties, 64 Medium-Risk Properties.	1 High-Risk Properties, 62 Medium-Risk Properties.	1 High-Risk Properties, 66 Medium-Risk Properties.	No impact.

Summary

Potential Impact	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	No-Build Alternative
Air Quality	Not a Project of Air Quality Concern. Meets Regional Conformity requirements by federal Clean Air Act. Moderately high construction (short-term) impacts related to NOx, ROG, PM ₁₀ , PM _{2.5} , and CO.	Not a Project of Air Quality Concern. Meets Regional Conformity requirements by federal Clean Air Act. Moderately high construction (short-term) impacts related to NOx, ROG, PM ₁₀ , PM _{2.5} , and CO.	Not a Project of Air Quality Concern. Meets Regional Conformity requirements by federal Clean Air Act. Moderately high construction (short-term) impacts related to NOx, ROG, PM ₁₀ , PM _{2.5} , and CO.	Not a Project of Air Quality Concern. Meets Regional Conformity requirements by federal Clean Air Act. Moderately high construction (short-term) impacts related to NOx, ROG, PM ₁₀ , PM _{2.5} , and CO.	No impact.
Climate Change	increase vs No-Build 2.8 percent increase modeled for 2042. (Pavley Regulations)	increase vs No-Build 2.6 percent increase modeled for 2042. (Pavley Regulations)	increase vs No-Build 2.5 percent increase modeled for 2042. (Pavley Regulations)	increase vs No-Build 2.2 percent increase modeled for 2042. (Pavley Regulations)	CO ₂ Emissions in 2042 (tons/year) 543,120.
Noise and Vibration	Moderately high impacts to adjacent receptors. Two soundwalls have been found feasible and reasonable.	Moderately high impacts to adjacent receptors. Two soundwalls have been found feasible and reasonable.	Moderately high impacts to adjacent receptors. Two soundwalls have been found feasible and reasonable.	Moderately high impacts to adjacent receptors. Two soundwalls have been found feasible and reasonable.	No impact.
Natural Communities	Impacts to 1.32 acres (1.0 acre of direct impacts, 0.32 acre indirect impacts) of Interior Live Oak Woodland in the project area.	Impacts to 3.44 acres (3.07 acres of direct impacts, 0.37 acre of indirect impacts) of Interior Live Oak Woodland in the project area and 1.0 acres (0.23 acre of direct impacts, 0.77 acre of indirect impacts) of Blue Oak Savannah.	Impacts to 1.32 acres (1.0 acre of direct impacts, 0.32 acre of indirect impacts) Interior Live Oak Woodland in the project area	Impacts to 3.44 acres (3.07 acres of direct impacts, 0.37 acres of indirect impacts) of Interior Live Oak Woodland in the project area and 1.0 acre (0.23 acre of direct impacts, 0.77 acre of indirect impacts) of Blue Oak Savannah.	No impact.
Wetlands and other Waters	Impacts to 3.02 acres of wetlands and 0.78 acre of non-wetland waters of the U.S. in the project area.	Impacts to 3.22 acres of wetlands and 1.44 acres of non-wetland waters of the U.S. in the project area.	Impacts to 3.00 acres of wetlands and 0.61 acre of non-wetland waters of the U.S. in the project area	Impacts to 3.37 acres of wetlands and 1.06 acres of non-wetland waters of the U.S. in the project area.	No impact.
Animal Species	Build Alternative 1A would result in impacts to animal species. Bats (impacts: Tree = 25.58 acres; Building = 24.78 acres); Western Burrowing Owl Bats (impacts: Habitat = 12.34 acres); Northern Harrier, and California horned lark, White-tailed kite and Merlin (wintering)	Build Alternative 1B would result in impacts to animal species. Bats (impacts: Tree = 19.73 acres; Building = 19.95 acres); Western Burrowing Owl Bats (impacts: Habitat = 31.45 acres); Northern Harrier and California horned lark, White-tailed kite and Merlin (wintering)	Build Alternative 2A would result in impacts to animal species. Bats (impacts: Tree = 15.95 acres; Building = 32.97 acres); Western Burrowing Owl Bats (impacts: Habitat = 13.44 acres); Northern Harrier and California horned lark, White-tailed kite and Merlin (wintering)	Build Alternative 2B would result in impacts to animal species. Bats (impacts: Tree = 10.36 acres; Building = 27.06 acres); Western Burrowing Owl Bats (impacts: Habitat = 41.66 acres); Northern Harrier and California horned lark, White-tailed kite and Merlin (wintering)	No impact.

Summary

Potential Impact	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	No-Build Alternative
	(Nesting Habitat = 12.34 acres; Foraging Habitat = 335.96 acres); Loggerhead shrike (Nesting Habitat = 1.00 acre; Foraging Habitat = 335.96 acres); Pacific Pond Turtle (Aquatic Habitat = 8.42 acres); Western spadefoot toad (Impacts Direct = 0.36 acre; Indirect = 0.07 acre)	(Nesting Habitat = 31.45 acres; Foraging Habitat = 409.29 acres); Loggerhead shrike (Nesting Habitat = 1.00 acre; Foraging Habitat = 335.96 acres); Pacific Pond Turtle (Aquatic Habitat = 0.86 acre); Western spadefoot toad (Impacts Direct = 0.27 acre; Indirect = 0.15 acre)	(Nesting Habitat = 13.44 acres; Foraging Habitat = 330.04 acres); Loggerhead shrike (Nesting Habitat = 1.00 acre; Foraging Habitat = 330.04 acres); Pacific Pond Turtle (Aquatic Habitat = 0.29 acre); Western spadefoot toad (Impacts Direct = 0.74 acre; Indirect = 0.49 acre)	(Nesting Habitat = 41.66 acres; Foraging Habitat = 405.0 acres); Loggerhead shrike (Nesting Habitat = 3.30 acre; Foraging Habitat = 405.43 acres); Pacific Pond Turtle (Aquatic Habitat = 5.82 acres); Western spadefoot toad (Impacts Direct = 0.66 acre; Indirect = 0.90 acre)	
Threatened and Endangered Species	Impacts to the following animal species habitat: Swainson's Hawk (foraging habitat 335.96 acres) and two known nest trees, Tricolored blackbird (impacts: Foraging habitat = 335.96 acres), and Valley Elderberry Longhorn Beetle: no known shrubs will be impacted, however, due to Right of Entry restrictions not all of the project study area has been surveyed for potential shrub locations.	Impacts to the following animal species habitat: Swainson's Hawk (foraging habitat 409.29) and two known nest trees, Tricolored blackbird (impacts: Foraging habitat = 409.29 acres), and Vernal Pool Invertebrates (Impacts: Direct = 0.07 acres, Indirect = 1.21 acres), and Valley Elderberry Longhorn Beetle: no known shrubs will be impacted, however, due to Right of Entry restrictions not all of the project study area has been surveyed for potential shrub locations.	Impacts to the following animal species habitat: Swainson's Hawk (foraging habitat 330.09 acres) and two known nest trees, Tricolored blackbird (impacts: Foraging habitat = 330.04 acres), and Valley Elderberry Longhorn Beetle: no known shrubs will be impacted, however, due to Right of Entry restrictions not all of the project study area has been surveyed for potential shrub locations.	Impacts to the following animal species habitat: Swainson's Hawk (foraging habitat 405.43 acres) and two known nest trees, Tricolored blackbird (impacts: Foraging habitat = 405.43 acres), and Vernal Pool Invertebrates (Impacts: Direct = 0.04 acres, Indirect = 2.11 acres), Valley Elderberry Longhorn Beetle: no known shrubs will be impacted, however, due to Right of Entry restrictions not all of the project study area has been surveyed for potential shrub locations.	No impact.
Invasive Species	The project area is already moderately impacted by non-native species. No new invasive species would be introduced. Permanent impacts include the low probability to spread invasive species within the project area during construction activities.	The project area is already moderately impacted by non-native species. No new invasive species would be introduced. Permanent impacts include the low probability to spread invasive species within the project area during construction activities.	The project area is already moderately impacted by non-native species. No new invasive species would be introduced. Permanent impacts include the low probability to spread invasive species within the project area during construction activities.	The project area is already moderately impacted by non-native species. No new invasive species would be introduced. Permanent impacts include the low probability to spread invasive species within the project area during construction activities.	No impact.

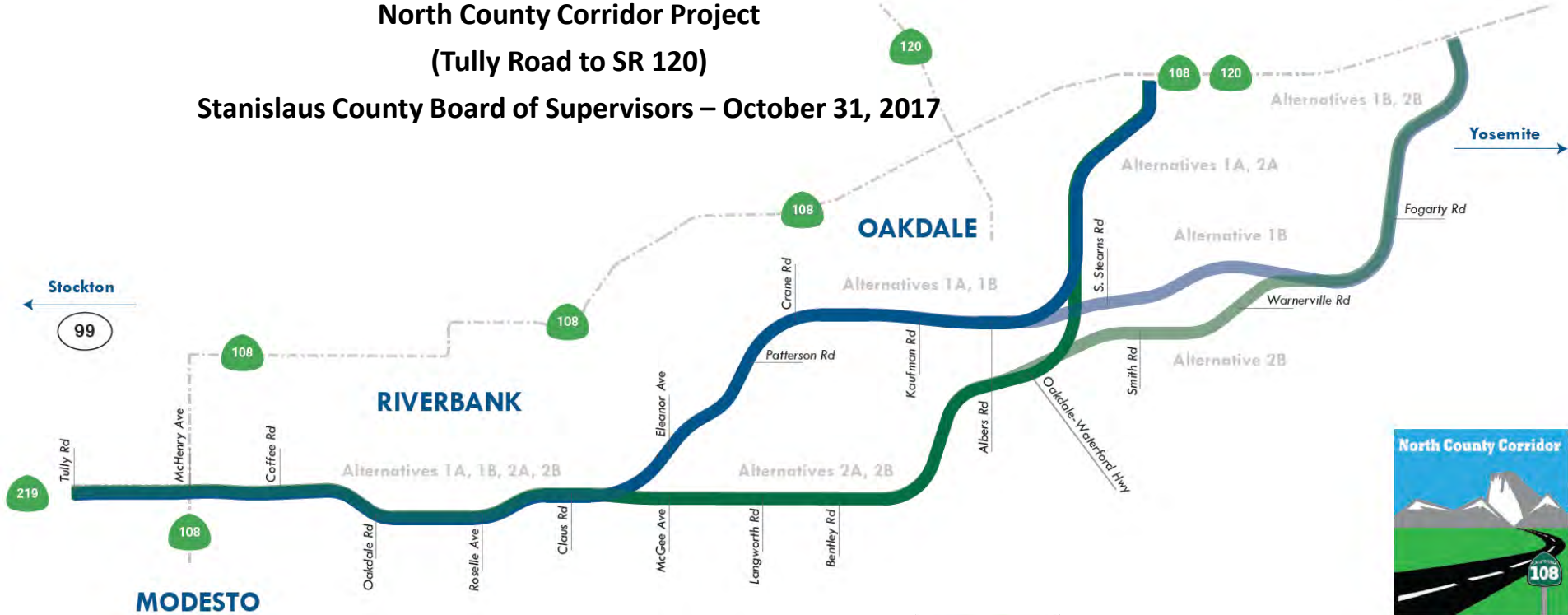
Summary

Potential Impact	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	No-Build Alternative
Cumulative Impacts	Build Alternative 1A could potentially have cumulative impacts for community impacts, relocations, land use, noise visual, waters, and wetlands.	Build Alternative 1B could potentially have cumulative impacts for community impacts relocations, land use, noise visual, waters, and wetlands.	Build Alternative 2A could potentially have cumulative impacts for community impacts relocations, land use, noise visual, waters, and wetlands.	Build Alternative 2B could potentially have cumulative impacts for community impacts relocations, land use, noise visual, waters, and wetlands.	No impact.
Number of Interchanges	4	4	4	4	None
Number of Roundabout	2	3	2	3	None
Number of Intersections	6	7	6	7	None
Railroad Crossings	2	2	2	2	None
Canal Crossings	17	22	24	34	None
Number of Hetch-Hetchy Crossings	12	12	6	5	None
Cost	\$660 million	\$688 million	\$676 million	\$699 million	None

Project Update & Route Alternatives

North County Corridor Project
(Tully Road to SR 120)

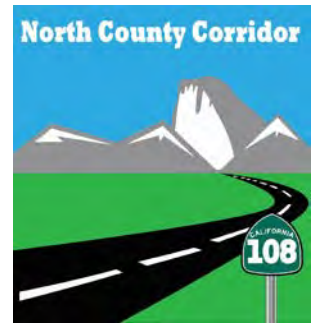
Stanislaus County Board of Supervisors – October 31, 2017



Project Overview

The North County Corridor Project is a high-priority project for Stanislaus County, its communities and the growing urbanized cities of Modesto, Oakdale, and Riverbank.

The Project will ultimately build a west-east freeway/expressway that would improve regional network circulation, relieve existing traffic congestion, reduce traffic delay, accommodate future traffic, benefit commerce and enhance safety.

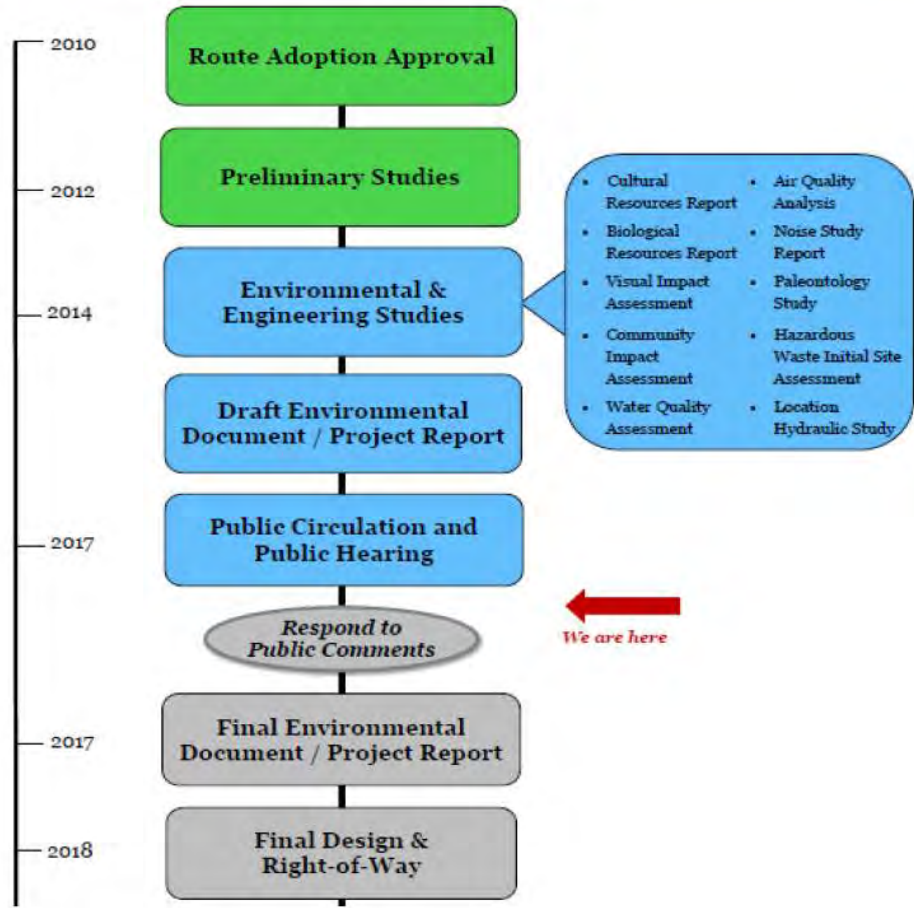


Previously Completed Work

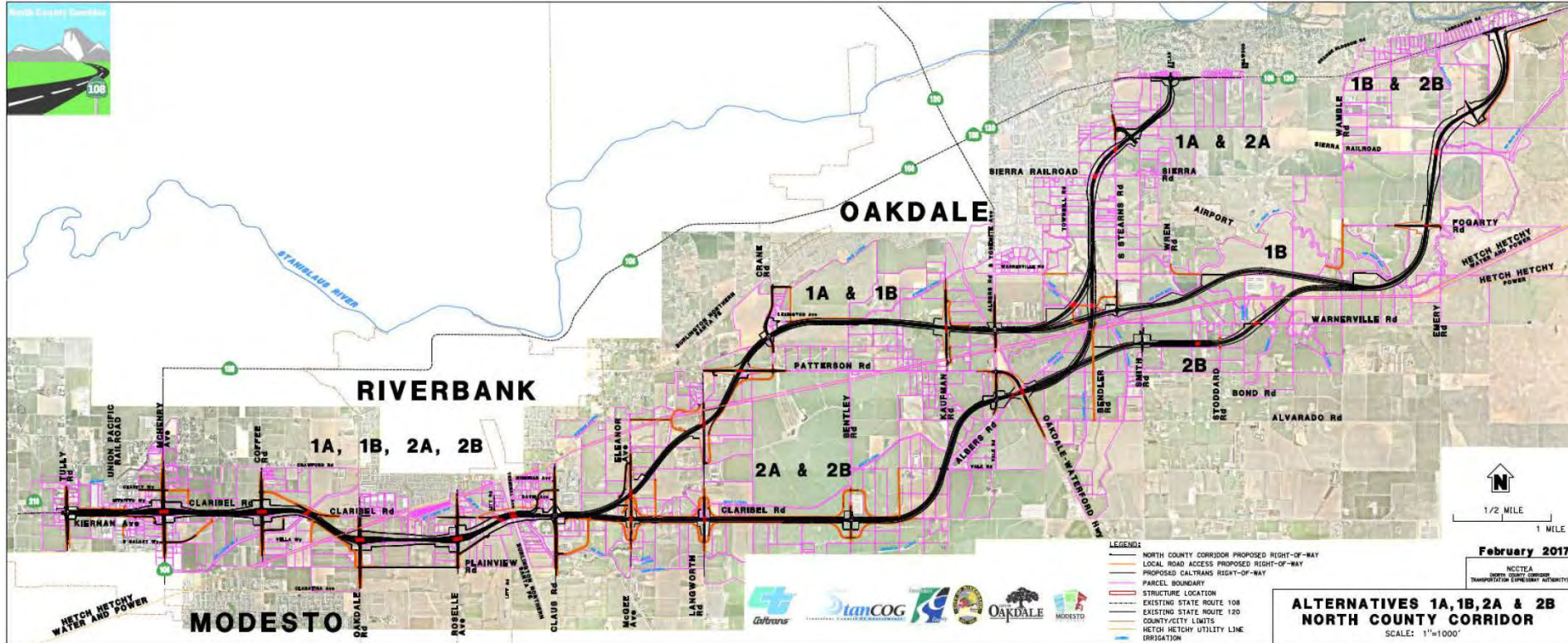
- ✓ **NCCTEA JPA Formed** **Spring 2008**
- ✓ **Route Adoption Complete** **May 2010**
- ✓ **Notice of Preparation Issued** **August 2010**
- ✓ **Release of Draft EIR/EIS for Public Review** **August 9, 2017**
- ✓ **Public Hearing/Open House** **September 7, 2017**
- ✓ **Draft EIR/EIS Comment Period Closed** **October 16, 2017**



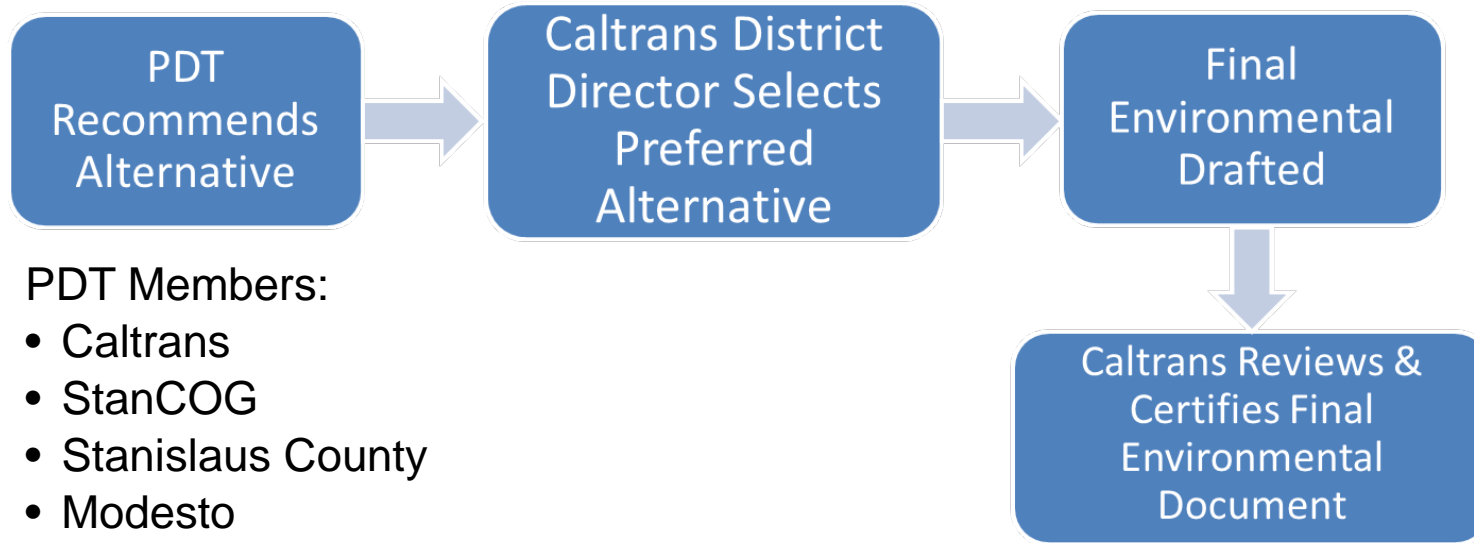
Project Delivery Process



Alignment Alternatives



Alignment Alternatives Selection Process



PDT Members:

- Caltrans
- StanCOG
- Stanislaus County
- Modesto
- Oakdale
- Riverbank
- Consultant Team



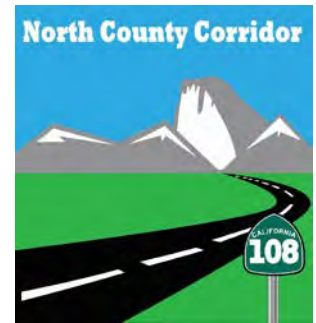
Key Factors for Selecting Alternative

- **Findings of the environmental and engineering studies;**
- **Comments received during the public comment period;**
- **Recommendations by the local agencies (Stanislaus County Board of Supervisors, City Councils of Modesto, Oakdale and Riverbank); and**
- **Project cost.**



Findings of Environmental & Engineering Studies

- **Environmental study was conducted in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA)**
- **In general, all four alignment alternatives are viable alternatives and have similar environmental impacts.**
- **The key areas of difference are with the impacts to farmland, wildlife habitat and right-of-way impacts.**



Findings of Environmental & Engineering Studies

- **Alternatives 1A and 2A are shorter in length than 1B and 2B and as such, they have smaller footprints and less impacts to farmland and wildlife habitat.**

Potential Impact	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B
Farmlands	Acquisition of 470 acres of farmland. Permanent impacts to Williamson Act land are 351 acres.	Acquisition of 576 acres of farmland. Permanent impacts to Williamson Act land are 540 acres.	Acquisition of 397 acres of farmland. Permanent impacts to Williamson Act land are 305 acres.	Acquisition of 540 acres of farmland. Permanent impacts to Williamson Act land are 495 acres.



Findings of Environmental & Engineering Studies

Potential Impact	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B
Natural Communities	Impacts to 1.32 acres (1.0 acre of direct impacts, 0.32 acre indirect impacts) of Interior Live Oak Woodland in the project area.	Impacts to 3.44 acres (3.07 acres of direct impacts, 0.37 acre of indirect impacts) of Interior Live Oak Woodland in the project area and 1.0 acres (0.23 acre of direct impacts, 0.77 acre of indirect impacts) of Blue Oak Savannah.	Impacts to 1.32 acres (1.0 acre of direct impacts, 0.32 acre of indirect impacts) Interior Live Oak Woodland in the project area	Impacts to 3.44 acres (3.07 acres of direct impacts, 0.37 acres of indirect impacts) of Interior Live Oak Woodland in the project area and 1.0 acre (0.23 acre of direct impacts, 0.77 acre of indirect impacts) of Blue Oak Savannah.
Threatened and Endangered Species	Moderately high. Impacts to the following animal species habitat: Swainson's Hawk (foraging habitat 335.96 acres) and two nest trees, Tricolored blackbird (impacts: Foraging habitat = 335.96 acres), California Tiger Salamander (Impacts: Aquatic Habitat = 0.04 acres; Upland Habitat= 127.72 acres),	Moderately high. Impacts to the following animal species habitat: Swainson's Hawk (foraging habitat 409.29) and two nest trees, Tricolored blackbird (impacts: Foraging habitat = 409.29 acres), California Tiger Salamander (Impacts: Aquatic Habitat = 0.68 acres, Upland Habitat = 196.21 acres),	Moderately high. Impacts to the following animal species habitat: Swainson's Hawk (foraging habitat 330.09 acres) and two nest trees, Tricolored blackbird (impacts: Foraging habitat = 330.04 acres), California Tiger Salamander (Impacts: Aquatic Habitat = 0.50 acres, Upland Habitat = 109.58 acres),	Moderately high. Impacts to the following animal species habitat: Swainson's Hawk (foraging habitat 405.43 acres) and two nest trees, Tricolored blackbird (impacts: Foraging habitat = 405.43 acres), California Tiger Salamander (Impacts: Aquatic Habitat = 1.81 acres, Upland Habitat = 185.00 acres),

North County Corridor



Findings of Environmental & Engineering Studies

- **Alternatives 1B and 2B require acquisition of the least number of homes and businesses with Alternative 1B having the lowest number of home and business acquisitions.**

Potential Impact		Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B
Relocation	Business Relocations	Displace 36 businesses.	Displace 33 businesses.	Displace 42 businesses.	Displace 38 businesses.
	Housing Relocations	Displace 124 homes.	Displace 114 homes.	Displace 136 homes.	Displace 114 homes.



Comments Received During the Public Comment Period

Comments are currently being compiled for the team to review and prepare official responses but in general:

- **Large majority of commenters opposed 1A and 2A alternatives**
- **Majority of commenters preferred Alternative 1B**
- **Many stated a preference for either Alternative 1B or Alternative 2B**
- **Other comments received had questions regarding the right-of-way process, drainage and other property specific questions.**



Recommendations by the Local Agencies

Resolutions are being requested from the local agencies on their preferred alternative

- **Oakdale City Council – Passed Resolution on September 18, 2017 (Selected Alt. 1B)**
- **Riverbank City Council – Passed Resolution on October 24, 2017 (Selected Alt. 1B)**
- **Stanislaus BOS – October 31, 2017**
- **NCCTEA Board – November 1, 2017**
- **City of Modesto Economic Development Committee – November 8, 2017**
- **Modesto City Council - TBD**



Recommendations by the Local Agencies

At their September 18, 2017 meeting, the Oakdale City Council unanimously passed a resolution to send Caltrans an official comment letter stating the City's preference for Alternative 1B for the following reasons:

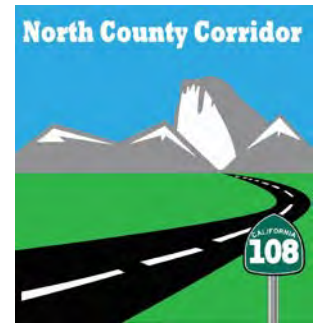
- 1) Provides the least negative impact on the goals and policies of the City's 2030 General Plan
- 2) Displaces the least number of homes and businesses
- 3) Provides a direct connection to the City's future Specific Plan Area 5 and the City's South Oakdale Industrial Specific Plan Area
- 4) Accommodates connections to existing and planned industrial and commercial uses
- 5) Estimated costs of Alternative 1B is lower than Alternative 2B by \$11 million



Recommendations by the Local Agencies

At their October 24, 2017 meeting, the Riverbank City Council unanimously passed a resolution to adopt Alternative 1B as their preferred North County Corridor route alignment

Their comment of support included the following statement: “the NCC is a key component to development in and around Riverbank. This project has the potential to greatly affect the LRA, Crossroads West and other key projects, components of which are listed throughout the current city strategic plan. Ensuring adequate vehicle circulation and truck access to the NCC on the east side of Riverbank only helps to guarantee success of future job creating land uses surrounding the Riverbank Industrial Complex.



Project Cost

All project alternatives are relatively close in cost with the shorter alternatives (1A & 2A) being less expensive than the longer alternatives (1B & 2B)

Potential Impact	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B
Cost	\$660 million	\$688 million	\$676 million	\$699 million



Questions?

