

**NORTH COUNTY CORRIDOR
EXPRESSWAY TRANSPORTATION AUTHORITY**

ITEM: 6a

SUBJECT:

Public Scoping Meetings Summary Report

STAFF RECOMMENDATIONS:

Discussion Item only

FISCAL IMPACT:

There is no fiscal impact associated with this item.

DISCUSSION:

Two public scoping meetings were held by the Department of Transportation (as the lead California Environmental Quality Act agency) regarding the proposed North County Corridor Project. The content of the meetings were identical. The first meeting was held on November 13, 2008 from 6:30 to 8:00 pm at the Salida Regional Library and the second meeting was held on November 20, 2008 from 6:30 to 8:00 pm at the Oakdale Community Center.

The purpose of the meetings was to provide members of the public and other interested parties with opportunities to learn about the project and to provide comments or concerns. These comments or concerns would then become part of the public record and would be considered through the project development stages.

The meetings were held in relation to the specific route adoption phase of the project in which we are considering 2,000-foot wide corridors. As the project is refined, specific alignments will be developed and studied and there will be opportunity for further public comment.

Many of the comments documented in the scoping meetings relate to affects to specific properties. There are concerns regarding agricultural land and the Williamson Act, environmental impacts, social and economic impacts.

I.e. Attached is a report produced by Judith Buethe which includes all comments and meeting attendees and details.



North County Corridor Project (Caltrans Project #10-0S800)



Public Scoping Meetings Summary Report

November 13, 2008
6:30 p.m. – 8:30 p.m.
Salida Regional Library
4835 Sisk Road, Salida, California

and
November 20, 2008
6:30 p.m. – 8:30 p.m.
Oakdale Community Center
110 South 2nd Avenue, Oakdale, California

Prepared by Judith Buethe Communications



General Information about This Document

What's in this document?

This document is a summary report of the public scoping meeting for the North County Corridor Project in Stanislaus County, California. This document describes what occurred at the meeting for the two projects.

What should you do?

- Please read this summary report.
- If you have any concerns about the summary report or questions about the proposed project, please contact Gail Miller, Senior Environmental Planner, Central Sierra Environmental Analysis Branch, California Department of Transportation, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726, (559) 243-8274, or Gail_Miller@dot.ca.gov.

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Zelig Nogueira, Public and Legislative Affairs Chief, Caltrans District 10, P.O. Box 2048, Stockton, CA 95201, (209) 948-3930, or Zelig_Nogueira@dot.ca.gov. Or, use the California Relay Service TDD line at 1-800-735-2929.

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Chapter 1: Introduction

1.1 Two Public Scoping Meetings Were Held

The California Department of Transportation (Caltrans), in cooperation with the North County Corridor Transportation Expressway Authority held two public scoping meetings in November 2008. The Authority consists of Caltrans; Stanislaus Council of Governments; the cities of Modesto, Oakdale, and Riverbank; and the County of Stanislaus. The meetings were held at the following dates, times, and places:

November 13, 2008	November 20, 2008
6:30 p.m. – 8:00 p.m.	6:30 p.m. – 8:00 p.m.
Salida Regional Library	Oakdale Community Center
4835 Sisk Road, Salida, California	110 South 2 nd Avenue, Oakdale, California

The agencies are studying the impacts of a proposed expressway, whose alignment would extend approximately 25 miles from a location on State Route 99 in the vicinity of the Salida community, to a location on State Route 120 approximately 6.25 miles east of the City of Oakdale.

1.2 Announcement of the Public Meetings

The project team planned and implemented the public scoping meetings to conform to the requirements of applicable federal and state laws, including the California Environmental Quality Act (CEQA).

The meeting was publicized through a jumbo postcard invitation in both English and Spanish that was sent by first-class U.S. mail to a mailing list of 2,648 and 240 stakeholders such as local, state, and federal agencies; emergency responders; civic and community groups; chambers of commerce and other business groups; environmental groups; and other potentially interested individuals and organizations. Extra copies of the postcard invitation were also left at the counters of the Community Development Departments of Oakdale and Riverbank.

A personal invitation letter from the District Director of Caltrans District 10 was also sent to federal, state, and local elected officials in Stanislaus County and in southern San Joaquin County.

Public notices were placed in *The Modesto Bee* on October 18, 2008; in *The Oakdale Leader* on October 22, 2008; in *The Riverbank News* on October 22, 2008; and in *Bilingual Weekly* on November 13 and 20, 2008.

Two news releases were sent to print and broadcast media (mainstream and alternative) that serve the project area. The news releases were sent to the following mainstream and alternative media outlets: Ceres Chamber of Commerce, Citadel Broadcasting, Clear Channel, Hispanic Chamber of South San Joaquin County, Hispanic Chamber of Stanislaus County, Hughson Chronicle, KANM/KBUL,

KAT Country 103, KCBC-770 AM, KCIV-99.9 FM; KCSO Telemundo 33, KCSS-FM, KHKK 104.1 The Hawk, KHOP, KJAX 1280, KJSN, KVFX, KKME, KQOD, KMRQ, KOSO, KRVR, KUYL, KVIN, Mattos Newspapers, *Modesto Bee*, Modesto Chamber of Commerce, Newman Chamber of Commerce, *Oakdale Leader*, Patterson-Westley Chamber of Commerce, Riverbank Chamber of Commerce, *Escalon Times*, *Riverbank News*, Rock 96.7, *Stanislaus Farm News*, *Stanislaus Magazine*, *The Ceres Courier*, *The Signal*, Turlock Chamber of Commerce, *Turlock Journal*, and Valley Builders Exchange. Articles about the meetings were published in *The Modesto Bee* on November 11, 2008, and November 14, 2008; and the project was referenced in another article in *The Modesto Bee* on August 12, 2008.

1.3 Purpose and Goals of the Public Meetings

The purpose of the public meetings was to provide members of the public and other interested parties with opportunities to learn about the project and to provide comments or concerns, which would then become part of the public record and be considered as the project team develops the environmental document. The Scoping Meeting was conducted pursuant to the CEQA Guidelines Section 15083 (Early Public Consultation) to gain input from agencies and interested parties on the range of alternatives and environmental effects to be analyzed in the Program EIR.

1.4 Format of the Public Meetings

Approximately 237 people signed attendance sheets at the two public meetings—121 people at the November 13, 2008, meeting at the Salida Regional Library and 116 people at the November 20, 2008, meeting at the Oakdale Community Center. At the door, members of the Public Outreach staff welcomed attendees, explained the evening's format, asked attendees to sign in, and handed a comment sheet and program handout to each person. The Public Outreach staff also frequently introduced attendees to members of the project team and answered questions of a general nature. The meetings were conducted as open houses/map showings. This interactive format provided an opportunity for members of the public to personally ask questions of and direct comments to members of the project team. Attendees were encouraged to submit written comments at a public comment station equipped with blank comment sheets and pens, and a professional stenographer was available for persons who wished to provide oral comments. Sixteen maps, signs, and other exhibits with project maps, graphics, and exhibits were placed around the room. The information stations provided information on the project description and objectives, involved agencies and funding, conceptual corridor and interregional maps, a definition of scoping, and environmental considerations. An exhibit also told attendees how they could be involved and continue to be involved in the project. Project team members were available at each station to explain the displays, answer questions, and receive public input. A Spanish-language interpreter was available at the November 13 meeting; two Spanish-language interpreters were available at the November 20 meeting.

1.5 Summary of Concerns Expressed

The overall feedback from attendees about the breadth and depth of the information provided and the accessibility of project team members was positive. Approximately 19 comment sheets were received and approximately 10 people dictated comments to the public stenographer at the November 13, 2008, meeting. At the November 20, 2008, meeting approximately 31 comment sheets were received from approximately 24 people and approximately 6 people dictated comments to the public stenographer.

The dominant concerns and comments expressed at the November 13 meeting were these:

- Impact on business operations.
- Assault on prime farmland
- Congestion
- Use the money for other needs.
- Use existing highways
- Expand to six lanes now.
- Do not use Ladd Road.
- Get it done!
- Noise and pollution
- Not necessary, not needed.
- Need to make a formal presentation
- Need more maps
- Avoid property on Plainview Road
- Use an existing highway
- The planned route is a good one.

The dominant concerns and comments expressed at the November 20 meeting were these:

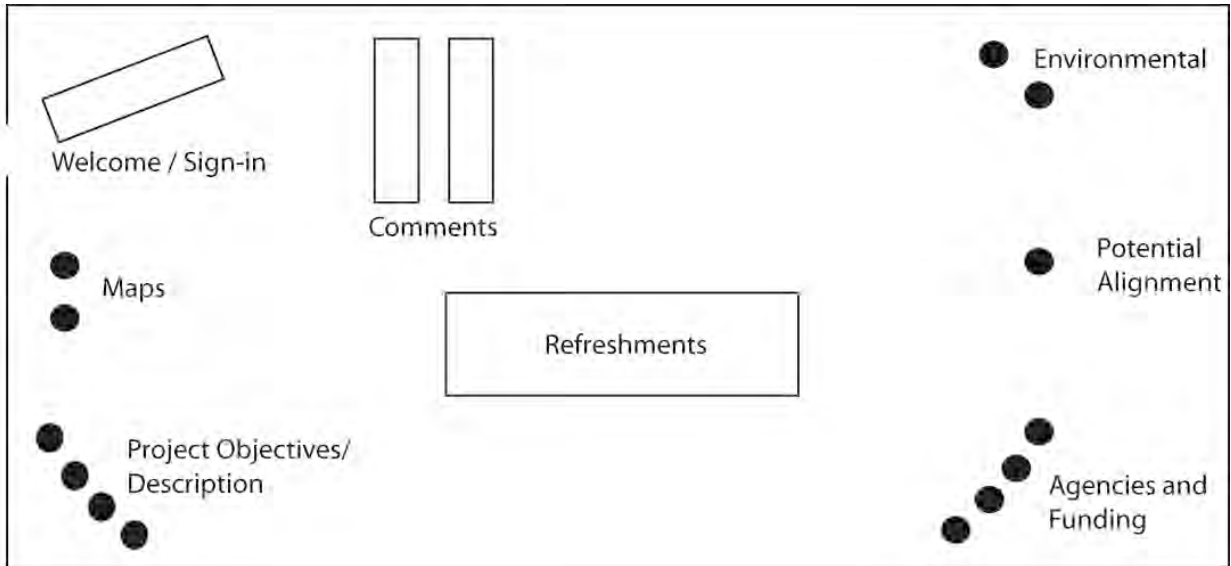
- Use existing roadways.
- Increased traffic and noise are not compatible with farming.
- Historical sites
- Potentially detrimental to Oakdale's economy.
- Effect on environment, e.g., endangered species, wells and other water sources, trees, vernal pools, fairy shrimp, California tiger salamanders, white and blue cranes
- M.I.D. needs opportunity to comment.
- Potential loss of property taxes
- Williamson Act issues
- Growth-inducing
- Greenbelt area near Patterson Road and Crane Road
- Is this project being proposed to serve developer interests?
- Our comments will not really be considered; distrust of public servants
- Need for open forum/discussion
- Why not connect to Pelandale?
- Why route up Claribel and then to Patterson?
- Alternative B would be best route.
- Route A (Claribel Road) is best.
- Protected habitat with National Wildlife Foundation.
- Potential decrease in property values
- Effect on Con Agra's wastewater capacity with options A and B.
- Try a corridor south of Option A.
- Oakdale Bypass proposal disrupted lives and livelihoods. Will this happen again?
- Project is not needed.

Chapter 2: Meeting Proceedings

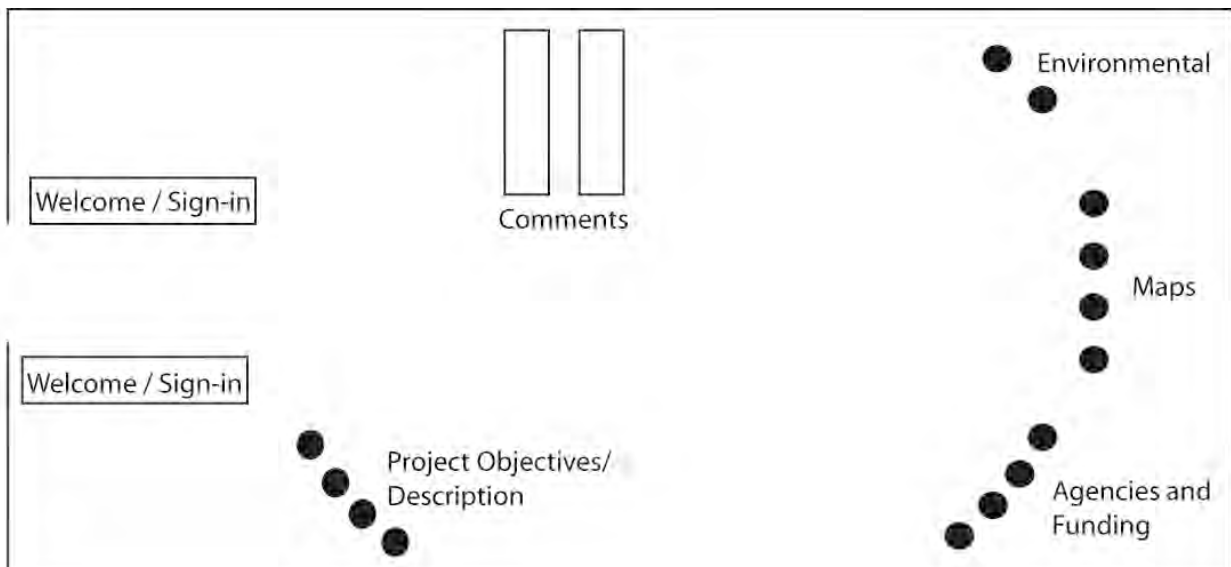
2.1: Welcome

The information stations at the public scoping meetings were developed according to the items shown below:

Salida Regional Library



Oakdale Community Center



2.2 Displays and Exhibits

The informational display boards and exhibits at the public scoping meeting are explained below. (Reduced copies of the informational display boards and graphics are included in Appendix A.)

Station 1: Welcome Board and Sign-in Tables

A welcome board greeted attendees as they entered the meeting room. Attendees were asked to sign in to maintain an attendance record and to ensure that all interested parties would be added to the project mailing list. [See Appendix F for lists of attendees.] The Public Outreach staff gave each attendee a print program with the sponsor logos--Caltrans, StanCOG, Stanislaus County, City of Riverbank, City of Oakdale, City of Modesto. The print program welcomed the attendees to the public meeting, stating the evening's agenda, and providing the project background and purpose, project area, and project contact information. [See Appendix A.] The handout encouraged attendees to comment on the project and provided information on how to do so. Comment sheets provided space for comments and/or concerns and asked attendees if they wished to be added to mailing lists for the projects. The Public Outreach staff explained the format of the meeting and encouraged attendees to ask questions of and make comments to the project team members who were present.

Station 2: Project Objectives/Description

Four boards at this station provided general orientation information: (1) a definition of a route adoption, (2) route adoption objective, (3) project description, and (4) State Route adoption process schedule.

Station 3: Agencies and Funding

These four boards provided information on (1) the agencies involved in the project, (2) the members of the North County Corridor Transportation Expressway Authority, its Ex-officio Members, and the Authority Manager, (3) the Technical Advisory Committee, and (4) potential funding sources.

Station 4: Maps

This station provided the exhibits of most interest to the attendees: a conceptual corridor map, and an interregional map to provide context for the conceptual corridor map. A third, larger map provided more detail and context.

Station 5: Environmental

The two boards at this station listed the potential environmental considerations that must be addressed and defined the environmental scoping process.

Station 6: Comment Station

A board at the public comment station explained the importance of each person's input, the next steps in the scoping phase, and listed ways in which each person could participate. The Public Outreach staff provided comment sheets for members of the public and other interested parties to submit written comments about the project. Written comments were submitted during the open house or could be mailed in later. Nineteen comment sheets from 19 people were received at the November 13, 2008, meeting and 31 comment sheets were received from approximately 24 people at the November 20, 2008, meeting. [See Appendix A.]

A public stenographer was also present to take oral comments from attendees. Ten people dictated comments to the public stenographer at the November 13, 2008, meeting and six people dictated comments at the November 20, 2008, meeting. [See Appendix A.]

Overall, attendees reacted positively to the meeting format, information presented, maps, and displays. A few attendees were disappointed at the lack of a presentation.

2.3: Personnel on Hand

The following personnel set up and conducted the meetings and were available to answer questions from the public. Working at the direction of Caltrans personnel, the persons in charge of the meetings were Kris Balaji, P.E., Project Manager, Jacobs Engineering; Theron Roschen, P.E., Deputy Project Manager, Jacobs Engineering; and Judith Buethe of Judith Buethe Communications, Public Outreach Coordinator.

2.3.1: Caltrans Staff

Kome Ajise, P.E., District Director, District 10
Christina Hibbard, P.E., Project Manager
Gail Miller, Senior Environmental Planner
Zelie Nogueira, Public and Legislative Affairs
Blanca Lujan, Spanish-language Translator
Silvia Dayak, Project Analyst
John Thomas, Associate Environmental Planner
Scott Smith, Associate Environmental Planner
Anton Kismetian, Design Oversight

2.3.2: Joint Powers Authority Board and Staff

Matt Machado, Authority Manager
Laurie Barton, Project Manager

2.3.3: Joint Powers Technical Advisory Committee

Carlos Yamzon, Stanislaus Council of Governments
Jeff Barnes, Traffic Engineer, City of Modesto
Firoz Vohra, Deputy Director, Public Works, City of Modesto
Dave Myers, Acting Public Works Director/City Engineer, City of Oakdale
J. D. Hightower, Community Development Director, City of Riverbank
Susy Loza, Spanish-language Translator, City of Oakdale Public Works

2.3.4: Consultants

Jacobs Engineering

Kris Balaji, P.E., Project Manager
Theron Roschen, P.E., Deputy Project Manager
Trin Campos, Engineering Lead
Mike Davis, Leader, Environmental Manager

Fehr & Peers

Eddie Barrios, P.E.

ICF: Jones & Stokes

Claire Bromund

Maggie Townsley

Judith Buethe Communications

Judith Buethe, Public Outreach Coordinator

Jan Stanley, Deputy Public Outreach Coordinator

Ashley Dolezal, Public Outreach Associate

Loreen Huey, Public Outreach Assistant

Tara Lohman, Public Stenographer

2.4: Elected Officials and Other Agencies

Jeff Grover, Stanislaus County Board of Supervisors

Dick Montieth, Stanislaus County Board of Supervisors

William O'Brien, Stanislaus County Board of Supervisors

Michael Brennan, Oakdale City Council

Vince Harris, Executive Director, Stanislaus Council of Governments

Jeffrey Levers, San Joaquin County Public Works

Chapter 3: Public Input

3.1: Oral Comments Received at the Meeting

Below is a listing of oral comments received by Caltrans and other staff members at the public scoping meetings on November 13, 2008, and November 20, 2008:

3.2: Written Comments Received at the Meetings

Listing of Written Comments Received at the Meetings

Below is a listing of the written comments received at the public scoping meetings and requests for inclusion on the mailing list. Nineteen comment sheets were received at the November 13, 2008, meeting; and 31 comment sheets were received from 24 people at the November 20, 2008, meeting. (Actual copies of all written comments received by the Public Outreach Coordinator are included in Appendix E.)

Comment Cards Received on Wednesday, November 13-14, 2008

Jim Ashby

201 Crawford Road
Modesto, CA 95356

I don't understand why this new road is needed. There is Kiernan Rd. which is multi-lane. There is Pelandale which is multi-lane. Why not continue this to a location on St. Route 120 east of the City of Oakdale—or another option why not Ladd Rd. A road that is already established and goes to Oakdale already. We don't need to lose more land. I am not entirely certain this is needed at all. But if so, let's do it simply.

Doug Basmajian

6060 American Avenue
Modesto, CA 95356

I totally object this corridor which will have a major impact on my business operation for the worse. I've spent 30+ years trying to build a future for my children that will be lost. Had I known of this 5 years ago, I wouldn't of invested 25m in improvements to continue through the 21st century for my family to continue operating. I'm appalled that this prime farmland and rural atmosphere is considered when major improvements on SR 219 is supposed to move traffic (east-west) to handle traffic. I guess we should accept the fact that we will be another congested L.A.

Nichole Basmajian

6036 American Avenue
Modesto, CA 95356

I was looking forward to running a family business on property that has been owned by my family for multiple generations. Taking precious farmland and destroying businesses does not seem beneficial to our community. Put your money into stimulating the economy. We are \$11 billion in debt!

Don Beachler

3902 Ladd
Modesto, CA 95356

I feel it would be more expedient to make a six-lane road now and go straight to Albers and then veer toward Knights Ferry. It would take a lot of expansion at Salida, but it would make more sense.

Jack Broughton

P.O. Box 569
Salida, CA 95368
8313 Kiernan Rd.

I am looking forward to the progress on this project.

Daryl Daniel

3442 Atchison
Riverbank, CA 95367

Keep Hwy 108 as Hwy 108. Hwy 219 Salida to McHenry to Hwy 120.

Dale Denlinger

636 Ladd Road
Modesto, CA 95356
Do not use Ladd Rd.

Michael A. de Ruosi

2017 San Marco Drive
Modesto, CA 95355

I believe the plan as shown on 11/13/08 is the best route from McHenry to Oakdale.

Irene Frohose

3604 Corte Madera Avenue
Modesto, CA 95356-1617

Please do not put this project near my property on Plainview Rd. This property is my only means of retirement, and I am well past retirement age. I had it sold and then the sale fell through because of a bad decision the City of Modesto made. Now with the economy like it is, sales are hard to come by and then if you add this project to the mix, it makes it almost impossible. Please put it somewhere else—like an already existing highway like Briggsmore or 108.

Jeffrey Levers

1567 Sophie Lane
Escalon, CA 95320

More than one layout map next time! Needed a formal presentation to better explain project timing and purpose.

David Metzger

1691 Ladd Road
Modesto, CA 95356

I do not think Ladd Rd. is the way to go.

William Rossi, Jr.

3818 Roberts Road
Ceres, CA 95307

Use Hwy 219 from Hwy 99 to Oakdale.

Sue G. Smith

6147 American Avenue
Modesto, CA 95356

The North County Corridor Project from Carver Rd. west to Hwy 99 is not necessary, not wanted by a majority and not needed. It is a left-over piece from the Salida NOW project which the co. supervisors approved and the voters flatly rejected. This segment of the project is a bit of pure pork that will benefit Supervisor Grover and a very few landowners and developers. They want to spend many millions of taxpayer money for their pet project to pave over wonderful farmland for development.

Matthew S. Tablit

5304 Silverstone Circle
Salida, CA 95367

Noise abatement issue @ Murphy's Ferry Tract. Refer to Agnes Jenkins letter to me 10/12/04 regarding sound study. Please, consider our homes are two story homes. Our noise issue is at 25' elevation. The new bypass hwy will most likely impact our area. Consider soundwalls and sound-absorbing rubber roads (99).

Helen Wang

4608 Sun Down Pl.
Salida, CA 95367

The NCC alignment should follow Ladd just south of the property along Ladd. The NCC alignment should go south towards Claribel after McHenry. Detailed suggestion, please see the attached map.

Paul Warda

3232 Ladd Road
Modesto, CA 95356

Please stop spending taxpayer dollars needlessly. The north county corridor expressway is not needed. The new Kiernan highway should be able to accommodate projected traffic increases—even if it means developing a non-stop on/off connector ramp at Salida.

Joseph Wyrick

5605 Cypress Creek Way
Salida, CA 95368

The impact on residents should be a number one concern. Residents already deal with road noise from Hwy 99. Adding another "hwy" will pen some houses between two noisy roadways. The new expressway must be soundproof so that surrounding neighbors are not subject to more noise and pollution from auto exhaust.

Comment Cards Received on Wednesday, November 20, 2008**Meghan Absher**

14207 Warnerville Rd.
Oakdale, CA 95361

- 1. Both proposed routes go through land of endangered species.*
- 2. What happened to bypassing Oakdale in the north end through Escalon and the north end of Oakdale? The land has already been bought and this traffic causes the most traffic problems in Oakdale.*
- 3. I commute to the east end of Modesto three days a week for work and I have no traffic complaints. Why build something if it is not needed?*
- 4. This project would encourage growth the further east of Oakdale that it extends to.*

Ann Absher

14207 Warnerville Rd.
Oakdale, CA 95361

I have lived at the above address 27 years. I have seen two California Tiger Salamanders on my back patio, the most recent sighting about 7 years ago. There are vernal pools on the property and on the McKeon ranch across the road. One of the routes, red on the map, would bisect my property. It would go through the middle of a field which is part of the property my great-grandfather homesteaded almost 140 years ago. My family has endured great hardship to keep this property whole and solvent. Please don't destroy this heritage. Your route could be moved to the property section line, to at least not rip through the middle, but follow a property line. However, the further east this project moves, the more environmental problems will occur.

Michael R. Absher

14207 Warnerville Rd.
Oakdale, CA 95361

I have many concerns regarding the proposed routes. These routes appear not to use existing roads and with expanding right-of-ways it looks like completely new roadways which will cut property parcels, making farming and ranching difficult. This project will increase traffic and noise which are not compatible with present farming practices. This, coupled with life style changes, concern me deeply.

Celia Aceves

Modesto Irrigation District

P.O. Box 4060
Modesto, CA 95361

Please extend my comment period so that MID can provide comments to your project.

Rick Bartkowski

7260 Crane Road
Oakdale, CA 95361

Please make use of Route A (Claribel Road) as much as possible as this is an existing road and disruptions will be less than Route B.

Sandi and Neil Casey

P.O. Box 1543
Oakdale, CA 95361

Residence: 6440 Emery Rd., Oakdale 95361

I oppose it very strongly. Our ranch has vernal pools and beetles. The property is also in the Williamson Act. Along with my letter.

We are very concerned about this road coming through, and how many families you are going to turn upside down simply because you can, and think that it is a great idea for all. We live at 6440 Emery Road, Oakdale, CA 95361 (we do not receive mail there). This land has been our family for over 100 years my great grandfather grew oats on it, my grandfather grew oats on it, and now my husband is growing oats on a portion of it. It's the circle of life out there, the oats feed the cows, the cows eat them, and then we the people get milk, and beef from them. We just got done building our house there because it was so nice and quiet with trees all around us, and our cows with us. The other family ranch is right on the HWY and every year we have really bad accidents which then usually result in fires. The ranch burns every year because people are so careless of others and it is a four lane Hwy there. Not to mention all the trash that people leave behind. Our kids were terrified there all the time seeing cars on fire, people all messed up, so we picked 6440 Emery Rd a nice quiet place to be safe from the world. On Parcel #010 20 18.

If this road goes through, I think it would be detrimental to Oakdale's economy for the tourist that come through our cute little town love to stop at 1 of the 3 grocery stores, or maybe to get that flashlight they forgot to pack at one of the stores in town, or how about all the great food they can eat. I have heard from many people, when I used to do deliveries out of town how Oakdale was there last stop for food ice and whatever caught their eye on the way through. All of these towns should really take in consideration the effects of losing the people that spend the money while in our towns. In today's economy every little bit helps.

I understand that expansion may be needed, but what I don't agree with is all the properties and family you will destroy that have worked hard for what they have, and that take great pride in having a pieces of land with honor agriculture worth. These properties in the grand scheme of things all work together to provide people with the foods that we eat every day. Maybe a road is more important than what we eat but I really don't think so.

On our property you would be probably be taking out one if not two deep wells, almond trees, our oats, and maybe very close to our nice and quiet house that we put there for the peacefulness, and the safety of our children to run and play with all of their friends who live in town and always have to worry about cars. We are very aware of the vernal pools and the fairy shrimp that live there also. I know we are just one family but really if this goes through it will affect many that don't even have a clue. If you are going to go down Claribel Road why don't you take it out straight and instead of where it turns to the right and the horseshoes around to the left, make it straight by going across the eliminate the horseshoe and connect it into willms road and then into a four lane highway that is already in place. This would still be going across the property but not by our house at the back door at least, and it wouldn't take out any of our wells. Really any way you go, it's going to be bad for someone on a very personal level and in the long run it will take away from our people's food source of grown locally right here in the valley. Also the famili8es that built houses, and pay property taxes on those houses that they worked hard for shouldn't have them taken away for a bypass to be able to get to the hills like Yosemite, where they don't really want you driving anyway. By trying to make it so only tour buses can go in. Plus how many property taxes will it take away from the county that is already losing houses to foreclosures.

Sincerely, The Family, Neil, Sandi, Breanna, Paige, Alan, Jaylynn Casey

Carla J. Cottrell

7535 Patterson Road
Oakdale, CA 95361

What would be the reason to route up Claribel and then to Patterson? Why would you spend this vast amount of money on a new freeway (corridor) when you have never improved 120 or 108. Why not connect to Pelandale which is already being made 4 lanes?

Carla J. Cottrell

7535 Patterson Road
Oakdale, CA 95361

- 1. This type of meeting does not allow for public forum and real discussion. Therefore, I assume you are not really interested in my opinions or the other opinions of the taxpayers that keep on paying (of which I am one). I am in distress at the lack of care for public discussion. The meeting is a ploy to pretend that you are concerned for public opinion!*
- 2. There is a green belt that runs through the area on Patterson Rd., between Crane and Kauffman. 10 yrs ago we were told by the City planner that a major roadway would not be able to be placed through or near the "green belt."*

Carla J. Cottrell

7535 Patterson Road
Oakdale, CA 95361

The land on Patterson Rd. from Crane to Kauffman is in the “Williamson Act” which sets aside land for agricultural purposes. Freeways are not agricultural. People such as myself move to the county to be in the country. I DO NOT want a freeway by my home!

Carla J. Cottrell

7535 Patterson Road
Oakdale, CA 95361

There is a nesting ground for white and blue cranes on Patterson Road pasture land. The noise from the traffic coming down that road will be disruptive to anyone or thing living there. I do believe there are many considerations other than the money from the “Oakdale ByPass” to consider!

Carla J. Cottrell

7535 Patterson Road
Oakdale, CA 95361

From the beginning of this current “scoping” I believe that our comment are not really to be considered. The web site had no information. The meetings were not open forum for public discussion. Another reason people have come to distrust those in public service!

Carla J. Cottrell

7535 Patterson Road
Oakdale, CA 95361

Will anyone read them? (comments)

If you are using money from the “defunct Oakdale Bypass” fund, do you really think people coming from the Bay Area will go down 99 to Salida rather than using 120? I think not.

Gary W. Cottrell

7535 Patterson Road
Oakdale, CA 95361

- 1. According to proposed 2000’ roadway, it would devalue property on Patterson Rd. substantially.*
- 2. Property on Patterson Rd. (PGA Packing Colony) is under “Williamson Act” and was never taken out of “Williamson Act” when property was developed. This must be addressed!?*
- 3. A “green belt” exists between Bentley Rd. and Kaufman Road which has to be considered.*
- 4. A very viable “corridor” would be to hook up with current Pelandale expansion to Oakdale Rd. and continue west through orchards.*
- 5. Rare cranes (birds) present all throughout Patterson Rd. between Bentley and Kaufman Rd.*

Darlene Cross
P.O. Box 2117
Oakdale, CA 95361

Hodgdon Enterprises has two parcels that are designated to be a part of one of one of your proposed routes to join Highway 108 with Highway 120. Partners in this Enterprise are Darlene Cross, P.O. Box 2217, Oakdale, CA 95361; Beverly Hoe, 11155 Hwy 108, Jamestown, CA 95327; Sandi Casey, P.O. Box 1542, Oakdale, CA: and Bonnie Witzke, 11135 Hwy 108, Jamestown, CA 95327. The parcel numbers are 010 20 18 and 015 02 02 000. This ranch has been in the same family for over 100 years. We are descendants of a pioneer family and believe that our land should not be taken from us. This is land that our forefathers worked to attain and keep for the family. It seems unfair that any government body can just come in and take our heritage away.

At the present time we have a 25-year lease with Lent Burden Farms to put almonds and or grapes on the property where they are able to do so. This farming endeavor has two agricultural wells that appear to be in the path of the southern proposed route. The entire area is not able to be planted because of vernal pools that have been designated by the County of Stanislaus. In these vernal pools are the fairy shrimp and possibly tadpole shrimp. There is also an owl and a hawk that lives between the northern part of our parcels and the neighboring ranch to the north.

My daughter and son-in-law Sandi and Neil Casey recently put a home on the north side of the ranch. Neil plants a 21 acre part of the northeast part of the property in grain—a tradition since my grandfather was alive—to help with income and the cattle he runs on the part of the property that cannot be planted because of the vernal pools. My husband and I also plan on building on the property sometime in the near future as well.

I think it would be more prudent to use an existing road and just widen it. The point where the roads are going to converge is a very precarious one because of the narrow part at what the locals call Lover's Leap. Maybe a more southern junction would be easier and use Claribel Road or Warnerville Road as a road to the east instead of going through what seems to be the middle of so many properties. You could possible hook up with Willms Road to the east and go on into the existing 4-lane road starting just before the Tuolumne County line.

Hoping you come up with a different solution to this than you have.

Steven Dickson
10537 Alvarado
Oakdale, CA 95361

Both routes have the bypass dumping into Hwy 120 before "Lovers Leap." This makes no sense! It's a two-lane highway at that point. It would make a lot more sense to take the bypass all the way out Claribel and have it dump in after Knights Ferry where Hwy 120/108 is four lanes. This is a longer route, but it would pay for itself in less accidents. Besides, there is nothing but pasture land out at the end of Claribel and over to Hwy 108/120.

Bonnie and William Fogarty
265 California Avenue
Oakdale, CA 95361

Dear Gail Miller/Caltrans:

We have several concerns about the proposed North County Corridor Project. We are residents of Oakdale and have property on Warnerville Road east of Oakdale in Stanislaus

County. One of the proposed routes bisects this property. This land has been in our family for over 125 years and is a vital part of our beef cattle operation.

This notwithstanding, we question why this project, which will supposedly benefit the cities of Modesto, Riverbank, and Oakdale, runs nowhere near these cities. They will reap the benefits, while the project will disturb and destroy rural and agricultural operations. Why couldn't the path of the corridor run through the "sphere of influence" of the respective cities, seeing these areas are already destined for development (an example of this would be HWY 120 – Manteca Bypass)?

Caltrans will be building this project and it appears that when they construct such bypasses, they take over huge swathes of land, much more than is actually needed. This practice takes valuable land out of use/production.

After studying the proposed routes of this project, the routes go directly through the middle of many agricultural parcels. These routes will "plow" through dairies, farms, and ranches. Who drew these routes? It appears there was no thought given to the effects this project will have on individual landowners and their livelihoods! Many of these parcels are not small; they make up the backbone for many families' businesses. With a highway running through your business, how do you get your cattle, horses, equipment, etc. from one part of your operation to another?

The eastern end of the North County Corridor will go through land previously inaccessible. We believe this highway will encourage growth in eastern Stanislaus County, growth not needed. Availability of water is sporadic in the area, and the area is also zoned exclusively agricultural.

Thank you for your attention to our initial concerns about this project.

Vincent Jamison

228 Maple Avenue
Ripon, CA 95366

Please add my name to the North County Corridor Project mailing list.

Julie and David Lyon

10355 Workman Rd.
Oakdale, CA 95361

Please add my name to the North County Corridor Project mailing list.

Dan Medina

1098 Rapunzel Ct.
Oakdale, CA 95361

I strongly oppose the latest two bypass proposals (North County Corridor A & B) for several reasons. First and foremost, it appears to run directly through our property (ranch) on Warnerville Rd. I detest this! Secondly, I see this bypass route more as an aide to the County and specifically Modesto to enlarge its growth and cause more growth and development. The last thing this County and Oakdale or Modesto needs is more growth. We are turning into the Los Angeles of the San Joaquin Valley. People and politicians need to say no to growth and stand behind it. Escalon is a great example of a community retaining its charm through a building moratorium. Why can't we please do this here in Oakdale and the Stanislaus County. Lastly, to approve this bypass is no more than lip service (or a slap in the face) to concerned citizens whose property lies within its way.

**Beverly J. Noe, Partner
Hodgdon Enterprises, LP**

11155 Highway 108
Jamestown, CA 95361
(209) 988-8417

To Whom It May Concern:

As a partner with Hodgdon Enterprises, LP, I am voicing my concerns of the planned bypass occurring along Kiernan Road and Claribel Road connecting into Highway 108/120 west of Knights Ferry in Stanislaus County. In reviewing your plans I noticed that one of the options diagonally crosses our property (A.P.N.: 010-020-018 and 015-002-002 totaling 880 acres) located between Claribel and Warnerville Roads, near Emery Road. This property has been in our family for approximately 100 years and has been recently leased to Lent Burden Farms for the purpose of almond trees. Approximately 500+/-acres have been planted in almond trees with an estimated 295 acres designated by the State of California, Environmentalist Study, as having Vernal Pools and fairy shrimp. It is my understanding due to the Endangered and Protected Species Act development of this particularly portion of the property is not permitted by the State of California. The portion of the property that this affects lies in the middle of the 755-acre parcel north of Claribel Road and some of the 125-acre parcel that lies south of Claribel Road. It was further recently discovered, although I can't positively attest to this, that a Tiger Salamander was seen. In looking at the area map designated for the Tiger Salamander there is an area north of Highway 108/120 so it could be a possibility.

If at all possible, I would like to see different bypass options that would stay with the existing roadway so that less private property would be affected.

Thank you in advance for taking other options into consideration Any further communication requested of me may be addressed to the information listed in the letterhead above.

Sincerely,

Beverly J. Noe, Partner, Hodgdon Enterprises, LP

Cindy and John Onken

7583 Patterson Road
Oakdale, CA 95361

- We are opposed to the project regardless of either proposed route.*
- Our property is under the Williamson Act.*
- The proposed routing on Patterson Road near Crane Road is a greenbelt area.*
- There are existing major roadways that can be improved and widened to accommodate the limited traffic through this area (Claribel and 120)*
- My tax dollars could be better spent improving the roads we have.*

John Onken

7583 Patterson Road
Oakdale, CA 95361

- If the initial 120 Bypass was abandoned due to public outcry, what is the point of moving it to a new location? Politics and \$\$?*
- Is there really that much anticipated traffic demand? Or is it being created by developer interests?*
- We did not move to the country to be placed next to a freeway.*

Pat Rivera

5042 Smith Road
Oakdale, CA 95361

I believe the “B” alternative route would be the best overall route because the route is closer to town and businesses would not be affected. They could easily go to town and connect with the “B” route and continue on to Modesto.

George Santillanes

7601 Patterson Road
Oakdale, CA 95361

The Oakdale bypass disturbed ranchlands, homes, orchards, etc., Caltrans disrupted people’s lives, then cancels project. This proposed project is ill planned as once again you will trample – Williamson Act – agricultural lands. I am opposed to this project.

Debra A. Santillanes

7601 Patterson Road
Oakdale, CA 95361

Not interested in Measure S – again – money – Williamson Act – Green Belt. Not interested in this project. Moved out to the country for a reason. Not to have someone take it away. You have to leave some country property somewhere. Make it a smart move. You already messed up the last project – Escalon-Oakdale Project. We are not interested.

Jeff Schultz

554 South Yosemite Avenue
Oakdale, CA 95361

I work for Con Agra Foods and both option A & B would severely cripple the wastewater capability of the facility. This would take out a huge number of acres now used for irrigation and waste water discharge. This would impact facility production, future facility growth and economic benefits to the city of Oakdale and the county. I would look at a corridor south of option (A), especially in the area of Bentley Road/Claribel/Patterson and Kauffman.

Henry Van De Pol

16996 Sexton
Escalon, CA 95320

Please add my name to the North County Corridor Project mailing list.

Alycia Urban

10424 Workman Road
Oakdale, CA 95361

I think that the amount of traffic that is anticipated is way out of line with what is really needed. It is wrong to make new routes and disturb farmland. Use of existing roads makes better sense. Lots more people will be put out and lose out on property values, serenity and wildlife. What sense does it make to take a road way outside of towns that can benefit from the traffic and money infused into the community? Oakdale and Riverbank (mostly Oakdale) will become a ghost town. They don’t realize how much money comes from having 108/120 in town. Protect our farmland.

Paul Urban

10424 Workman Road
Oakdale, CA 95361

I do understand the need for upgrades, one of the only constants in life is change. I am very concerned about how this project will affect my property, which is located ½ mile north of Claribel and 1-3/4 mile south of Warnerville Road. Our property is registered with the National Wildlife Foundation; we provide habitat to the native and migrating birds, mammals and we promote native plants. Our state does not need large roadways which will increase smog, noise, unreasonable use of “our” tax moneys for accident victims. The other constant is death.

E. E. Waggoner

1600 Irvin Court
Oakdale, CA 95361

I hope this is not the beginning of a 50-year project as was the northern bypass fiasco. My hope is that you stay close to Claribel Rd. I should say on Claribel until you reach a point where you have to turn northeast to find Lover’s Leap. Use Red Corridor as indicated on the map supplies. The blue line starting from 99 Hwy has to be moved to the south.

3.3: Dictated Comments Received at Public Meetings

Dictated Comments Received on Wednesday, November 13, 2008, and Wednesday, November 20, 2008, appear in Appendix E.

Chapter 4: Phone Calls, Emails, and Letters

August 4, 2008

Kent Rossi (e-mail to Stancog.org)

2000 Candlewood Place

Riverbank, CA 95367

(209) 869-3822

@charter.net

Can you tell me the streets involved in the northern corridor from Riverbank to Hiway 99?

Thank you.

P.S. I'm behind the tax NOW, was not on the last go-around. We need it and will vote yes because of the Citizen's oversight committee.

Judith Buethe called Mr. Rossi to determine that we have the correct person and phone number. After Mr. Rossi sent the e-mail to StanCOG, he has since talked with Cris Crisafi. Mr. Rossi was concerned that the corridor would include Patterson, which would be too crowded. He said Mr. Crisafi told him that the route would use Kiernan. He also asked if the consultant team was working on the half-cent sales tax measure. Judith explained the relationship of the Jacobs consultant team to the JPA and the team's purpose and said that Kris Balaji would be calling Mr. Rossi. She also mentioned that two public meetings will be held within the next 90 days or so and that he would receive an invitation to those.

August 7, 2008

Miriah Caldwell (e-mail)

Real Estate Administrative Assistant

Opus West Corporation

180 Promenade Circle, Suite 115

Sacramento, CA 95834

P-916-928-7529; F-916-928-7512

Miriah.Caldwell@opuswest.com

Addressed to:

Scott Philips, Associate Planner

Stanislaus Council of Governments

900 H Street, Suite D, Modesto, CA 95354

Scott,

My company is doing some research on a potential site in Modesto and I am inquiring about the new North County Corridor that is supposed to go in. Brad Wall from the city of Modesto sent me over the map of the new Corridor and it has the 5 different phases on the map. I am wondering what the timelines are for the different phases if there is a timeline yet. I believe our site would be closer to phase 4 or 5. If you would be able to give me any information that would be great or if you would be able to forward me onto whoever might be able to help me.

Thanks.

Miriah Caldwell

Real Estate Administrative Assistant

October 9, 2008

Ronald Roaks (e-mail)

Prudential Commercial Real Estate

1101 Sylvan Ave., Suite A25

Modesto, CA 95350

209-758-3147; 209-521-4289 (fax)

modesto-commercial.com

>>> "Ron Roaks" <rlroaks@prucommercialre.com> 10/8/2008 4:19 PM >>>

Carlos,

Dave Tanner and I have listed a property for sale at the corner of Coffee Road and Vella Way. As you might imagine, the alignment of the North County Corridor impacts the potential uses of the property.

You sent Dave a map on July 9 depicting Corridor A and Corridor B with various permutations of Corridor B. The title on the map is "North County Corridor - Alternatives" and is not dated. A couple of the routes depicted on that map would directly impact the parcel at the Coffee/Vella intersection.

We have down loaded the Preliminary Design Report dated April 2008 from the STANCOG web site, and that report shows two possible routes as the NCC crosses Coffee Road, both run to the north of Claribel Road.

If it is possible, could you give us sense of whether the two routes shown in the Preliminary Design Report are the most likely ones or are we still looking at the possibility of the route going through the Coffee/Vella property?

We know that nothing is cast in concrete at this time, but any sense of direction you could give us would be greatly appreciated.

Thank you.

>>> Carlos Yamzon 10/9/2008 8:35 AM >>>

Ron,

The North County Corridor Joint Powers Authority (JPA) has taken over project development responsibilities and has hired a consultant to begin the environmental work. I don't want to just "pass the buck" and refer you to staff or the consultant, so I will have someone from the JPA get back directly to you on your question.

Regards,

Carlos P. Yamzon

Senior Planner

Stanislaus Council of Governments
900 H Street, Suite D
Modesto, CA 95355
209-525-4600

October 9, 2008

From: Balaji, Kris [mailto:Kris.Balaji@jacobs.com]
Sent: Thursday, October 09, 2008 9:30 AM
To: bartonl@co.stanislaus.ca.us; cyamzon@StanCOG.org
Cc: Judith@buethecommunications.com; Roschen, Theron
Subject: Fw: Meeting with Prudential - NCC

Fyi. This is the email I mentioned in my last email to you.

----- Original Message -----

From: Balaji, Kris
To: 'machadom@co.stanislaus.ca.us' <machadom@co.stanislaus.ca.us>;
'bartonl@co.stanislaus.ca.us' <bartonl@co.stanislaus.ca.us>
Cc: Roschen, Theron
Sent: Mon Jul 14 17:35:14 2008
Subject: Meeting with Prudential - NCC

Matt & Laurie,

My meeting with Dave Tanner 209 758 3108 & Ron Roaks 209 758 3147 of Prudential Realty on 1101 Sylvan was pretty uneventful (I hope). Basically, their clients own a 24.7 acre parcel south of Claribel and East of Coffee, and North of abandoned Vella way (shown as Martz #2 on the parcel map). They want to sell the property but saw the road alignment drawn over their property and got concerned.

I told them that it would be at least another four years before any RW acquisition may begin on this project, explained the env process and the alternative selection process. They were relieved to hear that RW acq is not happening right now. I also explained to them that the lines shown on the PDR and the feasibility are just an approximation, and they will be refined during env and further refined during design.

-Kris

October 10, 2008

I called him and left a msg letting him know that the things haven't changed much since I talked to him in July. Also let him know that there will be public meetings coming up in November, and he will be receiving a mail notification about the meeting. I left Judith's number (in addition to mine) to contact if he had further questions.

Kris Balaji, PE, PMP

Director, Transportation Program
JACOBS
180 Promenade Circle, Suite 300
Sacramento, CA 95834
O: (916) 929-3323
C: (916) 799-6779

October 28, 2008

Sandy K. Hopp, Field Representative (e-mail)

Supervisor Jeff Grover, Dist. 3

Stanislaus County Board of Supervisors
1010 10th Street, Suite 6500
Modesto, CA 95354
(209) 525-647

Gail,

I'm going to be giving a brief report tonight at the Salida Municipal Advisory Council (MAC) meeting and thought I'd mention the scoping meeting scheduled for Nov 13 at the Salida Library.

We received a postcard/announcement in the mail (each County Supervisor received one), and I'm wondering who else is on the mailing list? Will "regular citizens" be notified through the mail or by newspaper ads, etc?

Or...?

*Thank you,
Sandy*

-----Original Message-----

From: Gail Miller [mailto:gail_miller@dot.ca.gov]

Sent: Tuesday, October 28, 2008 8:14 PM

To: Sandy Hopp

Cc: judith@buethecommunications.com; Christina Hibbard; Scott Smith

Subject: Re: North County Corridor

Hi Sandy, sorry I was not able to respond to your inquiry before your meeting tonight. I was out of the office all day. First, thank you for mentioning the scoping meeting at the MAC meeting. To answer your questions, our public participation coordinator besides sending notices to elected officials also placed public notices in the Modesto Bee on October 18th and in The Oakdale Leader and The Riverbank News on October 22. Notices were not sent to citizens it is too early in the process to have that kind of specifics. We will be studying an approximately 1000 foot wide corridor and eventually proposing several

alignments within that corridor at the end of the environmental process.

October 30, 2008

Sandy, I heard from my public participation coordinator today and she said we also sent notices to owners of 2,648 properties (which I was not aware of), and 223 notices to stakeholders--elected officials, community groups, libraries, etc. As I also stated, we had ads in the three newspapers and in the next issue of the Bilingual Weekly, to be distributed in Modesto, Oakdale, and Riverbank.

Thanks,
Gail Miller, Branch Chief
District 6 - Central Valley Environmental Management
2015 E. Shields Ave., Suite 100
Fresno, CA 93710
(559) 243-8274 Office
(559) 243-8215 Fax

November 6, 2008

Kenneth K. Bittner
5618 Coffee Road
Modesto, CA.
Ken@diversifiedprinters.com

Gail:

As a property owner in the area just north of Modesto, I have a question regarding the exact path of the proposed 4 to 8 lane roadway that is proposed for this area. I looked at the map on the web-site but it's not clear enough to make an accurate determination. Are any maps available that would show the location more clearly? If not, can you tell me where the roadway would actually cross over Coffee Road? Does the proposed road cross over Coffee Rd. to the North or South side of Crawford Rd? Has the final route even been determined at this point?

Kenneth K. Bittner
Property Owner at: 5618 Coffee Road, Modesto, CA.

Hi Ken, unfortunately it is too early in the process to know any specifics. The only maps we have right now are what you saw on the website. I would like to suggest that you attend one of our two public scoping meetings. Here is the information for the meetings:

Thursday, November 13, 2008, 6:30 p.m. – 8:00 p.m., at the Salida Regional Library, 4835 Sisk Road, Salida Thursday, November 20, 2008, 6:30 p.m. – 8:00 p.m., at the Oakdale Community Center, 110 South Second Avenue, Oakdale

There will be representatives from Caltrans, Stanislaus Council of Governments, Stanislaus County, and the Cities of Modesto, Oakdale, and Riverbank, along with other specialists in engineering, environmental studies, and right-of-way, to discuss your individual concerns and answer questions.

Gail Miller, Branch Chief
District 6 - Central Valley Environmental Management
2015 E. Shields Ave., Suite 100
Fresno, CA 93710
(559) 243-8274 Office
(559) 243-8215 Fax

November 6, 2008

Carla Cottrell

cjcottrell@earthlink.net

To Whom It May Concern:

In trying to find a map or information about the proposed "North County Corridor" in Stanislaus County I find no information! Your project flier that came through the mail gave two web addresses to find information..one of which is under construction and the other of which seems to have no mention of said corridor and refers me back to the original web address [.dot.ca.gov/dist10](http://dot.ca.gov/dist10). If I am to make an intelligent assessment of the project and speak to its concerns I must have the information that you have. I would like a detailed map of the proposed routes and alternative routes ASAP. As a taxpayer and individual property owner that may be affected by this project, actual information about the project on the web sites listed on the flyer including proposed routes and accurate maps must be made available immediately.

Carla Cottrell

cjcottrell@earthlink.net

Carla, thank you for your interest in our project. We are currently working on setting up our website ([://dot.ca.gov/dist10/](http://dot.ca.gov/dist10/)), We are hoping to have the website up and running in the next few weeks. The only mapping we have is preliminary it is to early in the process to have any specifics. I would like to suggest that you attend one of our two public scoping meetings. I would also like to point out the purpose of this project is to study a 1000-2000 foot-wide corridor to ultimately determine where a future alignment might be designed. This project will not result in the displacement of anyone. Here is the pertinent information for the meetings:

Thursday, November 13, 2008, 6:30 p.m. – 8:00 p.m., at the Salida Regional Library, 4835 Sisk Road, Salida
Thursday, November 20, 2008, 6:30 p.m. – 8:00 p.m., at the Oakdale Community Center, 110 South Second Avenue, Oakdale

There will be representatives from Caltrans, Stanislaus Council of Governments, Stanislaus County, and the Cities of Modesto, Oakdale, and Riverbank, along with other specialists in engineering, and environmental to discuss your individual concerns and answer questions.

Gail Miller, Branch Chief

District 6 - Central Valley Environmental Management
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Fresno, CA 93710
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(559) 243-8215 Fax

November 12, 2008

Dave Tanner (call to Christina Hibbard)
Prudential

-----Original Message-----

From: Christina Hibbard [:christina_hibbard@dot.ca.gov]
Sent: Wednesday, November 12, 2008 8:22 AM
To: Judith Buehe
Subject: Modesto Bee Time Incorrect for NCC Public Meeting

Hi Judith I just got a call from a realtor representing a landowner and he stated that the Modesto Bee article of this morning stated the meeting starts at 8 pm.

Christina Hibbard, MA, PMP
Senior Project Manager

November 12, 2008

Holly Moore (call to Catey Campora)

7971 Gilbert Road
Oakdale, CA 95361-2240
(209) 985-2419

From: Catey Campora [mailto:catey_campora@dot.ca.gov]
Sent: Wednesday, November 12, 2008 1:56 PM
To: judith@buethecommunications.com
Cc: Christina Hibbard
Subject: Public Contact for the NCC database

Hi Judith,

I spoke with a lady this afternoon that would like to be added to the North County Corridor mailing list/database. She had specific questions on where the actual route would be as she owns property in the area. I advised them that we weren't quite there yet. Should I also collect email addresses from callers?

Please add:

Holly Moore
7971 Gilbert Road
Oakdale, CA 95361-2240

Thanks Judith,
Catey

Catey Campora
Project Analyst, PPM/PMSU
Department of Transportation
1976 E. Charter Way/Dr. Martin Luther King Jr. Blvd.
Stockton, CA 95201

(209)942-6023 voice
(209)948-7666 fax

November 13, 2008

Steve Gifford (e-mail)

Midstate Barrier, Inc.

Phone # 209-944-9565 Ext. 210; Fax # 209-944-9569

SGifford@hwysfty.com>

I see the public meeting article in Tuesday's "Modesto Bee". Is there a website simply to look at the map of the proposed route?

Stephen V. Gifford

Estimator

Steve, thanks for contacting me. Our website should be up and running either Friday or by the first of next week. Here is the website address. Once there, check under Highlights for a listing of projects you should find the North County Corridor. [://dot.ca.gov/dist10](http://dot.ca.gov/dist10)

Gail Miller, Branch Chief
District 6 - Central Valley Environmental Management
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November 14, 2008

Jim Ashby (comment card)

201 Crawford Road

Modesto, CA 95356

I don't understand why this new road is needed. There is Kiernan Rd. which is multi-lane. There is Pelandale, which is multi-lane. Why not continue this to a location on St Route 120 east of the City of Oakdale—or another option, why not Ladd Rd. – a road that is already established and goes to Oakdale already. We don't need to lose more land. I am not entirely certain this is needed at all. But if so, let's do it simply.

November 18, 2008

Craig Macho (call to Gail Miller)

@oakdaleleader.com

Hi Craig, thanks for contacting me. In response to your phone message about getting a copy of the Fact Sheet for the North County Corridor project I am going to direct you to our website. Once there scroll down and look for Highlights then click on the link for North County Corridor Connector Route Adoption - New. You will find the Fact Sheet information and information about the upcoming meeting in Oakdale. Hope this will help and let me know if you have any other questions.

://dot.ca.gov/dist10

Gail Miller, Branch Chief

District 6 - Central Valley Environmental Management

2015 E. Shields Ave., Suite 100

Fresno, CA 93710

(559) 243-8274 Office

(559) 243-8215 Fax

November 18, 2008

Moses Stites (letter)

Rail Corridor Safety Specialist

Consumer Protection and Safety Division

Rail Transit and Crossings Branch

Public Utilities Commission

515 L Street, Suite 1119

Sacramento, CA 95814

Letter from Mr. Stites in response to the Notice of Preparation, Draft Environmental Impact Report, North County Corridor Route Alteration, SCH #2008102069.

November 19, 2008

Ann Absher (e-mail)

murphydog@clearwire.net

In 1870, Jeremiah Fogarty homesteaded on Warnerville Rd., Oakdale. He married, had 5 children and died while working the northern part of the ranch. His 12 year old son, William H. Fogarty quit school to help his widowed mother work the ranch and keep it solvent. Later, when neighbors places came up for sale, he bought them, resulting to today's ranch. After his son, William J. Fogarty came back from WW II, William J., my dad, entered the cattle business and developed the clover on the western end of the ranch. My brother, sister and I now own that part which one of your routes will bisect. Doing so would cause major disruption by necessitating an additional well, corrals, and interrupting rotational grazing patterns and reducing the size of the clover ranch. Clover ranches are becoming more scarce as almond farmers develop orchards on clover ground. We are able to run our cattle on just one summer clover ranch. Bisecting it would force us to try to find additional land and disrupt the efficiency of having the cattle in one place, thus increasing costs. Besides the economic hardships this would cause, the emotional

loss of the operation would be the worst. Five generations of the Fogarty family have been involved with this ranch with much hardship and love of the land invested. Please, don't destroy this family heritage! Additionally, environmentally speaking, the further from town this roadway is located, the more environmental obstacles it will encounter. These foothills are known to house vernal pools and California tiger salamanders, further complicating the process and increasing costs. There are landowners closer to town who welcome development. Please don't put development where it is unwelcome and environmentally dangerous. Sincerely, Ann Absher

Ann, thank you so much for sharing your story with us. Your correspondence will be noted in the public record and your comments will be considered as we develop our environmental document. I would like to encourage you to attend our upcoming public meeting. Maps and other information about the North County Corridor Project will be available for viewing. Specialists in engineering, and environmental studies will be at the meeting to discuss concerns and answer questions.

Thursday, November 20, 2008
6:30 p.m. – 8:00 p.m.
Oakdale Community Center
110 South Second Avenue, Oakdale, CA

Thanks again,
Gail Miller, Branch Chief
District 6 - Central Valley Environmental Management
2015 E. Shields Ave., Suite 100
Fresno, CA 93710
(559) 243-8274 Office
(559) 243-8215 Fax

November 19, 2008

Pantaleo Farms (e-mail)

C/O Jeff Martin
1042 Country Club Drive Suite 2C
Moraga CA 94556
jmarti3648@aol.com

*Please put me on the mailing list for the project. My address is: Pantaleo Farms
C/O Jeff Martin, 1042 Country Club Drive Suite 2C, Moraga CA 94556
Please also advise how I can review a copy of the Project Development Report. Thanks.
Jeff Martin*

Thanks for contacting me. I have provided our public outreach coordinator with your contact information and she will make sure you receive all information as it develops. I am looking into

getting a copy of the report you referenced. We have a website that has some information on it but not the Project Design Report for the project.

[://dot.ca.gov/dist10/environmental/projects/northcounty/index.html](http://dot.ca.gov/dist10/environmental/projects/northcounty/index.html)

Thanks again,
Gail Miller, Branch Chief
District 6 - Central Valley Environmental Management
2015 E. Shields Ave., Suite 100
Fresno, CA 93710
(559) 243-8274 Office
(559) 243-8215 Fax

November 19, 2008

Gary Darpinian
K. Darpinian & Sons, Inc.

5913 Coffee Rd.
Modesto CA 95357
E-mail: @gmail.com

Dear Gail Miller,

Attached please find our comment for the public record concerning the North County Corridor Project. Any correspondence can be sent to this e-mail address or contact us by phone at (209) 524-442.

Thank You

Gary Darpinian

President, K. Darpinian & Sons, Inc.

(See attached file: North Corridor Comment Letter-K.Darpinian.doc)

Re: North County Corridor Stanislaus County Connector Project

My name is Gary Darpinian. I am president of K. Darpinian & Sons, Inc., a family farming corporation which owns multiple properties in the North County Corridor Stanislaus County Connector Project study area. This letter will serve as our initial comment regarding the aforementioned project and we ask that it be made part of the record.

First, before commenting on the specifics of the project, I wish to register my objection to the manner in which this process is being handled. The public scoping meeting held in Salida on November 13th failed to give any meaningful information to the affected property owners. There really was no "meeting", only a series of glossy poster boards on easels which gave only a superficial and general description of project timelines and government officials and agencies involved. Clearly the "meeting" was designed only to fill some sort of bureaucratic requirement that public comment be gathered. The problem is that the public was not given enough specific information about the project to be able to formulate meaningful comment on how the project would affect them or to enable them to offer alternative concepts to the one the California Department of Transportation is putting forward.

Furthermore, the Stanislaus County Council of Governments has been working for several years on this project and has a very detailed feasibility study with multiple alternative routes for this corridor. Each alternative route is detailed in this document with cost estimates and timelines for completion. This process by StanCOG has proceeded with virtually no public notice or input into the process but nevertheless, the feasibility study for these alternatives exists. When I asked various Caltrans representatives at the Public Scoping meeting why these alternatives were not on display that evening I was told that, "Oh no, this process is very preliminary" and, "no specific alternatives have been selected for consideration." I was also told that Caltrans had instructed StanCOG to take the feasibility study off their website. It appears that Caltrans was less than honest with those attending the Salida meeting. Even though it is clear that a lot of behind the scenes discussions had already taken place and that significant funds had already been expended to develop possible routes for the new expressway, the public was not so advised. Instead the public was asked to comment on some vague conceptual corridor project about which they had no specific information. Oddly enough, even though there were no project specifics available that night there were specific deadlines: e.g. December 1, 2008 as the deadline for public comment and July 2008 for the completion of an environmental impact report on the project. How is it possible to complete an environmental impact report on a project that is not defined? This type of disingenuous behavior on the part of the California Department of Transportation will not serve it well as it tries to garner public support for this project. It appears to us that Caltrans is partnering with local government officials in an attempt to push this project into an area that is outside their current sphere of influence in order to preserve the integrity of their tax base. This continues a historical pattern of irresponsible planning and a failure to make development of new areas carry the burden of the impacts such growth has on the community at large.

Having registered the above complaint, I will nevertheless try to outline our thoughts regarding a North Corridor Expressway. There can be no doubt that the county does need an efficient facility to move people from east to west in Stanislaus County. The question is, how is this best accomplished? Our position is that the expressway should use existing traffic corridors where possible and should utilize land already designated as being within the existing spheres of influence of neighboring cities. For example, in the case of Modesto, there is abundant land available south of the Kiernan/Claribel corridor to construct just such an expressway. This land is already designated for development so that any need for additional surface streets to provide access for existing land owners can easily be provided as development progresses. In fact, this will probably result in reduced project costs as land owners and developers wanting to improve their land will be willing to donate land for road and utility right of ways. In contrast, the alternative routes suggested in the StanCOG feasibility study or the "conceptual corridor" poster presented at the Public Scoping meeting would result in huge displacement of property owners in a relatively pristine area of the county. This area is almost entirely agricultural land with a large number of smaller ranchette parcels. Placing a meandering 8 lane expressway through this area will completely disrupt farming activity in the area. Furthermore, Kiernan Avenue is already undergoing a major upgrade which, upon completion, will result in a 6 to 8 lane thoroughfare. Caltrans has already acquired extensive rights of way for this project which could easily be used for expressway construction. Why not use this corridor to solve the problem of how to move people east and west through the county? We feel that the 219/Highway 99 interchange in Salida is a more logical starting point for a North Corridor Expressway project.

It would reduce the number of miles of new roadway needed for the project and provide a straight path eastward through the county. Since Caltrans has already acquired a wide right of way east of the Sisk Rd/Kiernan Ave intersection there would be a minimal amount of disruption necessary to complete the connection west to Highway 99.

We suggest that if the Hammet Rd/Highway 99 Interchange is seen as the only practical starting point for an expressway then the best route would be to immediately transition over to the Kiernan/Claribel corridor possibly utilizing the Stoddard Rd. or Dale Rd. corridors. This area has also been designated by Stanislaus County as a future area for growth so why not use it to help support the consequences of that growth.

The suggestions made above make even more sense as the project moves east along Claribel Rd. The expansion of the Riverbank city limits out to Claribel Rd. make the Claribel Rd. corridor the only logical route. The expressway would create a natural border between the communities between Riverbank and Modesto. Riverbank is currently contemplating an expansion of its sphere of influence further west along the northern edge of the Kiernan/Claribel corridor. There exists plenty of undeveloped land south of Claribel Rd. and within the city of Modesto's sphere of influence available for such a project. In fact, we believe any objective environmental study will show that the impacts to private property owners would be far less with a route placed south of the Kiernan/Claribel corridor. We also believe that costs would be significantly reduced for the aforementioned reason that property owners would be willing to provide local access and feeder streets in exchange for the ability to develop their properties. Of course, some property owners will be displaced regardless of the route ultimately selected, that is inevitable in a project of this magnitude. To be clear, this alternative will still impact some of our own property, as we own land along the north border of Claribel Rd. We are not putting this proposal forward to completely avoid being impacted by a North Corridor Expressway ourselves, but rather to minimize the overall impact on those of us who live and farm in the study area.

This project gives our community an opportunity to correct a longstanding failure on the part of our elected leaders to provide adequate infrastructure for the growth they approve and to provide for such infrastructure as an integral part of the area where growth actually occurs.

Of course there can be other alternatives: e.g. the Ladd/Patterson Rd/McHenry Rd. corridor might also have possibilities but it would adversely impact a large swath of land that clearly will not be developed for 30-40 years absent this project. Why would the community agree to such a disruptive project when plenty of land exists within the existing influence areas of Modesto, Riverbank, and Oakdale?

Finally, just the possibility of such an expressway being placed in the area of study will have immediate impacts on the value and usefulness of property in the area. Landowners will have difficulty in selling their land, if the need arises, because of the inherent doubt about where the expressway will be located and the need to disclose to potential buyers the possibility that the land may be taken by the State. This can also impact the ability of commercial farms in the area to obtain the long-term financing necessary to fund operations.

In conclusion, we ask for two simple things. First, that Caltrans proceed in an honest, forthright, and transparent fashion seeking meaningful and informed public comment from the affected community. Second, that the project be evaluated as an integral part of the development of the North County area in the context of already existing framework as outlined by the general plans of the County of Stanislaus, City of Modesto, City of Riverbank, and the City of Oakdale. It should not be seen as a way for local governments to abdicate their responsibility to provide adequate infrastructure for the growth they encourage by pushing needed infrastructure into outlying areas which are not responsible for creating the traffic problems trying to be addressed by this project.

Thank you for your consideration of these comments and we hope to provide more input as the opportunity presents itself.

*Gary Darpinian
President, K. Darpinian & Sons, Inc.*

November 20, 2008

Steven Dickson (comment card)

10537 Alvarado
Oakdale, CA 95361

Both routes have the bypass dumping into Hwy 120 before "Lovers Leap." This makes no sense! It's a two-lane highway at that point. It would make a lot more sense to take the bypass all the way out Claribel and have it dump in after Knights Ferry where Hwy 120/108 is four lanes. This is a longer route, but it would pay for itself in less accidents. Besides, there is nothing but pasture land out at the end of Claribel and over to Hwy 108/120.

November 22, 2008

Janet and Ron Reinitz (e-mail)

10149 Alvarado Road
Oakdale, CA 95361
(209) 847-4862
RJRNTZ@aol.com

We favor the southern route which follows Claribel Road to a point east of Crow Road. We believe this route has less impact on private property. We also believe it is better to stay further away from Riverbank and Oakdale. We live on Alvarado Road just east of Smith Road which puts us one mile from each route. Therefore, we do not believe that our property will be impacted more by either route.

Smith Road has become a popular commute route around Oakdale. We hope the proposed North County Corridor will remove some of the traffic from Smith Road.

Ron & Janet Reinitz

Ron and Janet, thank you for taking the time to provide us with comments on the North County Corridor Route Adoption project. Your concerns and comments are appreciated and will be used

in developing our environmental document. Please note we have a website that will continue to be updated as information becomes available for the public. [://dot.ca.gov/dist10/](http://dot.ca.gov/dist10/)

Thank you again,
Gail Miller, Branch Chief
District 6 - Central Valley Environmental Management
2015 E. Shields Ave., Suite 100
Fresno, CA 93710
(559) 243-8274 Office
(559) 243-8215 Fax

November 22, 2008

August Gallasso (e-mail)

augoose@sbcglobal.net

I would like a enlarged map of the project area, because this project involves property own by myself and family€

Thank You.

August, sorry I am so late in returning a response to your email. Unfortunately, providing a larger map would not help to show any additional detail then what you saw at the public meeting (if you were in attendance) or that is on our website. What we presented at the meeting and what is on the website is the only mapping we have. The project area is a broad corridor approximately 1000-2000 feet wide and approximately 24 miles in length. This project will not involve the purchase of any new right of way. The project is being undertaken to identify a preferred corridor for future projects planned for the 20 year horizon. Not sure if this correspondence was of any help, but please contact me if you have any additional questions or concerns and I will try to be of help.

Gail Miller, Branch Chief
District 6 - Central Valley Environmental Management
2015 E. Shields Ave., Suite 100
Fresno, CA 93710
(559) 243-8274 Office
(559) 243-8215 Fax

November 30, 2008

Chuck Pennington (comment card)

5019 Crow Road
Oakdale, CA 95361

Please add my name to the North County Corridor Project mailing list.

December 1, 2008

Joe Tidwell (comment card)

3513 Brentford Way

Modesto, CA 95356

Please add my name to the North County Corridor Project mailing list.

December 1, 2008

Tom Orvis (e-mail + letter)

Governmental Affairs Director

Stanislaus County Farm Bureau

1201 L Street, Modesto, CA 95353

P.O. Box 3070, Modesto, CA 95353

(209) 522-7278 Office; (209) 521-9938 Fax; (209) 541-4689 Mobile

TomO@stanfarmbureau.org

Dear Ms. Miller,

Please find our comments attached for the Stanislaus County North County Corridor project.

Thank you,

Tom Orvis

"Farmers Feed Families"

[.stanfarmbureau.com](http://stanfarmbureau.com)

Why Farm Bureau is involved:

"If you're not at the table, you're on the menu!" -Parry Klassen

(See attached file: North County Corridor 120108 comments.pdf)

Hi Tom, I received your email with your comment letter attached. The Farm Bureau issues and concerns as stated in your letter will be considered and addressed in the development of the environmental document for this project. I will follow up on your request to receive a copy of the Project Development Report prepared for the project. You can always contact me if you need any further information or have additional concerns or comments during the environmental process.

Thank you,

Gail Miller, Branch Chief

District 6 - Central Valley Environmental Management

2015 E. Shields Ave., Suite 100

Fresno, CA 93710

(559) 243-8274 Office

(559) 243-8215 Fax

December 1, 2008

Tom Orvis (letter)

Governmental Affairs Director

Stanislaus County Farm Bureau

1201 L Street

Modesto, CA 95354

Mr. Orvis' letter, "written on behalf of the nearly 2,000 farming and ranching members of the Stanislaus County Farm Bureau," requested a copy of the Project Development Report; commented that other projects and eminent domain processes are underway and questioned the need for additional roadway locations; suggested that lands purchased for the Oakdale Bypass be used in a North County Corridor; pointed out the potential effect of the project on other infrastructure systems and the potential for affecting the production and value of farming operations; noted that many farmers in Stanislaus County own small parcels, whose sustainability for agricultural operations, would be affected by parcel splits; suggested that the growth-inducing effects of the project could lead to challenges with air, land and water resources; stated the need for the environmental impact questions to be researched thoroughly and answered accurately; and asked that the State of California "conduct its due diligence and not rush a project." [The full text of Mr. Orvis' letter can be found in Appendix E.]

December 3, 2008

Lynne and Jim Ashby (comment card)

201 Crawford Road
Modesto, CA 95356

What are you people thinking?? Why tear up more good farm land? Kiernan Road is being widened now. Just continue it on out past Claus Road. There is also Ladd Rd., it would make a good connection to the freeway and the foothills. Don't mess up any more farm land. I remember when Briggsmore was the answer to Xtown traffic—that never worked for you either. Stop wasting our money on all these surveys over and over again. Put someone on this project that lives in the area and not out of town. Try to save some money and not spend what you don't have. Born and lived in North Modesto all my years.

December 5, 2008

Diana and Joey Vargas (comment card)

1500 St. Francis Avenue
Modesto, CA 95356

We have built our dream home on St. Francis (5 years ago) to raise our family and family in the future, and you wish to destroy all of these because of a road that we don't need. You could make an extra road along Kiernan Rd. for your expressway and not use farm land. So don't dash our dreams and home that we built with hard earned money and time because of a road that you want to change from Ladd to St. Francis or Canels if you need one. Kiernan is the best answer, because it is already being used. Please don't destroy our home and land.

December 7, 2008

Eileen Ohlson (e-mail to Gail Miller)

706 Claribel Rd.
Modesto, CA 95356
(209) 579-2500
eohlson@clearwire.net

Dear Ms. Miller:

I have lived on the east side of Modesto for over 30 years. For 25 of those years I lived near Briggsmore Avenue extension and it was frustrating how long it took to get to the 99 freeway.

Sometimes it would take as long to get the 6 miles across town to the freeway as it took to get to Stockton once you got to the freeway. And while Briggsmore was supposed to be an expressway, it was not given a priority, so you usually got every light red and then waited for all the left turn lights from both directions before you got a green. It was frustrating. I rarely used it. I was always lamenting that we needed an east-west freeway. Something that would MOVE traffic across town.

Then they built Village I to the north of Briggsmore extension. They had an impossible, grandiose plan. They would develop a community where people could live & work. There would be houses and little shops, as if people could actually afford to live in a \$200,000 house and work in a little shop. This plan was abandoned and only a large subdivision was built, but no plan to move traffic to the west—to the 99 freeway—that they would need to use to get to the job that would allow them to afford a house in the development. Through the years more and more houses were built, but still no allowance for a traffic corridor. Before long just about everything in Modesto was built up, blocking any possible corridor.

Then Riverbank developed housing to the south of the city with a huge shopping mall. Again, the tracts took up most of the available land, blocking any corridor.

Now I live with my new husband in a home he built on Claribel Road 20 years ago. It took him 3 years to build, and it's probably the nicest home in the area—3200 square feet, 20 foot cathedral ceiling in the living room, stone exterior, marble entry, full basement—the works. When he built this house Claribel was a sleepy 2 lane country road with very little traffic.

Now it's a major corridor between 99 and the Riverbank & Village I housing tracts. We live halfway between McHenry and Coffee roads—1/2 mile each way. Most evenings the traffic is backed up past our driveway from the stop sign at Coffee and Claribel. On several occasions traffic has backed up all the way to McHenry—1 mile! And as you continue east, the backup continues the same for several miles.

I attended the Public Scoping Meeting in Salida on November 13. Like me, most of the people there were concerned about how the North County Corridor would affect their homes and property. Most of them were farmers whose land & livelihood would be affected. My concern was for our beautiful home that now has the sound of heavy traffic almost 24 hours a day. Kiernan Road (which becomes Claribel on the east side of McHenry) is being widened from 99 to McHenry. At the meeting I spoke with someone from CalTrans about my concerns for the future of Claribel, and he said that while Kiernan was a state route, Claribel was a county road, and the state rarely took over county roads. He said that traffic would come east on Kiernan and then turn north or south on McHenry (a state route). Obviously he doesn't live in the area or he would know how unlikely that would be.

While I am concerned about what happens to our lovely home, SOMETHING has to be done to facilitate the flow of east-west traffic in this area. A freeway that will allow traffic to MOVE, not just race from traffic light to traffic light. I pray that sensible, informed people will make a sensible, informed decision that will really solve our problem. Thank you for your time.

Eileen Ohlson
706 Claribel Rd.
Modesto, CA 95356
(209) 579-2500

December 10, 2008

Pat Dunn (call)

I conversed with Pat Dunn as to his question about the alignment and what to anticipate as a realistic ROW-to-ROW swath of 300' total for the actual roadway. I also indicated that the route adoption swath is much bigger and that the ultimate location can be any where inside the route adoption corridor.

Let me know what turns out from this. Thanks.

Anton Kismetian
Design IV, Branch X
Caltrans-Central Region
Fresno-Manchester
(559) 243-3859
CALNET 425-3859
anton_kismetian@dot.ca.gov

December 8, 2008

-----Original Message-----

From: Matt Machado [mailto:machadom@co.stanislaus.ca.us]
Sent: Friday, January 02, 2009 12:58 PM
To: Judith Buethe; Kris Balaji; Theron.Roschen@jacobs.com
Cc: Laurie Barton
Subject: NCC Public Comment / Telephone call

Kris, Theron and Judith,

In effort to capture and track all public comments I am summarizing a call I received.

Caller: Pamela Thomas, 209-613-7346

Date / Time of call: 12/8/08, 5:00pm

Question / Comments: She is considering building on the parcels at 200 St. Francis and 724 St. Francis. This is between Tully and McHenry parallel to Ladd and Kiernan. She asked if these parcels would be affected by the NCC alignment.

Response: I explained that this area was being studied and that it is in the location of the feasible routes. I explained that the exact route location and timing of construction was unknown at this time. I also explained that due to funding and other constraints that this section would most likely be built in later phases of the entire corridor. Finally, I recommended that she stay involved in the public outreach effort and monitor the project progress for more information as it becomes available.

Please file accordingly.

Thank you.

Matt Machado, PE
Public Works Director
Stanislaus County
1010 10th Street, Suite 3500
Modesto, CA 95354
Phone: 209-525-7581
Fax: 209-525-7505

December 26, 2008

John Brichetto (letter to Gail Miller)

Brichetto Cattle Company

P.O. Box 11600
Oakdale, CA 95361
(209) 404-6550

Re: North County Corridor – Stanislaus County Connector Project Scoping Comments and the Impact on Con Agra Food Operations.

See Appendix E: Public Comments, page 83, for full text of letter.

Chapter 5: Outcome of the Public Scoping Meeting


The overall feedback about the breadth and depth of the information provided at the public scoping meeting was positive. Regarding the proposed project, the dominant concerns were the potential impact on farmland and the environment.

The following table shows the concerns and/or comments reflected in the comment cards and dictated comments and the approximate number of concerns associated with each issue. “# at (date) PM” refers to comments received at the public scoping meeting on November 13 or November 20, 2008. “Subsequent” refers to the comments received after the public scoping meeting and before December 5, 2008.

Concerns/Comments	# at Nov. 13 PM	# at Nov.20 PM	# Subsequent
Impact on business operations	2	5	
Assault on prime farmland/Williamson Act issues	6	9	1
Congestion	1		
Use existing highways/roads	3	3	
Expand to six lanes now	1		
Do not use Ladd Road	2		
Get it done!	2		
Increased traffic, noise and pollution	5	3	
Not necessary, not needed	3	2	1
Why not connect to Pelandale?	2	2	
Avoid property on Plainview Road	1		
The planned route is a good one.	1		
Historical sites		3	
Potentially detrimental to Oakdale’s/Riverbank’s economy	1	1	
Effect on environment, e.g., endangered species, habitat	1	9	
M.I.D. needs opportunity to comment.		1	
Potential decrease in property values	1	1	
Growth-inducing/developer-driven	2	4	
Distrust of process	3	6	
Need formal presentation /open forum/discussion/more maps	1	2	
Effect on Con Agra’s wastewater capacity		1	
Oakdale Bypass proposal disrupted lives and livelihoods. Is this another?		1	
Suggestions for other routes	9	8	1
Effect on existing infrastructure	1		
Build an ACE train station at Bangs Road	1		

Appendix A: Handouts

Agenda – November 13, 2009, Salida Regional Library



North County Corridor Transportation Expressway Authority

Board of Directors

- James Ridenour, Mayor, City of Modesto
- Farrell Jackson, Mayor, City of Oakdale
- Chris Crifasi, Mayor, City of Riverbank
- Jeff Grover, Supervisor, County of Stanislaus
- William O'Brien, Supervisor, County of Stanislaus

Ex-officio Members

- Kome Ajise, District Director, California Department of Transportation, District 10
- Vince Harris, Executive Director, Stanislaus Council of Governments (StanCOG)

Authority Manager

- Matt Macfado, P.E.

Thank you for attending



Welcome to the Public Meeting

Thursday, November 13, 2008
6:30 p.m. – 8:00 p.m.
Salida Regional Library
4835 Sisk Road, Salida, California

Thursday, November 20, 2008
6:30 p.m. – 8:00 p.m.
Oakdale Community Center
110 South Second Avenue, Oakdale, California



What is a Route Adoption?

Purpose
A Route Adoption is the adoption of a wide corridor from which a specific alignment will be chosen to construct a transportation facility.

The proposed Route Adoption would extend from a location along State Route 99 in the vicinity of the Salida community, to a location on State Route 120 east of the City of Oakdale.

Process
The Route Adoption process is preliminary to any new transportation facility that may be built in the future. Several steps are necessary before a new state route may be chosen and adopted.

- Prepare a Project Development Report (Completed Spring 2008)
 - The report would define the scope and alternative corridors to be studied.
- Prepare an Environmental Impact Report (in Process)
 - The report would evaluate alternatives and recommend a location for the route adoption.
- California Transportation Commission action (2010)
 - The Commission approves the Route Adoption.

Project Description
After Route Adoption, the North County Corridor could ultimately be:

- A high-capacity, west-east highway
- A four-to-eight lane highway that would extend from a location along State Route 99 in the vicinity of the Salida community, to a location on State route 120 east of the City of Oakdale.
- An entirely new roadway or incorporated into the existing local road network.

Route Adoption Objective
The objective of the Route Adoption is to ultimately build a high-capacity, west-east highway that will:

- Meet future traffic projections
- Improve safety
- Accommodate multi-modal travel
- Provide interregional transportation and regional connectivity
- Accommodate planned economic growth
- Reduce projected vehicle emissions

What We Need from You Tonight

- Please review the project, information and mapping. Your input is important to our study process. Ask questions. Share any comments you have regarding the proposed project.
- Tell us about environmental issues and alternatives to consider.
- Fill out and put a comment sheet in the comment box.
- Write us to obtain the scope of the project.
- Additional opportunity for public input will be available throughout the environmental review and in the next stages of the North County Corridor Project.

How to Stay Involved

- Review project materials.
- Sign up for mailing list.
- Attend public meetings.
- Visit the project Web site: www.dot.ca.gov/08a10
- To comment on the project:
 - Call Gail Miller at (559) 243-8274
 - E-mail gail_miller@dot.ca.gov
 - Write to Gail Miller, California Department of Transportation 2019 E. Shields, Suite 100, Fresno, CA 93726-5248
- For general information about this project:
 - Call Christina Hubbard at (209) 944-7829
 - E-mail christina_hubbard@dot.ca.gov
 - Write to Christina Hubbard, Project Manager California Department of Transportation 1970 E. Charter Way/1970 E. Dr. MKL, Jr. Blvd., Stockton, CA 95204

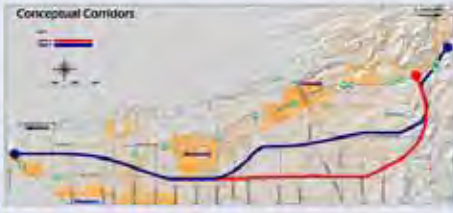
What's Next
After consideration of the public comments in the scoping phase, Caltrans will proceed with required environmental studies and the draft environmental document.

- The environmental study process allows project staff to identify potential impacts and to determine ways to avoid or minimize them.

Future Public Involvement Opportunities

- Stakeholder meetings
- Ongoing agency coordination
- California Environmental Quality Act scoping comment period through December 1, 2009
- Open house and other public meetings (2009-2009)
- Public hearing on Draft Environmental Impact Report (Summer 2009)
- Project updates as the study progresses
- Project Web site at www.dot.ca.gov/08a10

Agenda – November 20, 2009, Oakdale Community Center



North County Corridor Transportation Expressway Authority

Board of Directors

- James Ridenour, Mayor, City of Modesto
- Farrell Jackson, Mayor, City of Oakdale
- Chris Crifasi, Mayor, City of Riverbank
- Jeff Grover, Supervisor, County of Stanislaus
- William O'Brien, Supervisor, County of Stanislaus

Ex-officio Members:

- Kome Ajise, District Director, California Department of Transportation, District 10
- Vince Harris, Executive Director, Stanislaus Council of Governments (StanCOG)

Authority Manager

- Matt Machado, P.E.

Thank you for attending.



Welcome to the Public Meeting

Thursday, November 20, 2008
6:30 p.m. – 8:00 p.m.
Oakdale Community Center
110 South Second Avenue, Oakdale, California



What is a Route Adoption?

Purpose
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- Prepare a Project Development Report (Completed Spring 2008)
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 - The report would evaluate alternatives and recommend a location for the route adoption.
- California Transportation Commission action (2010)
 - The Commission approves the Route Adoption.

Project Description

After Route Adoption, the North County Corridor could ultimately be:

- A high-capacity, west-east highway
- A four-to-eight lane highway that would extend from a location along State Route 99 in the vicinity of the Salda community, to a location on State route 120 east of the City of Oakdale.
- An entirely new roadway or incorporated into the existing local road network.

Route Adoption Objective

The objective of the Route Adoption is to ultimately build a high-capacity, west-east highway that will:

- Meet future traffic projections.
- Improve safety
- Accommodate multi-modal travel
- Provide interregional transportation and regional connectivity
- Accommodate planned economic growth
- Reduce projected vehicle emissions.

What We Need from You Tonight

- Please review the project, information and mapping. Your input is important to our study process. Ask questions. Share any comments you have regarding the proposed project.
- Tell us about environmental issues and alternatives to consider
- Fill out and put a comment sheet in the comment box.
- Write to us about the scope of the project.
- Additional opportunity for public input will be available throughout the environmental review and in the next stages of the North County Corridor Project.

How to Stay Involved

- Review project materials.
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- Attend public meetings.
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- To comment on the project:
 - Call Gail Miller at (559) 243-8274
 - E-mail gail_miller@dot.ca.gov
 - Write to Gail Miller, California Department of Transportation, 2015 E. Shields, Suite 100, Fresno, CA 93726-5246
- For general information about this project:
 - Call Christina Hibbard at (209) 948-7889
 - E-mail christina_hibbard@dot.ca.gov
 - Write to Christina Hibbard, Project Manager, California Department of Transportation, 1076 E. Charter Way/1976 E. Dr. MKL, Jr. Blvd., Stockton, CA 95205

What's Next

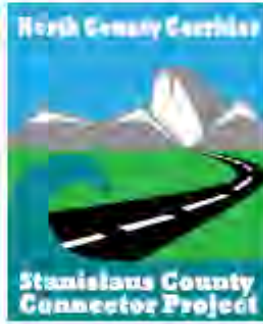
After consideration of the public comments in the scoping phase, Caltrans will proceed with required environmental studies and the draft environmental document.

- The environmental study process allows project staff to identify potential impacts and to determine ways to avoid or minimize them.

Future Public Involvement Opportunities

- Stakeholder meetings
- Ongoing agency coordination
- California Environmental Quality Act scoping comment period through December 1, 2008
- Open houses and other public meetings (2008-2009)
- Public hearing on Draft Environmental Impact Report (Summer 2009)
- Project updates as the study progresses
- Project Web site at www.dot.ca.gov/dot10

Comment Sheet



Comments

Name (Please print): _____ Date: _____

Street address: _____

City: _____ State: _____ Zip: _____

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.) _____

Please mail or e-mail to: California Department of Transportation
Attn: Gail Miller
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

Appendix B: Display Materials

Following are the maps, exhibits and other displays that were available for public review at the meetings.

Welcome to the

Public Scoping Meeting

for the

North County Connector Route Adoption Project Program EIR

What Is a Route Adoption?

Purpose
A Route Adoption is adoption of a wide corridor from which a specific alignment will be chosen to construct a new state highway.

The proposed Route Adoption would extend from a location along State Route 99 in the vicinity of the Salida community, to a location on State Route 120 east of the City of Oakdale.

Process
The Route Adoption process is preliminary to any new state highway that may be built in the future. Several steps are necessary before a new state route may be chosen and adopted.

- Prepare a Project Report (in Process)
 - The report will define the scope and alternative corridors to be studied.
- Prepare an Environmental Impact Report (in Process)
 - The report will evaluate alternatives and recommend a location for the route adoption.
- California Transportation Commission Action (2010)
 - The Commission approves the Route Adoption.

Route Adoption Objective

The objective of the Route Adoption is to ultimately build a high-capacity, west-east roadway that will:

- Meet future traffic projections
- Improve safety
- Accommodate multi-modal travel
- Provide interregional transportation and regional connectivity
- Accommodate planned economic growth
- Reduce projected vehicle emissions

Project Description

A route Adoption is adoption of a wide corridor from which a specific alignment will be chosen.

The North County Corridor would ultimately be:

- A high-capacity, west-east roadway
- A four-to-eight lane highway that would extend from a location along State Route 99 in the vicinity of the Salida community, to a location on State Route 120 east of the City of Oakdale
- An entirely new roadway or incorporated into the existing local road network



State Route Adoption Process Schedule

- Feasibility Study (Completed December 2007)
- Project Development Report (Completed 2008)
- Public Scoping Meetings (November 2008)
- Public Comment Period for the Scoping Phase Ends (December 1, 2008)
- North County Corridor Route Adoption Environmental Impact Report (2009)
- California Transportation Commission Adoption of North County Corridor as a State Route (April 2010)
- Legislative Action to Designate Adopted Route as "Interregional" (Ongoing)




Agency Involvement

Lead Agency for California Environmental Quality Act
 California Department of Transportation
 Gail Miller, Senior Environmental Planner
 Central Sierra Environmental Analysis Branch
 2015 E. Shields Avenue, Suite 100
 Fresno, CA 93726
 (559) 243-8274

Christina Hibbard, M.A., P.M.P., Project Manager
 Caltrans District 10
 1976 E. Charter Way/1976 E. Dr. Martin Luther King, Jr. Blvd.
 Stockton, CA 95205
 (209) 948-7889

Responsible and Sponsoring Agency:
 North County Corridor Transportation Expressway Authority
 Matt Machado, P.E., Authority Manager
 1010 10th Street, Suite 3500
 Modesto, CA 95354

Responsible Agencies:
 City of Modesto
 City of Oakdale
 City of Riverbank
 County of Stanislaus
 Stanislaus Council of Governments (StanCOG)




North County Corridor Transportation Expressway Authority

Board of Directors



- James Ridenour, Mayor, City of Modesto
- Farrell Jackson, Mayor, City of Oakdale
- Chris Crifasi, Mayor, City of Riverbank
- Jeff Grover, Supervisor, County of Stanislaus
- William O'Brien, Supervisor, County of Stanislaus

Ex-officio Members

- Kome Ajise, District Director, California Department of Transportation, District 10
- Vince Harris, Executive Director, Stanislaus Council of Governments (StanCOG)

Authority Manager


- Matt Machado, P.E.

North County Corridor Transportation Expressway Authority

Technical Advisory Committee

- Laurie Barton, Deputy Director of Engineering and Operations, Stanislaus County Public Works Department
- Carlos Yamzon, Chief, Travel Forecasting and Metro Planning, Stanislaus Council of Governments (StanCOG)
- Firoz Vohra, Deputy Director, Public Works, City of Modesto
- Dave Myers, Community Development Director, City of Oakdale
- J. D. Hightower, Community Development Director, City of Riverbank





Potential Funding

Contributing Sources:

- State Transportation Improvement Program
- Local Development Impact Fees
- Reprogrammed Oakdale Bypass State Project Funds
- Measure 5
- Other

Funding for this phase of the project is being provided by the State Transportation Improvement Program along with local development impact fees. The North County Corridor Transportation Expressway Authority is asking for State funding that was once part of the now-defunct Oakdale Bypass project.



California Interregional Route System or State Highway System

California State Highway System



Legend

- Interregional Route System
- State Highway System

California Department of Transportation
Division of Transportation Planning
March 2002


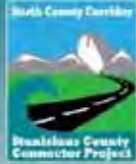





Environmental Studies

Caltrans will proceed with required environmental studies and the draft environmental documents:

- Architectural History
- Archaeological Resources Evaluation
- Biological Studies
- Floodplain Study
- Hazardous Waste Investigation
- Noise Impact Study
- Visual Impact Assessment
- Water Quality Study
- Relocation Impact Study
- Farmland Analysis
- Community Impact Assessment
- Air Quality and Energy
- Traffic Operations and Safety





What is Scoping?

Scoping is your earliest opportunity to participate in the California Environmental Quality Act (CEQA) review of the project.

Scoping seeks your input to:

- Identify project issues, including potential impacts,
- Facilitate an efficient environmental review documentation process,
- Define issues and alternatives, and
- Ensure relevant issues are addressed.




Comment Station

What We Need from You Tonight:

- Please review the project, information and mapping. Your input is important to our study process. Ask questions. Share any comments you have regarding the proposed project.
- Tell us about environmental issues and alternatives to consider.
- Fill out and put a comment sheet in the comment box.
- Write to us about the scope of the project.
- Additional opportunity for public input will be available throughout the environmental review and in the next stages of the North County Corridor Project.

How to Stay Involved

- Review project materials.
- Sign up for mailing list.
- Attend public meetings.
- Visit the project web site: www.dot.ca.gov/diat10
- E-mail us at gail_miller@dot.ca.gov
- Call Gail Miller at (559) 243-8274.
- Write to Gail Miller, Caltrans, 2015 E. Shields, Suite 100, Fresno, CA 93726-5248



Appendix C: Notices and Letters

Following are the advertisements, news releases, news articles, and letters of invitation inviting members of the public to the meeting.

Ad published in:

Modesto Bee
10/18/08

Oakdale Leader
10/22/08

Riverbank News
10/22/08


Bilingual Weekly
11/13/08
11/20/08

...

PUBLIC NOTICE

PUBLIC SCOPING MEETINGS

North County Corridor Project



WHEN AND WHERE?

Dates: Thursday, November 13, 2008 Times: 6:30 p.m. - 8:00 p.m. Places: Salida Regional Library 4835 Sisk Road Salida, CA	Dates: Thursday, November 20, 2008 Times: 6:30 p.m. - 8:00 p.m. Places: Oakdale Community Center 110 South Second Avenue Oakdale, CA
--	---

WHAT'S BEING PLANNED?

The California Department of Transportation (Caltrans) as the lead agency for the California Environmental Quality Act, in cooperation with the North County Corridor Transportation Expressway Authority, is preparing a California Environmental Quality Act (CEQA) program environmental impact report for the North County Corridor Project. The Corridor would provide a high-capacity and high-speed east-west roadway that would ultimately be a four-to-eight lane expressway with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads and street realignments. The alignment would extend approximately 25 miles from a location on State Route 99 in the vicinity of the Salida Community, to a location on State Route 120 approximately 6.25 miles east of the City of Oakdale. The alignment may be an entirely new roadway or may be incorporated into the existing local road network. Designation of the North County Corridor as a State Route is the first step in the development of the proposed project.

WHY THIS PUBLIC NOTICE?

Caltrans is starting environmental studies for these projects. The Public Scoping Meetings will be the first of several opportunities to provide comments or concerns. Your comments will become part of the public record and will be considered in developing the environmental document.

WHAT'S AVAILABLE?

Maps, information about the project, and other displays will be available for viewing. There will be representatives from Caltrans and the North County Corridor Transportation Expressway Authority, along with other specialists in engineering, environmental studies, and right-of-way to discuss your individual concerns and answer questions. The meeting will be an open forum/open house format. You are invited to attend any time between the hours of 6:30 p.m. and 8:00 p.m. You are also welcome to come to either or both of the meetings, at which the same information will be available.

WHERE DO YOU COME IN?


Come to the meeting. Talk with staff about the project. Give your input. If you wish to comment on the proposed project, you may make written comments at the meeting. If you cannot attend the meeting but have comments, questions, or concerns regarding the project, please submit them in writing to Gail Miller, Caltrans, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726 or by e-mail to Gail_Miller@dot.ca.gov.

CONTACT

For general information about the project, feel free to contact Christina Hibbard, Project Manager, Caltrans, at (209) 948-7889 or by e-mail at Christina_Hibbard@dot.ca.gov. Or, contact Matt Machado, Authority Manager, North County Corridor Transportation Expressway Authority, at (209) 525-6550. For all other State Highway matters, please contact District 10 Public Affairs at (209) 948-7977.

SPECIAL ACCOMMODATIONS


Individuals who require special accommodations (American Sign Language interpreters, accessible seating, documents in alternate formats, etc.) are asked to contact District 10 Public Affairs Office at (209) 948-7977 at least 5 days prior to the scheduled public scoping meetings. Telecommunications Device for the Deaf (TDD) users may contact the California Relay Service TDD at 1-800-735-2922.



AVISO PÚBLICO

JUNTAS PÚBLICAS DE EXPLORACIÓN

Proyecto Corredor del Norte del Condado



CUANDO Y DÓNDE

<p>Fechas: Jueves 13 de Noviembre, 2008 Horas: 8:30 p.m. - 8:00 p.m. Lugares: Biblioteca Regional de Salida 4835 Sisk Road Salida, CA</p>	<p>Jueves 20 de Noviembre, 2008 8:30 p.m. - 8:00 p.m. Centro Comunitario de Oakdale 110 South Second Avenue Oakdale, CA</p>
--	--

¿CUÁLES EL PLAN?

El Departamento de Transporte de California (Caltrans) — en su calidad de líder en el Área de Calidad Medioambiental de California — en colaboración con la North County Corridor Transportation Expressway Authority (Jurisdicción del Corredor de Transporte Rápido del Norte del Condado) está preparando un informe de impacto ambiental conforme al Acta Nacional de Política del Medioambiente (CEQA), por sus siglas en inglés) para el Proyecto Corredor del Norte del Condado.

El Corredor preparará una vía este-oeste de alta velocidad y gran capacidad, la que finalmente resultará en una autopista de cuatro a ocho pistas con rampas de acceso, intersecciones a nivel, cruces ferroviarios separados por desnivel, cruces de canales de irrigación, canales paralelos y realización de calles. Esta ruta se extenderá unas 25 millas desde algún punto de la Ruta Estatal 99 a la altura de Salida, terminando en un punto en la Ruta Estatal 120, a unos 6.5 millas al este de la ciudad de Oakdale. La ruta podrá ser una carretera totalmente nueva o puede ser incorporada a la red de caminos locales existente. La designación del NCC como Ruta Estatal es el primer paso en el desarrollo del proyecto.

¿POR QUÉ SE DA ESTE AVISO?

Caltrans ha dado comienzo a los estudios medioambientales para estos proyectos. Las Juntas Públicas de Exploración serán las primeras de varias oportunidades para hacer comentarios o manifestar preocupaciones. Sus comentarios formarán parte del archivo público y se tendrán en cuenta al desarrollar el documento medioambiental.

¿QUÉ SE OFRECERÁ?

Mapas, información sobre el proyecto y otros displays se pondrán a disposición para su inspección. Habrán representantes de Caltrans y la Jurisdicción del Corredor de Transporte Rápido del Norte del Condado junto a otros especialistas en ingeniería, medioambiente y derecho de paso para aclarar sus dudas y responder preguntas. La junta se realizará en un formato de foro abierto y abierto a todos. Se le invita a asistir a cualquier hora entre las 8:30 y 8:00 p.m. Puede asistir a una o a las dos reuniones; en ambas se ofrecerá la misma información.

¿DÓNDE PARTICIPA UD.?

Venga a la junta. Hable con el personal acerca del proyecto. Té su opinión. Si desea hacer comentarios en la propuesta, puede hacer comentarios por escrito en la reunión. Si no puede asistir a la junta pero tiene comentarios, preguntas o preocupaciones respecto al proyecto, envíelos por escrito a Gill Miller, Caltrans, 2013 East Shields Avenue, Suite 100, Fresno, CA 93726 o al correo electrónico Gill_Miller@dot.ca.gov.


CONTACTO

Para información general sobre el proyecto, consulte en comunicarse con Christina Hibbard, Gerente de Proyecto, Caltrans, al (209) 948-1889 o al correo electrónico Christina_Hibbard@dot.ca.gov.

O comuníquese con Malt MacIndoe, Gerente de la Jurisdicción del Corredor de Transporte Rápido del Norte del Condado, al (209) 525-6550. Para cualquier otro asunto referente a carreteras estatales, por favor comuníquese con el Depto. de Relaciones Públicas del Distrito 10 al (209) 948-7977.

ARRÉGIOS ESPECIALES

Se les pide a las personas que requieran asistencia especializada (un intérprete de lenguaje por señas, acceso especial a un asiento, documentación en formatos alternativos, etc.) que se comuniquen con la Oficina de Relaciones Públicas del Distrito 10 al teléfono (209) 948-7977 con por lo menos 7 días de anticipación a la junta de información pública que se ha programado. Usuarios de Accesos de Telecomunicación para Sordos (TTD por sus siglas en inglés) pueden comunicarse al Servicio de Recursos TDD de California llamando al 1-800-735-2922.





CONTACT:
Gail Miller, Senior Environmental Planner
Caltrans District 6 – Central Sierra Environmental Analysis Branch
(559) 243-8274

FOR IMMEDIATE RELEASE:
November 6, 2008

PUBLIC SCOPING MEETINGS SET STANISLAUS COUNTY CONNECTOR PROJECT

(Modesto, CA)—Members of the public are invited to attend public scoping meetings about planning for a west-east expressway across the County. Two meetings are scheduled, as follows:

Thursday, November 13, 2008, 6:30 p.m. – 8:00 p.m.
Salida Regional Library, 4835 Sisk Road, Salida

Thursday, November 20, 2008, 6:30 p.m. – 8:00 p.m.
Oakdale Community Center, 110 South Second Avenue, Oakdale

Members of the public are welcome to attend either or both of the meetings, at which the same information will be available. Maps and other information about the North County Corridor Project will be available for viewing. Specialists in engineering, environmental studies, and right-of-way will be at the meeting to discuss concerns and answer questions. Comment cards will be available and written comments will become part of the public record and considered in developing an environmental document.

To plan for the expressway, the North County Corridor Transportation Expressway Authority was formed. The Authority consists of Caltrans, Stanislaus Council of Governments (StanCOG); the cities of Oakdale, Riverbank, Modesto; and the County of Stanislaus.

The North County Corridor is a high-priority corridor for Stanislaus County and its incorporated cities. The Corridor will provide approximately 25 miles of roadway on a possible new alignment or incorporated into the existing local road network. The primary intent of the project is to provide a high-capacity and high-speed west-east roadway to accommodate anticipated traffic growth and improve safety in the north county area, to alleviate traffic on parallel roadways, to accommodate multi-modal travel, to provide interregional connectivity, and to

provide for economic growth. The Authority anticipates that the ultimate facility type will be a four-to-eight lane expressway with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads and street alignments.

The California Department of Transportation (Caltrans) as the lead agency for the California Environmental Quality Act, in cooperation with the North County Corridor Transportation Expressway Authority, is in the initial stages of the Project Approval and Environmental Phase. Caltrans is preparing a California Environmental Quality Act (CEQA) program environmental impact report. The Public Scoping Meetings on November 13 and 20 will be the first of many opportunities for members of the public to be involved in the North County Corridor Project and to provide comments or concerns.

The current project phase will result in viable project alternatives, a preferred alternative, and broad environmental clearance for the California Transportation Commission to adopt an interregional route for a North County Corridor roadway alignment. The alignment would extend approximately 25 miles from a location on State Route 99 in the vicinity of the Salida Community, to a location on State Route 120 approximately 6.25 miles east of the City of Oakdale.

This study area was defined by a previous Feasibility Study and also by a Preliminary Design Report in Spring 2008. The alignment may be an entirely new roadway or may be incorporated into the existing local road network. Designation of the North County Corridor as a State Route is the first step in the development of the proposed project.

Funding for this phase of the project is being provided by the California Transportation Commission along with regional transportation impact fees. The Authority is also asking for State funding that was once part of the now-defunct state Oakdale Bypass project.

Members of the public are also welcome to provide comments, questions, or concerns to Gail Miller, Senior Environmental Planner, Caltrans, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726 or by e-mail to Gail_Miller@dot.ca.gov or by calling (559) 243-8274. Also, the Project Manager, Christina Hibbard, can be contacted at Christina_Hibbard@dot.ca.gov or by calling (209) 948-7889.

#



CONTACT:
Gail Miller, Senior Environmental Planner
Caltrans District 6 – Central Sierra Environmental Analysis Branch
(559) 243-8274

FOR IMMEDIATE RELEASE:
November 14, 2008

PUBLIC SCOPING MEETING STANISLAUS COUNTY CONNECTOR PROJECT

(Stockton, CA)—Members of the public are invited to attend a second public scoping meeting to solicit public comment on planning for a west-east expressway across Stanislaus County. An initial meeting was held on November 13 in Salida. The second meeting will be held as follows:

Thursday, November 20, 2008, 6:30 p.m. – 8:00 p.m.
Oakdale Community Center, 110 South Second Avenue, Oakdale

Maps and other information about the North County Corridor Project will be available for viewing. Specialists in engineering, environmental studies, and right-of-way will be at the meeting to discuss concerns and answer questions. Comment cards will be available and written comments will become part of the public record and considered in developing an environmental document.

To plan for the expressway, the North County Corridor Transportation Expressway Authority was formed. The Authority consists of Caltrans, Stanislaus Council of Governments (StanCOG); the cities of Oakdale, Riverbank, Modesto; and the County of Stanislaus.

The North County Corridor is a high-priority corridor for Stanislaus County and its incorporated cities. The Corridor will provide approximately 25 miles of roadway on a possible new alignment or incorporated into the existing local road network. The primary intent of the project is to provide a high-capacity and high-speed west-east roadway to accommodate anticipated traffic growth and improve safety in the north county area, to alleviate traffic on parallel roadways, to accommodate multi-modal travel, to provide interregional connectivity, and to provide for economic growth. The Authority anticipates that the ultimate facility type will be a four-to-eight lane expressway with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads and street alignments.

The California Department of Transportation (Caltrans) as the lead agency for the California Environmental Quality Act, in cooperation with the North County Corridor Transportation Expressway Authority, is in the initial stages of the Project Approval and Environmental Phase. Caltrans is preparing a California Environmental Quality Act (CEQA) program environmental impact report. The Public Scoping Meeting on November 13 and the upcoming Public Scoping Meeting on November 20 are the first of many opportunities for members of the public to be involved in the North County Corridor Project and to provide comments or concerns.

The current project phase will result in viable project alternatives, a preferred alternative, and broad environmental clearance for the California Transportation Commission to adopt an interregional route for a North County Corridor roadway alignment. The alignment would extend approximately 25 miles from a location on State Route 99 in the vicinity of the Salida Community, to a location on State Route 120 approximately 6.25 miles east of the City of Oakdale.

This study area was defined by a previous Feasibility Study and also by a Preliminary Design Report in Spring 2008. The alignment may be an entirely new roadway or may be incorporated into the existing local road network. Designation of the North County Corridor as a State Route is the first step in the development of the proposed project.

Funding for this phase of the project is being provided by the California Transportation Commission along with regional transportation impact fees. The Authority is also asking for State funding that was once part of the now-defunct state Oakdale Bypass project.

Members of the public are also welcome to provide comments, questions, or concerns to Gail Miller, Senior Environmental Planner, Caltrans, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726 or by e-mail to Gail_Miller@dot.ca.gov or by calling (559) 243-8274. Also, the Project Manager, Christina Hibbard, can be contacted at Christina_Hibbard@dot.ca.gov or by calling (209) 948-7889.

#

HE'S BOOKED UP



BART AH YOU/THE BEE

Vets Mike Stavrakakis, above left, and Melvin Crank, talk at McDonald's on McHenry Avenue. They deliver books to veterans' hospitals and clinics. Stephan Lawson of the Carpenter Road vet center kneels beside some donations.

Ex-Navy man fills veterans' need to read



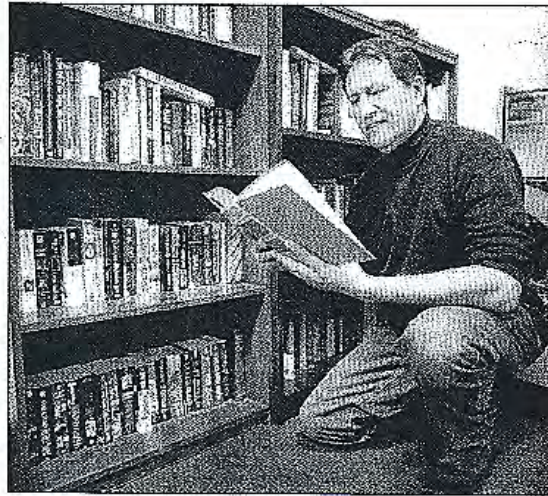
JEFF JARDINE

For Jeff Jardine's blog, go to <http://thehive.modbee.com/jeffjardine>.

In 1961, as tensions between the Soviet Union and United States built toward what would become the Cuban missile crisis, the Navy recalled Korean War veteran Mike Stavrakakis of Modesto to active duty.

(Oh, and don't forget your sunglasses and the Coppertone, Mike. We're sending you to witness thermonuclear test explosions at Christmas Island in the Indian Ocean.)

After leaving the Navy again a year later, he visited the veterans' hospital in Livermore to be checked for radiation exposure. "I'd glow in the dark," joked



Stavrakakis, who worked for Pacific Bell for 37 years after leaving the Navy.

He arrived at the hospital about two hours early one day for his scheduled appointment, so he went to the hospital's library to read.

Just one problem:

"There were no books," said Stavrakakis, 80. "The cupboard

was bare."

So he asked officials there if they would accept books and magazines. Yes, they told him, with two conditions.

"No sex books and no cookbooks," he said, setting up the punchline. "(The veteran patients

SEE PAGE B-2, JARDINE

County highway talks set

Public can ask questions, see maps of expressway that would link 99, 120

BY TIM MORAN
tmoran@modbee.com

The Measure S transportation initiative may be on life support as the final vote-by-mail ballots are counted, but plans are proceeding for the North County Corridor project, one of three regional east-west expressways outlined in the proposal.

Two public meetings are scheduled, in Salida on Thursday and in Oakdale on Nov. 20. Maps and information on the project will be available. Specialists in engineering, environmental studies and right of way paths will be at the meetings to answer questions.

The North County Corridor is expected to be a four- to eight-lane expressway running from Highway 99 near Salida to State Route 120 about 6 1/2 miles east of Oakdale. The project replaces the long-discussed Oakdale Bypass.

The proposed expressway would include about 25 miles of roadway, either new pavement or an upgrade of local roads.

Measure S, the half-cent sales tax for transportation, included the North County Corridor; a central corridor with a realignment of Highway 132 through Modesto; and a South County corridor linking Highway 99 and Interstate 5 from Turlock to a point north or south of Patterson.

The measure needed a two-thirds voter approval in Tuesday's election. It was less than a percentage point short after results released Friday by the county elections office. More ballots remain to be counted.

A joint powers authority has been formed to plan the North County Corridor, consisting of the California Department of Transportation, the Stanislaus Council of Governments, Stanislaus County, and the cities of Oakdale, Riverbank and Modesto.

The meetings in Salida and Oakdale are the first stage of an environmental impact report on the project. Comments and concerns from the public will be addressed and incorporated in the final report.

Funding for the initial studies of the proposed expressway are coming from the California Transportation

SEE PAGE B-2, PROJECT

Nov. 11, 2008 Pg B1
ModestoBee

The cost of the class is \$10 per class, participants will learn about affect driving abilities. Participants earn a certificate. Preregistration is more information, call 847-5121.

RIPON PROGRAM

W. Main St. will perform an afternoon of Latin music crowd in a sing-along. The information, call 937-8221.

TAANTECA

SESSION
30 p.m.
Community Church, 1505 Moriat

outh pastor and Christian camp will hold on "Communicating with your series of discussions aimed at ment is free. For more information, call

LESS

g will hold a candle-lighting ceremony r's Disease Awareness month. The ading of names in memory and group information. For more 1.

RCED COUNTY

OLDIERS
Office of Education, 632 W. 13th St.,

Office of Education and Cell Phones together to help soldiers have more ed ones by collecting more than e exchanged for calling cards to keep r-families. Local residents may support onating their phones at the Office of rmatation, call Cyndie at 381-5926.

ATWATER

WARDS
m.
chool Gymnasium, 2201 Fruitland Ave. 1 High School District November night will recognize four senior students One certificated and one classified the district sites will also be honored. attend. For more information, call

Region, The Modesto Bee, P.O. Box ; call 578-2330; fax 578-2207; or ee.com.

to "any number" of charges, depending on what the investigation reveals.

"It could be murder, it could be child neglect, it could be manslaughter," Williams said.

But he stressed that police are not focusing on the criminal charges. "We just want to find the mom and make sure she's all right," he said.

There's a legal way to surrender a baby. Called the Safely Surrendered Baby Law, it encourages parents or people with lawful custody to leave an infant at a "safe surrender site" within 72 hours of the child's birth.

The law provides a safe place for babies, protects parents from prosecution

Since the law was enacted in 2001, 212 babies have been surrendered in Stanislaus County, according to the county Community Service Agency's Child and Family Services division.

A safe surrender site — the fire station at 791 S. Walnut Road — was just a mile and a half from where the Turlock baby was found, Williams said.

Other sites in Turlock include the fire stations at 540 E. Marshall St., 501 E. Monte Vista Ave., 2820 N. Walnut Road and Emanuel Medical Center at 825 Delbon Ave.

Williams said investigators have gotten many calls asking for ways to help with burial expenses for the baby.

Donations can be made payable to HELP of Stanislaus County at P.O. Box 579595, Modesto 95357. Donations are also being accepted at Valley First Credit Union for the "Baby Jane Doe" fund. Donations can be made through PayPal at www.helpofstanco.com.

Anyone with information is encouraged to contact Turlock Police Detective Sergio Perez at 668-5550, ext. 6744. Callers can leave an anonymous tip by calling Crime Stoppers at 521-4636 and may be eligible for a cash reward.

Bee staff writer Merrill Balassone can be reached at mbalassone@modbee.com or 578-2337.

PROJECT: Meetings at 8 in Salida and Oakdale

CONTINUED FROM B-1
Commission and regional transportation impact fees paid by developers. The joint powers authority is asking that state funding once set aside for the Oakdale Bypass project be dedicated to the new expressway.

Thursday's meeting will be held at 8 p.m. at the Salida Regional Library, 4835 Sisk Road, Salida. The Nov. 20 meeting will be at 8 p.m. in the Oakdale Community Center, 110 S. Second Ave., Oakdale.

People can provide comments or questions by writing to Gail Miller, senior environmental planner, Caltrans, 2015 E. Shields Ave., Suite 100, Fresno, 93726, or by e-mail to Gail_Miller@dot.ca.gov. Comments can also be made by phone to Miller at 559-243-8274. The project manager, Christina Hibbard, can be contacted at Cristina_Hibbard@dot.ca.gov or by calling 948-7889.

Bee staff writer Tim Moran can be reached at tmoran@modbee.com or 578-2849.

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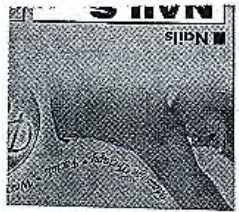
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The Modesto Bee | North Modesto expressway opponents speak out

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The Modesto Bee

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Posted on Fri, Nov. 14, 2008

North Modesto expressway opponents speak outBy *Tim Moran*tmoran@modbee.com

last updated: November 14, 2008 06:59:11 AM

If there was a consensus at the meeting for the proposed North County Corridor expressway Thursday night, it was this: Don't build it through or near my property.

Many of the residents attending the meeting at the Salida Regional Library were farmers or ranchette owners, and they didn't want the route of the expressway to ruin the value of their properties.

The expressway project would run from Highway 99 near Salida to a point about 6.25 miles east of Oakdale. A route hasn't been chosen. It may include existing roads or new pavement. Thursday's meeting and one on Nov. 20 in Oakdale are the beginning of the planning process for the expressway.

"I think they ought to pack it up and go home," said Ed Rusca, whose farm is in the path of the expressway. "Why do we need a six-lane expressway when we have Kiernan Road? I was born and raised here, we live here. It's crazy. We don't need this."

Jerry Wylie has land on north Tully Road and wants to plant an orchard. "The maps aren't finalized, but I need to know," he said. "I guess I'll plant and pay to pull them up later," he said.

"I'm in the path, and my neighbors are too," said Rod Wright, who lives on St. Francis Avenue. He suggested several other routes, including Ladd, Kiernan and River roads.

David C. Tanner, a Realtor with Prudential Commercial Real Estate, said he had a client who wanted to sell land in the vicinity of the proposed expressway and needed to know a precise route. The sellers have to disclose the project to the buyer, he noted.

Kris Balaji, a project manager for Jacobs Engineering Group, who is a consultant to the project, told Tanner that a precise route may be four years away.

The planning process for the expressway could take seven to 10 years, said Carlos Yamzon, a senior regional planner with the Stanislaus Council of Governments.

The project was included in Measure S, the half-cent sales tax on the Nov. 4 ballot, which appears to have failed, falling just short of the two-thirds vote it needed to pass.

That won't stop the project, which was planned before the Measure S campaign, Yamzon said, but it will take longer to get the project done.

He estimated the cost at \$700 million to \$1 billion, depending on the number of lanes and interchanges in the project. "The longer we wait, the more it costs," Yamzon said.

Without Measure S money, the county is looking at using state transportation funds, local development impact fees and money the state previously set aside for the Oakdale Bypass project. The expressway would probably be built in segments, Yamzon said.

County Supervisor Dick Monteith said the project just needed to get off the ground. The Oakdale Bypass project lingered for decades while other areas of the state received money, Monteith said.

"We just want to make sure we get something done and accomplished," he said.

Bee staff writer Tim Moran can be reached at tmoran@modbee.com or 578-2349.

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11/14/2008

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Tuesday, November 11, 2008

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North County highway talks set

Public can ask questions, see maps of expressway that would link 99, 120

By Tim Moran
tmoran@modbee.com

Last updated: November 11, 2008 02:48:27 AM

The Measure S transportation initiative may be on life support as the final vote-by-mail ballots are counted, but plans are proceeding for the North County Corridor project, one of three regional east-west expressways outlined in the proposal.

Two public meetings are scheduled, in Salida on Thursday and in Oakdale on Nov. 20. Maps and information on the project will be available. Specialists in engineering, environmental studies and right of way paths will be at the meetings to answer questions.

The North County Corridor is expected to be a four- to eight-lane expressway running from Highway 99 near Salida to State Route 120 about 6 1/4 miles east of Oakdale. The project replaces the long-discussed Oakdale Bypass.

The proposed expressway would include about 25 miles of roadway, either new pavement or an upgrade of local roads.

Measure S, the half-cent sales tax for transportation, included the North County Corridor; a central corridor with a realignment of Highway 132 through Modesto; and a South County corridor linking Highway 99 and Interstate 5 from Turlock to a point north or south of Patterson.

The measure needed a two-thirds voter approval in Tuesday's election. It was less than a percentage point short after results released Friday by the county elections office. More ballots remain to be counted.

A joint powers authority has been formed to plan the North County Corridor, consisting of the California Department of Transportation, the Stanislaus Council of Governments, Stanislaus County, and the cities of Oakdale, Riverbank and Modesto.

The meetings in Salida and Oakdale are the first stage of an environmental impact report on the project. Comments and concerns from the public will be addressed and incorporated in the final report.

Funding for the initial studies of the proposed expressway are coming from the California Transportation Commission and regional transportation impact fees paid by developers. The joint powers authority is asking that state funding once set aside for the Oakdale Bypass project be dedicated to the new expressway.

Thursday's meeting will be held at 8 p.m. at the Salida Regional Library, 4835 Sisk Road, Salida. The Nov. 20 meeting will be at 8 p.m. in the Oakdale Community Center, 110 S. Second Ave., Oakdale.

People can provide comments or questions by writing to Gail Miller, senior environmental planner, Caltrans, 2015 E. Shields Ave., Suite 100, Fresno, 93726, or by e-mail to Gail_Miller@dot.ca.gov. Comments can also be made by phone to Miller at 559-243-8274. The project manager, Christina Hibbard, can be contacted at Cristina_Hibbard@dot.ca.gov or by calling 948-7889.

Bee staff writer Tim Moran can be reached at tmoran@modbee.com or 578-2349.


The Top Ten
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2. Village at Modesto mall will open with much fanfare
3. Man shot and killed overnight at southwest Modesto duplex
4. Woman finds frozen pig head on pole in her yard
5. New Wal-Mart Supercenter readies for its grand opening
6. Caltrans project to cause delays on Highway 99 in Modesto starting tonight
7. Modesto dad stands up to neighborhood bullies
8. Should knee be taken for hurt football players?
9. Cat missing for over 13 years back with owners
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11/12/2008

North County Corridor Project First Public Scoping Meetings Summary Report

Page 59

Comments Add Comment Disclaimer

Posted by: [a correction](#)
 E911_Monitor The meetings in Salida and Oakdale start at 6:30 p.m. and end at 8 p.m.
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Since Modbee.com does not control user submitted statements, we cannot promise that readers will not occasionally find offensive or inaccurate comments posted on our website. In addition, we remind anyone interested in making an online comment that responsibility for statements posted lies with the person submitting the comment, not The Modesto Bee.

If you find a comment offensive, clicking on the exclamation icon will flag the comment for review by the administrators, we are counting on the good judgment of all our readers to help us.

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11/12/2008



The Oakdale Leader

Wednesday, November 26, 2008

Comments Offered On Corridor

By CRAIG MACHO

Wednesday, November 26, 2008



At left, Theron Roschen of Jacobs Engineering points out the possible routes of the North County Corridor Project to a resident Celia Accves at the Oakdale Community Center Nov. 20. CRAIG MACHO/THE LEADER

Over 100 people turned out for an informational meeting on the proposed North County Corridor Project staged Thursday, Nov. 20 at the Oakdale Community Center.

Oakdale is part of a joint powers agreement (JPA) with the cities of Modesto and Riverbank, Caltrans, the Stanislaus Council of Governments (StanCOG) and Stanislaus County for the North County Corridor Transportation Expressway Authority.

The meeting Thursday was the second to solicit public comments regarding the project. Officials from all the cities and organizations involved, along with the project planner, Jacobs Engineering, were present to answer questions and provide information.

In 2006 Oakdale, along with Riverbank, Modesto, and Stanislaus County began to explore the possibility of jointly funding an east-west expressway crossing through the northern portion of the county, leading from Highway 99 near Kiernan Road to State Route 120, north of Oakdale. A draft feasibility study of the North County Corridor Project was completed in December 2007.

In November 2007 Oakdale, along with Riverbank, Modesto, Stanislaus County, and the Stanislaus Council of Governments (StanCOG) each contributed \$30,000 toward a Project Study Report.

This eventually led to the meeting Thursday in Oakdale.

Planners revealed a wealth of information involving maps of two proposed routes, the southern option following primarily Kiernan and Claribel roads, while the northern option veers partially through open land.

Gaye Steeley and her husband own 10 acres on Warnerville Road and they are concerned about the proposed paths of the project.

"I could moon people from my house," she said of one of the proposed routes.

Steeley said she and her husband have lived on their land - which has been in her husband's family for generations - for 23 years. She said they consider their country lifestyle "a sanctuary," and have put off plans to build on their land at this point.

"We're kind of stuck," Steeley said. "We have to disclose this project now if we try to sell, and we were right in the middle of obtaining loans to build," she said. "We've hit a roadblock."

Tyler Holzum of Oakdale also attended the meeting. He was concerned the project might interfere with his family ranch on Stearns Road.

"It looks like it's going to miss us," he said, adding the project might impact his brother-in-law instead.

Frank Rivera of Oakdale thought the northernmost option would be the better choice.

"It makes sense to use that proposal. People could have access to Oakdale, and drop in for a hamburger or something if they want."

<http://www.oakdaleleader.com/print.asp?ArticleID=36406&SectionID=15&SubSectionI...> 12/31/2008

Others were concerned about possible eminent domain proceedings if their homes or property are in the path of the proposed roadway.

Kris Balaji of Jacobs Engineering, the project manager, said the cities involved in the authority are years away from the environmental studies that will decide those issues. He said the final proposal for the project won't be complete until 2012, although the authority hopes to have a route picked out by December of next year. Construction will not be completed until the 2030s, he said.

Balaji also said it is not too late for Oakdale residents to have their voice heard.

"Public input happens continuously," he said. "We'll eventually put all the public comments together and determine what is the best fit."

To comment on the project, contact Gail Miller at (559) 243-8274 or gail_miller@dot.ca.gov.

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<http://www.oakdaleleader.com/print.asp?ArticleID=36406&SectionID=15&SubSectionID=1> 12/31/2008



You Are Invited to Public Scoping Meetings

Thursday, November 13, 2008
6:30 p.m. - 8:00 p.m.
Salida Regional Library
4835 Sisk Road, Salida

Thursday, November 20, 2008
6:30 p.m. - 8:00 p.m.
Oakdale Community Center
110 South Second Avenue, Oakdale

North County Corridor
Public Information Coordinator
P.O. Box 773
Stockton, CA 95201-0773

Maps and other information about the projects will be available for viewing. Specialists in engineering, environmental studies, and right-of-way will be at the meeting to discuss your concerns and answer questions. Comment cards will be available. Your written comments will become part of the public record and will be considered in developing the environmental documents. You are welcome to come to either or both of the meetings, at which the same information will be available.

If you cannot attend the meeting but have comments, questions, or concerns about the proposed project, please submit them in writing to Gail Miller, Caltrans, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726 or by e-mail to Gail_Miller@dot.ca.gov. Please provide your comments by December 5, 2008. Visit our Web site at www.dot.ca.gov/dist10. Individuals who require special accommodations (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) must contact the Caltrans District Public Affairs Office at (209) 944-7977 at least 5 days prior to the scheduled meeting. Telecommunications Device for the Deaf (TDD) users may contact the California Relay Service TDD at 1-800-735-2923.








The Project

The North County Corridor Transportation Expressway Authority has been formed in Stanislaus County to plan for a west-east expressway across the County. The Authority consists of the Stanislaus Council of Governments (StanCOG), the cities of Oakdale, Riverbank, Modesto, and the County of Stanislaus.

The North County Corridor (NCC) is a high-priority corridor for Stanislaus County and its incorporated cities. The Corridor will provide approximately 25 miles of roadway on a new alignment. The primary intent of the project is to provide a high-capacity and high-speed west-east roadway to accommodate anticipated traffic growth and improve safety in the north county area, to alleviate traffic on parallel roadways, to accommodate multi-modal travel, to provide interregional connectivity, and to provide for economic growth. The Authority anticipates that the ultimate facility type will be a four-to-eight lane expressway with interchanges, at-grade intersections, grade-separated railroad crossings, situation district crossings, heritage roads and street realignments.

The California Department of Transportation (Caltrans) as the lead agency for the California Environmental Quality Act, in cooperation with the North County Corridor Transportation Expressway Authority, is in the initial stages of the Project Approval and Environmental Phase. Caltrans is preparing a California Environmental Quality Act (CEQA) program environmental impact report. The Public Scoping Meetings will be the first of many opportunities for you to be involved in the NCC Project and to provide comments or concerns.

The current project phase will result in viable project alternatives, a preferred alternative, and broad environmental alternatives for the California Transportation Commission to adopt an interregional route for a North County Corridor roadway alignment. The alignment would extend approximately 25 miles from a location on State Route 99 in the vicinity of the Salida Community, to a location on State Route 120 approximately 25 miles east of the City of Oakdale. This study area was defined by a previous Feasibility Study and also by a Preliminary Design Report in Spring 2007. The alignment may be an entirely new roadway, or may be incorporated into the existing local road network. Designation of the NCC as a State Route is the first step in the development of the proposed project.

Project Funding

Funding for this phase of the project is being provided by the California Transportation Commission along with regional transportation impact fees. The Authority is also asking for State funding that was state part of the now-defunct Oakdale Bypass project. This project is also on the proposed Measure 5 Sales Tax Program.

Visit website at www.dot.ca.gov/dist10 or www.NorthCountyCorridor.org.

El proyecto

Se ha formado en el Condado de Stanislaus la North County Corridor Transportation Expressway Authority (Jurisdicción del Corredor de Transporte Rápido del Norte del Condado) que planeará una autopista que atraviese el condado de Oeste a Este. La Jurisdicción consiste en el Consejo de Gobiernos de Stanislaus (StanCOG), los ayuntamientos de Oakdale, Riverbank, y Modesto, y el Condado de Stanislaus.

El Corredor del Norte del Condado (NCC, por sus siglas en inglés) es una vía de transporte de gran prioridad para el Condado de Stanislaus y sus ciudades incorporadas. El Corredor proporcionará aproximadamente 25 millas de carretera en una nueva configuración. Los motivos básicos del proyecto son: ofrecer una ruta Oeste a Este que pueda aumentar el flujo de tránsito al reducir el tiempo de viajar; mejorar la seguridad vial del norte del condado; descentralizar el tráfico de las arterias paralelas; permitir el tránsito de variados medios de transporte; conectar la región y fomentar el crecimiento económico. La Jurisdicción espera que el resultado sea una carretera de cuatro a ocho carriles con cruces de acceso, intersecciones a nivel, cruces ferroviarios separados por desnivel, cruces de canales de irrigación, caminos paralelos y realineamiento de calles.

El Departamento de Transporte de California (Caltrans) —en su calidad de líder en el Acta de Calidad Medioambiental de California y el Acta Nacional de Política del Medio Ambiente— en colaboración con la Jurisdicción del Corredor de Transporte Rápido del Norte del Condado está realizando las primeras gestiones de la Fase de Aprobación de Proyecto y Documentación de Impacto al Medio Ambiente. Caltrans está en el proceso de preparar un informe de impacto al medio ambiente conforme al Acta de Calidad Medioambiental de California (CEQA, por sus siglas en inglés). Las reuniones Públicas de Exploración serán las primeras de varias oportunidades para que usted participe en el Proyecto NCC y que haga sus comentarios o manifieste sus preocupaciones.

La fase que se lleva a cabo en estos momentos concluirá en una opción de preferencia, varias alternativas, y una amplia aprobación al respecto del medio ambiente, lo que permitirá a la Comisión de Transporte de California adoptar esta interregional que cumple con la propuesta del Corredor del Norte del Condado. Esta ruta se extenderá desde algún punto de la Ruta Estatal 99, cerca de la comunidad de Salida, terminando en un punto en la Ruta Estatal 120, a unos 6.5 millas al este de la ciudad de Oakdale. Este área de exploración fue establecida en un Estudio de Viabilidad (previo) como también en un Informe Preliminar de Diseño publicado en la primavera del 2007. La ruta puede ser una carretera totalmente nueva o puede ser incorporada a la red de caminos locales existente. La designación del NCC como Ruta Estatal es el primer paso en el desarrollo del proyecto.

Financiamiento del Proyecto

El financiamiento para esta fase del proyecto ha sido proporcionado por la Comisión de Transporte de California junto con fondos generados por tarifas al impacto del transporte regional. La Jurisdicción está también solicitando fondos estatales que fueron parte del proyecto defunto Oakdale Bypass (Circunvalación de Oakdale). Este proyecto se encuentra también en el Programa de Impuestos a la Compra de la propuesta Medida 5.



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 FAX (209) 948-3670
 TTY 711

October 21, 2008

Addressees to be merged

Re: Announcement of a Public Information Meeting for the North County Corridor—Stanislaus County Connector Project

Dear Elected:

The California Department of Transportation (Caltrans), as the lead agency for the California Environmental Policy Act, in cooperation with the North County Corridor Transportation Expressway Authority, is studying the impacts of an east-west expressway across Stanislaus County. The Authority consists of the Stanislaus Council of Governments (StanCOG); the cities of Oakdale, Riverbank, Modesto; and the County of Stanislaus. Caltrans and the Authority are in the initial stages of the Project Approval and Environmental Phase. The Notice of Preparation for the environmental document was released on October 20, 2008, for a 30-day comment period.

Caltrans is preparing a California Environmental Quality Act (CEQA) program environmental impact report, and we would like to invite you to attend a Public Scoping Meeting for the project. Two meetings are being held. The first meeting will be on Thursday, November 13, 2008, 6:30 p.m. – 8:00 p.m., at the Salida Regional Library, 4835 Sisk Road, Salida. The second meeting will be a week later on Thursday, November 20, 2008, 6:30 p.m. – 8:00 p.m., at the Oakdale Community Center, 110 South Second Avenue, Oakdale. You are welcome to come to either or both of the meetings, at which the same information will be available.

The North County Corridor (NCC) is a high-priority corridor for Stanislaus County and its incorporated cities. The Corridor will provide approximately 25 miles of roadway on a new alignment. The primary intent of the project is to provide a high-capacity and high-speed east-west roadway to accommodate anticipated traffic growth and improve safety in the north county area, to alleviate traffic on parallel roadways, to accommodate multi-modal travel, to provide interregional connectivity, and to provide for economic growth. The

Authority anticipates that the ultimate facility type will be a four-to-eight lane expressway with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads and street realignments.

The current project phase will result in viable project alternatives, a preferred alternative, and broad environmental clearance for the California Transportation Commission to adopt an interregional route for a North County Corridor roadway alignment. The alignment would extend approximately 25 miles from a location on State Route 99 in the vicinity of the Salida community, to a location on State Route 120 approximately 6.25 miles east of the City of Oakdale. This study area was defined by a previous Feasibility Study and also by a Preliminary Design Report in spring 2008. The alignment may be an entirely new roadway or may be incorporated into the existing local road network. Designation of the NCC as a State Route is the first step in the development of the proposed project.

The Public Scoping Meetings will be the first of several opportunities for members of the public to provide comments or concerns that will become part of the public record and be considered in developing the corridor project and the related environmental documents.

Maps and other information about the project will be available for viewing at the meeting. There will be representatives from Caltrans, Stanislaus Council of Governments, Stanislaus County, and the Cities of Modesto, Oakdale, and Riverbank, along with other specialists in engineering, environmental studies, and right-of-way, to discuss your individual concerns and answer questions.

A copy of the public notice for the information meeting that appeared in *The Modesto Bee* on October 18 and in *The Oakdale Leader* and *The Riverbank News* on October 22 is enclosed.

If you have any questions that the public notice does not answer, please contact Gail Miller, Senior Environmental Planner, Central Sierra Environmental Analysis Branch, at (559) 243-8274, or the Project Manager, Christina Hibbard, at (209) 948-7889, for assistance.

Sincerely,

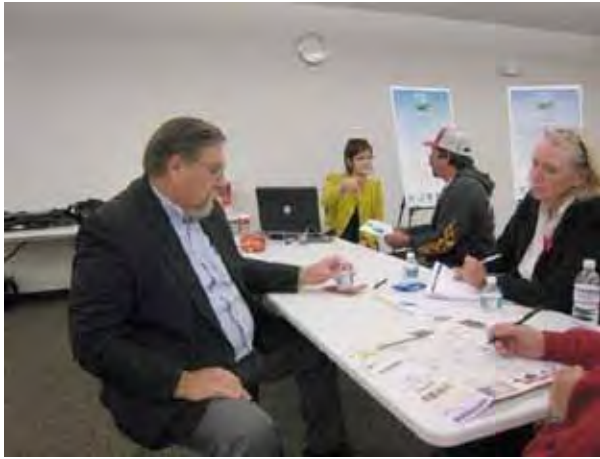
KOME AJISE
District 10 Director

Enclosure

Appendix D: Photographs of Meetings


On the following pages are photographs of the meeting activities.





Appendix E: Public Comments

Following are photocopies of the comment sheets, stenographer's notes and written correspondence from the public regarding the meeting held for the proposed project.




Comments

Name (Please print): Nichole Rosmajian Date: 11/13/08
 Street address: 6036 American Ave
 City: Modesto State: CA Zip: 95356

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)
I was looking forward to running a family business on property that has been valued by my family for multiple generations. Taking previous farm land and destroying businesses does not seem beneficial to our community. Put your money into stimulating the economy we are \$11 billion in debt!

Please mail or e-mail to: California Department of Transportation
 Attn: Chad Miller
 2015 East Shields Avenue, Suite 100, Fresno, CA 93726
 Cal_Miller@dot.ca.gov
 www.dot.ca.gov/hq/11




Comments

Name (Please print): Don Beacher Date: 11/13/08
 Street address: 3907 Ladd
 City: Modesto State: CA Zip: 95356

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.) I feel it would be more expedient to make a six lane road, round and go straight to filters and then over Laurel Knight Ferry. It would take a lot of expansion at Solida but it would make more sense.

Please mail or e-mail to: California Department of Transportation
 Attn: Chad Miller
 2015 East Shields Avenue, Suite 100, Fresno, CA 93726
 Cal_Miller@dot.ca.gov
 www.dot.ca.gov/hq/11




Comments

Name (Please print): Dale DeLinger Date: Nov 13, 08
 Street address: 636 Bell Rd
 City: Modesto State: CA Zip: 95356

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)
Do NOT Use Ladd Rd

Please mail or e-mail to: California Department of Transportation
 Attn: Chad Miller
 2015 East Shields Avenue, Suite 100, Fresno, CA 93726
 Cal_Miller@dot.ca.gov
 www.dot.ca.gov/hq/11



Comments

Name (Please print): Jeffrey Levers Date: 11/13/08
 Street address: 1507 Sophie Lane
 City: Fresno State: CA Zip: 95320

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)
 - More than one layout map next time!
 - Needed a formal presentation to better explain project timing & purpose

Please mail or e-mail to: California Department of Transportation
 Attn: Chad Miller
 2015 East Shields Avenue, Suite 100, Fresno, CA 93726
 Cal_Miller@dot.ca.gov
 www.dot.ca.gov/hq/11




Comments

Name (Please print): David Metzger Date: 11-12-08
 Street address: 1691 Ladd Rd
 City: Modesto State: CA Zip: 95356

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)
I don't think Ladd Rd. is the way to go.

Please mail or e-mail to: California Department of Transportation
 Attn: Carl Miller
 201 East Ninth Avenue, Suite 100, Fresno, CA 93726
 Carl_Miller@dot.ca.gov
 www.dot.ca.gov/0410




Comments

Name (Please print): WILLIAM ROSE JR Date: 11-12-08
 Street address: 2375 ROBERTS RD.
 City: CELES State: CA Zip: 95307

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)
USE HIGHWAY CROSS HWY 99 & OVERPASS

Please mail or e-mail to: California Department of Transportation
 Attn: Carl Miller
 201 East Ninth Avenue, Suite 100, Fresno, CA 93726
 Carl_Miller@dot.ca.gov
 www.dot.ca.gov/0410




Comments

Name (Please print): Sue G. Smith Date: 11-13-08
 Street address: 6147 American Ave
 City: Modesto State: CA Zip: 95356

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)
The North County Corridor Project from Corcoran Rd. West to Hwy 99 is not necessary, not wanted by a majority and not needed. It is a left-over piece from the Salina Hwy project which the CA Supervisors approved and the voters flatly rejected. This segment of the project is a bit of pure pork that will benefit Supervisor Greer and a very few land owners and developers. They want to spend many millions of taxpayer money for their pet project to pave over wonderful farmland for development.

Please mail or e-mail to: California Department of Transportation
 Attn: Carl Miller
 201 East Ninth Avenue, Suite 100, Fresno, CA 93726
 Carl_Miller@dot.ca.gov
 www.dot.ca.gov/0410



Comments

Name (Please print): Matthew S. Tabitt Date: 11/13/08
 Street address: 5304 Silverstone Circle
 City: Salina State: CA Zip: 95365

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)
Home Ownership Issue of Murphy Family Trust
 Refer to AGNES JENKINS letter to me 10/21/04
 Regarding Second Study
 Please, consider our homes are two story homes
 our noise issue is at 65' elevation
 THE NEW BYPASS HWY WILL MOST LIKELY IMPACT
 OUR AREA COUNCIL SUBDIVISIONS and Second housing
 Rubber Road (99)

Please mail or e-mail to: California Department of Transportation
 Attn: Carl Miller
 201 East Ninth Avenue, Suite 100, Fresno, CA 93726
 Carl_Miller@dot.ca.gov
 www.dot.ca.gov/0410



Comments

Name (Please print) Michael A De Rubeis Date 11/14/08

Street address 3017 SAN BEALIA DR #


City: MORFETT State: CA Zip: 95355

Please add my name to the North County Corridor Project mailing list

I would like the following comments filed in the record. (Please print.) of concern

THE PLAN AS SHOWN ON 11/13/08 IS THE
BEST THAT FARM REHABILITATION CAN HANDLE.

Please mail or e-mail to: California Department of Transportation
Attn: G&E Mailbox
2215 East 15th Avenue, Suite 150, Fresno, CA 93728
G&E_Mailbox@dot.ca.gov
www.dot.ca.gov/hq/ct11



Comments

Name (Please print) Jason Frobese Date 11/14/08

Street address 2884 Santa Anaconda Ave

City: MORFETT State: CA Zip: 95356

Please add my name to the North County Corridor Project mailing list

I would like the following comments filed in the record. (Please print.)

Please do NOT put this project near my property
on Morfett Rd.
This property is my only source of retirement,
and I am well past retirement age. I had
it sold & then the sale fell through because
of a bad downer the city of Morfett made. Now
with the crazy hike in sales are hard to
come by & then if you add this project to
the mix it makes it almost impossible. Please put it
somewhere else - like an already existing highway
like Burrell Rd or 108.

Please mail or e-mail to: California Department of Transportation
Attn: G&E Mailbox
2215 East 15th Avenue, Suite 150, Fresno, CA 93728
G&E_Mailbox@dot.ca.gov
www.dot.ca.gov/hq/ct11



STANISLAUS COUNTY FARM BUREAU

1201 L Street
Mokelumne, CA 95234
Phone (209) 222-1271
Fax (209) 222-6878

SERVING AGRICULTURE SINCE 1914

December 1, 2008

Mr. Gail Miller
California Department of Transportation
2215 East 15th Avenue, Suite 150
Fresno, CA 93728

Re: the email of Gail Miller dated 11/13/08 re: December 1, 2008.

RE: North County Corridor - Stanislaus County Corridor Project

Dear Mr. Miller:

On behalf of the nearly 2,000 farming and ranching members of the Stanislaus County Farm Bureau, we would like to thank you for your comments on the Stanislaus County North County Corridor Corridor Project.

Our organization remained in writing, as well as in person, development support of the project starting on November 11, 2008. To date, we have not received that reply. These comments will be heard and we will continue to be involved with the DRAFT Environmental Impact Report as required.

The proposed route offers many challenges. The start of the project near Highway 99 at Diamond Rd. and the continuation of the project into Leroy's Loop east of Oakdale are important to create interchanges that would promote a greater flow of traffic. Highway 99 to Diamond Avenue - is currently undergoing construction and the adjacent diamond project has already been completed. Other alternative changes have been made to the route. Why must the proposed project go to another location and immediately need to involve more entities (state, private, etc.)?

The continuation of the project would be over the proposed continuation of the Historic Highway. Land has already been purchased for this project as well. It would be assumed that the State of California would build both projects and should not have already purchased for the Historic Highway a proposed North County Corridor.

The practice of eminent domain can be taken to carry other infrastructure projects such as irrigation canals and economic centers, and does not involve rights of way. These infrastructure projects are also a major investment that have become the backbone and value of many farming operations.

Many farmers in Stanislaus County own small parcels that range from 10-40 acres. This project will cluster many small parcels that may currently be suitable for agriculture operations. If a landowner is able to the middle and effectively create two unconnected parcels, their farming operation may no longer be sustainable.

The value along the proposed route will benefit from greater movement of vehicles and services. They may also benefit from the movement of recreational and manufacturing products. It is granted that this project helps to be in the manufacturing centers of Oakdale, Manteca and Meridian. This benefits the cities, but what about the rural members who will be most affected by the proposed project?


Large infrastructure projects are necessary to lead to future growth. Growth leads to challenges with air, land and water resources. Stanislaus County has a \$2.4 Billion agriculture industry. Without these resources, our county's largest industry will not exist.

We have made some very broad concepts and concerns. The environmental impact questions need to be researched thoroughly and answered accurately. We feel the greater questions of mobility and the ability to finance such a project will be the ultimate outcome.

We ask the State of California to conduct the EIR process and not rush a project. The losses, properties and livelihoods of many of its citizens are at stake.

Sincerely,
J. Miller
Gail Orde
Governmental Affairs Director
Stanislaus County Farm Bureau

CC: Joanne Dyer Ogden
Assemblymember Tom Berryhill
Supervisor Jeff Gosser
Supervisor Dick Mathis
Supervisor Bob O'Brien



Comments

Name (Please print): HELEN WANG Date: 11/15/08

Street address: 408 San Diego Pl.

City: Salida State: CA Zip: 95368

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

The NCC alignment should be follow local just south of the properties along local. The NCC alignment should go south towards Cleveland office building. Detailed suggestion, please see the attached map.

Please mail or e-mail to: California Department of Transportation
Attn: Call Miller
3015 East Shiloh Avenue, Suite 100, Fresno, CA 93728
Call: 488@dot.ca.gov
www.dot.ca.gov/hq/10



Comments

Name (Please print): PAUL WARD Date: 11/14/08

Street address: 3232 LAUREL RD.

City: MARSHFIELD State: CA Zip: 95346

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

PLEASE STOP SPENDING TAXPAYER DOLLARS NEEDLESSLY. THE NORTH COUNTY CORRIDOR PROJECT WHY IS ANY NEEDED. THE NORTH COUNTY CORRIDOR HIGHWAY SHOULD BE BUILT TO A COMPOSITE PROTECTIVE TRAFFIC UNDERPASS. QUALITY OF LIFE SHOULD BE PRESERVED. A NON-STOP HIGHWAY CONDUIT TO BE BUILT AT SALIDA.

Paul Ward

Please mail or e-mail to: California Department of Transportation
Attn: Call Miller
3015 East Shiloh Avenue, Suite 100, Fresno, CA 93728
Call: 488@dot.ca.gov
www.dot.ca.gov/hq/10



Comments

Name (Please print): Josephine Durrick Date: 11/15/08

Street address: 5105 Cypress Creek Way


City: Salida State: CA Zip: 95368

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

The impact on residents should be a number one concern. Residents already deal with road noise from Hwy 99. Adding another "hwy" will per some houses between the main roadways. The new expressway must be sound proof so that surrounding neighbors are not subject to more noise + pollution from auto exhaust.

Please mail or e-mail to: California Department of Transportation
Attn: Call Miller
3015 East Shiloh Avenue, Suite 100, Fresno, CA 93728
Call: 488@dot.ca.gov
www.dot.ca.gov/hq/10



Comments

Name (Please print): Doug Basmajian Date: 11/13/08

Street address: 1060 Anderson Ave


City: Mariposa State: CA Zip: 95356

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

I totally expect this corridor which will have a major impact on my business operations. So the worse I've spent 30+ years trying to build a future Dairy children that will be lost. Now I know at this summer ago I would be at least 25m in investments to continue than the 2nd century the my family in continue operating. It's appalling that this prime farmland top soil atmosphere is converted when major improvements on SR 219 is supposed to move traffic leftward to handle traffic. I guess we should accept the fact that we will be another congested L.A.

Please mail or e-mail to: California Department of Transportation
Attn: Call Miller
3015 East Shiloh Avenue, Suite 100, Fresno, CA 93728
Call: 488@dot.ca.gov
www.dot.ca.gov/hq/10


Comments

Name (Please print): Jim Askey Date: 11/10/08

Street address: 201 Pleasant Rd

City: Yuba State: CA Zip: 95974

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.) I don't understand why this new road is needed where it is. Kuersten Rd would be much better when it is Blandole which is multi lane. Why not continue this to a location on 5th Ave on east of the City of Oroville. Or consider other why not Lead Rd - A road that is already established & goes to Oroville already. We don't need to see more road. I am not entirely certain this is a great idea. But if so lets do it simply.

Please mail or e-mail to: California Department of Transportation
 Attn: Call Center
 1111 East Market Avenue, Suite 100, Fresno, CA 93724
 Call: 800-438-6200 or 509-438-6200
 Fax: 509-438-6201
 www.dot.ca.gov/hq/


Comments

Name (Please print): Paul Urdan Date: 11-20-08


Street address: 18924 Whittaker Rd

City: OAKDALE State: CA Zip: 95361

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.) I do understand the need for up grades, one of the only consequences in life is change. I am very concerned about how this project will affect my property, which is located 1/2 mile north of "Clair" and 1 1/2 mile south of "Wagonville rd". Our property is Registered with The National Wildlife Foundation, we provide Habitat to the native and migratory birds, mammals and we promote native plants. Our state does not need large roadways which will increase "noise" and unreasonable use of our tax money's for accident victims. The plan consists is death.

Please mail or e-mail to: California Department of Transportation
 Attn: Call Center
 1111 East Market Avenue, Suite 100, Fresno, CA 93724
 Call: 800-438-6200 or 509-438-6200
 Fax: 509-438-6201
 www.dot.ca.gov/hq/


Comments

Name (Please print): E. WAGGONER Date: 11-20-08

Street address: 1600 IRWIN ST

City: OAKDALE State: CA Zip: 95361

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

I HOPE THAT IS NOT THE BEGINNING OF A 50 FT PROJECT AS WAS THE KATHLEEN BYPASS FIRST. MY HOPE IS WHEN YOU STOP CLOSE TO CLAIRBELL RD - I WOULD SAY ON CLAIRBELL WHEN YOU REACH ABOUT WHERE YOU HAVE TO TURN NORTH EAST TO FIND LOUGHERS CREEK USE RED CORRIDOR AS INDICATED ON THE MAP SUPPLIED.

E. Waggoner

Please mail or e-mail to: California Department of Transportation
 Attn: Call Center
 1111 East Market Avenue, Suite 100, Fresno, CA 93724
 Call: 800-438-6200 or 509-438-6200
 Fax: 509-438-6201
 www.dot.ca.gov/hq/

THE BLUE LINE SPANISH TRAIL ONLY HAS TO BE MAINTAINED TO THE POINT


Comments


Name (Please print): Michael R. Archer Date: 11-21-08
 Street address: 227 Waverly Rd
 City: Orange State: CA Zip: 92666

Please add my name to the North County Corridor Project mailing list.
 I would like the following comments filed in the record. (Please print.)

I had many concerns regarding the proposed route through my property. I am not comfortable with the proposed route. I have spoken with the local residents and they are not comfortable with the proposed route. I have also spoken with the local residents and they are not comfortable with the proposed route. I have also spoken with the local residents and they are not comfortable with the proposed route.

Michael R. Archer

Please mail or e-mail to: California Department of Transportation
 Attn: Cal MTA
 201 East Main Street, Suite 100, Fresno, CA 93724
 Call: 847.626.6262
 www.dta.ca.gov/mta


Comments

Name (Please print): Ann Mosher Date: Nov 20, 2008
 Street address: 1507 Waverly Rd
 City: Orange State: CA Zip: 92666

Please add my name to the North County Corridor Project mailing list.
 I would like the following comments filed in the record. (Please print.)

I have lived at the above address 27 years. I have seen two California Tiger Salamanders on my back patio, the most recent sighting about 7 years ago. There are several pools on the property and on the Nelson ranch across the road. One of the routes real on the map would bisect my property. It would go through the middle of a field which is part of the property my great grandfather homesteaded almost 140 years ago. His family has endured great hardship to keep this property whole and solvent. Please don't destroy this heritage. Your route could be

Please mail or e-mail to: California Department of Transportation
 Attn: Cal MTA
 201 East Main Street, Suite 100, Fresno, CA 93724
 Call: 847.626.6262
 www.dta.ca.gov/mta

needed to the property section line to at least not rip through the middle, but follow a property line. However, the further east this project moves, the more environmental problems will occur.


Comments

Name (Please print): Madigan Archer Date: 11/20/08
 Street address: 14207 Waverly Rd
 City: Orange State: CA Zip: 92666

Please add my name to the North County Corridor Project mailing list.
 I would like the following comments filed in the record. (Please print.)

1) Both proposed routes go through land of endangered species.
 2) What happened to bypassing oakdale in the north end through Escalon and the north end of oakdale? The land has already been bought and this traffic causing the most traffic problems.
 3) I commute to the East end of Modesto ~~through~~ three times a week for work and I have no traffic complaints. Why build something if it is not needed?
 4) This project would encourage growth in the north end of oakdale that it allows to.

Please mail or e-mail to: California Department of Transportation
 Attn: Cal MTA
 201 East Main Street, Suite 100, Fresno, CA 93724
 Call: 847.626.6262
 www.dta.ca.gov/mta



Comments

Name (Please print): CELIA JUVES Date: 11/20/08
 Street address: 218 PROPOSED INTERCHANGING INTERSECTION
P.O. Box 4000
 City: MOOREHEAD State: CA Zip: 95361

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)
PLEASE ADD MY COMMENTS PERIOD
SO THAT MY OWN COMMENTS
COMMENTS TO YOUR PROJECT

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller
 2015 East 98th Avenue, Suite 100, Fresno, CA 93726
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/hq



Comments

Name (Please print): Rob Bartkowski Date: 11-20-08
 Street address: 7260 Crane Road
 City: Dokdale State: CA Zip: 95361

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)
Please make use of Route A (Clark Rd)
As much as possible as this is an
existing road and disruption will be less
than Route B.

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller
 2015 East 98th Avenue, Suite 100, Fresno, CA 93726
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/hq



Comments

Name (Please print): Sandra L Casey Date: 11-20-08
 Street address: P.O. BOX 101 SHAMOKA CANYON
Residence 4000 Emory Al, Gardier
 City: Dokdale State: CA Zip: 95361

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.) I oppose
it very strongly. Our ranch have
vernal pools and meadows. The property
is also in the watershed. Along with
my letter

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller
 2015 East 98th Avenue, Suite 100, Fresno, CA 93726
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/hq

November 20, 2008

To The Board of the Stanislaus County Corridor.


We are very concerned about the final routing through, and how many families are going to have people down people because you say, and that that is a good idea for all the lives at 9400 Crane Road, Stanislaus Co 95361 you do not even read this. This has the same that have to open 100 years on your grandfather's farm with an 8, my grandfather's farm was on it, and now my husband is growing out on a pasture in the north of it and there, the way that the street, the street at that, and there are the people go north, and that from there. We just got done building our house there because it was at that and that had been all around us, and our own side as. The other family ranch is up on the HWY and every year we have really had accidents where they usually crash in that. The road is closed every year because people are so stupid of others and it is a time that they there, but it is a reminder of the danger that people have behind. Our kids were terrified that all the time every year in fact, people it closed up as we asked (and) every of a year after (the) time for that from the road. CA, Fresno 93726-2018.

If the road goes through I think it would be detrimental to children's economy for the future the street through our own little town here to stay at 1 of the 8 primary roads, or maybe to get the straight line that go to gain at the site of the street to cover, or how close all the people that they come in. I have heard from many people, which is good to do and when out of town from Oakland our three lot was the best beyond what is going straight line on the way through. All of these issues should really take in consideration the effects of using the property that spend the money while in one town in today's economy every little bit helps.

I understand that engineers make mistakes, but when I don't agree with it all the property and that you will destroy the home work hard for what they have, and that this great price to having a house of land with houses and appliances more. These properties in the past where of things all work together to provide people with the lands that were owned. Maybe a road to some improvement that we can be I really don't mind so.

On the property you would be probably be taking out one of our own along with around town, the value will stay for one value, our own value and your hope that we get them for the position, and the safety of our children to run and play with all of them people who live in town and always have to worry about cars. We are very upset of the road grade and the way that they are doing it. I know we are just one family but really if this goes through it will affect many that live down there. If you are going to go down country road, why don't you take it out straight and instead of where it is now to the right and the driveway around on the left, make it straight by going across to straight the driveway and around it over within road and they into a back yard. Highway that is already in place. This would still be going across the property but just by our house at the back door at least, and it wouldn't take out any of our fields. Really we may see you go to the land for compensation a very good deal and so the long run it will take away from our people's hard work of almost 100 years here in the valley. Also the location that they select, and my property that we have between that they work of here! We shouldn't have those lines there for a house to be able to get to the like like Yosemite, when they don't really want you driving any way. We want to make it so that your house can go to. Plan some property near with it take away from the county that is already being taken in for projects.

Sincerely, The Family, Paul, Sarah, Doreen, Paula, Alan, Anthony Casey
 P.O. Box 101
 Shamoka, CA 95361
 Sandra L Casey
 Breauna Casey, Alan, Anthony Casey



Comments
 Name (Please print): Carla J. Cottrell Date: 11/20/08
 Street address: 7535 Patterson Rd.
 City: Oakdale State: CA Zip: 95361
 Please add my name to the North County Corridor Project mailing list.
 I would like the following comments filed in the record. (Please print.)
 What would be the reason to route up Claville and then to Patterson?
 Why would you spend ~~that~~ this vast amount of money on a new freeway (corridor) when you have never improved 100 or 108.
~~What~~ why not commit to fix Palmdale - which is already being made
 Please mail or e-mail to: California Department of Transportation
 Attn: Call Mgr
 2011 East Shiloh Avenue, Suite 300, Fresno, CA 93728
 Call: 559/439-3000
 www.dcta.ca.gov/1012
 +1 Lane



Comments
 Name (Please print): Carla J. Cottrell Date: 11/20/08
 Street address: 7535 Patterson Rd.
 City: Oakdale State: CA Zip: 95361
 Please add my name to the North County Corridor Project mailing list.
 I would like the following comments filed in the record. (Please print.)
 This type of routing does not allow for public forum and real discussion therefore I assume you are not really interested in my opinions or the other opinions of the tax payers that slip on paying (of which I am one)
 I am in distress at the lack of care for public discussion -
 The Meeting is a play to pretend that you are concerned for public opinion!
 Please mail or e-mail to: California Department of Transportation
 Attn: Call Mgr
 2011 East Shiloh Avenue, Suite 300, Fresno, CA 93728
 Call: 559/439-3000
 www.dcta.ca.gov/1012



Comments
 Name (Please print): Carla J. Cottrell Date: 11/20/08
 Street address: 7535 Patterson Rd
 City: Oakdale State: CA Zip: 95361
 Please add my name to the North County Corridor Project mailing list.
 I would like the following comments filed in the record. (Please print.)
 There is a green belt that runs through like area on Patterson Rd, between Crane and Kauffman. 10 yrs ago we were told by the city planner that a major road way would not be able to be placed through or near the "green belt".
 Please mail or e-mail to: California Department of Transportation
 Attn: Call Mgr
 2011 East Shiloh Avenue, Suite 300, Fresno, CA 93728
 Call: 559/439-3000
 www.dcta.ca.gov/1012



Comments
 Name (Please print): Carla J. Cottrell Date: 11/20/08
 Street address: 7535 Patterson Rd.
 City: Oakdale State: CA Zip: 95361
 Please add my name to the North County Corridor Project mailing list.
 I would like the following comments filed in the record. (Please print.)
 The land on Patterson Rd, from Crane to Kauffman is in the "Williamson Act" ~~area~~ which sets aside land for agricultural purposes. Freeways are not agricultural.
 People such as myself move to the country to do in the country. I do not want a Freeway by my home!
 Please mail or e-mail to: California Department of Transportation
 Attn: Call Mgr
 2011 East Shiloh Avenue, Suite 300, Fresno, CA 93728
 Call: 559/439-3000
 www.dcta.ca.gov/1012



Comments


Name (Please print): Carla J. Cottrell Date: 11/20/08
 Street address: 7535 Patterson Rd.
 City: Oakdale State: CA Zip: 95361

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

There is a nesting ground for white and blue cranes, on Patterson road pasture land.
The noise from the traffic coming down that road will be disruptive to anyone or thing living there.
I do believe that there are money considerations other than the money from the "Oakdale Bypass" to consider!

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller
 2015 East Rodda Avenue, Suite 100, Fresno, CA 93726
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/hq/03



Comments

Name (Please print): Carla J. Cottrell Date: 11/20/08
 Street address: 7535 Patterson Rd
 City: Oakdale State: Ca Zip: 95361

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

From the beginning of this current "scoping" it is being believed that our comments are not really to be considered. The web site had no information. The meetings were not open forum for public discussion - Another reason the people have come to distrust those in public service!

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller
 2015 East Rodda Avenue, Suite 100, Fresno, CA 93726
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/hq/03



Comments


Name (Please print): Carla J. Cottrell Date: 11/20/08
 Street address: 7535 Patterson Rd.
 City: Oakdale State: Ca Zip: 95361

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

Will anyone Road them?
If you are using money from the "defunct Oakdale Bypass" fund. Do you really think people coming from the Bay Area will go down 99 to Salida rather than using 120? I think not

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller
 2015 East Rodda Avenue, Suite 100, Fresno, CA 93726
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/hq/03



Comments

Name (Please print): Sally W. Cottrell Date: 11/20/08
 Street address: 7535 PATTERSON RD
 City: OAKDALE State: CA Zip: 95361

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

- 1) ACCORDING TO PROPOSAL 2000 ROADWAY DESIGN **DEVELOP** PROPERTY ON PATTERSON RD SUSTAINABILITY
- 2) PROPERTY ON PATTERSON RD (NEAR POKER PICKING PALMS) IS UNDER WILLOWSON ACT WHO WAS TRODDEN THROUGH OUT OF "WILLOWSON ACT" WHEN PROPERTY WAS DEVELOPED. THAT MUST BE REVERSIBLE?
- 3) A "GREEN BELT" EXISTS BETWEEN SENECA RD AND KALIFORNIA ROAD WHICH WOULD BE CONSIDERED
- 4) A WIDE LARGE "CORRIDOR" WOULD BE A HOPE UP W/OUT CHANGING EXISTING LAYOUT TO OAKDALE RD AND COUNING W/OUT "SERIOUS" DARK TRAFFIC
- 5) BASE BRANCH (SOUTH) PARENT ARE THROUGHOUT PATTERSON RD BETWEEN SENECA AND KALIFORNIA RD.

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller
 2015 East Rodda Avenue, Suite 100, Fresno, CA 93726
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/hq/03

North Stanislaus Corridor Project

Hodgdon Enterprises has two parcels that are designated to be a part of one of your proposed routes to join Highway 108 with Highway 120. Partners in this Enterprise are Darlene Cross, P O Box 2117, Oakdale Ca, 95361; Beverly Noe, 11155 Hwy 108 Jamestown, Ca, 95327; Sandi Casey, P O Box 1542, Oakdale, Ca; and Bonnie Witke, 11135 Hwy 108, Jamestown, Ca 95327. The parcel numbers are 0102018 and 0150202000. This ranch has been in the same family for over 100 years. We are descendants of a pioneer family and believe that our land should not be taken from us. This is land that our forefathers worked to attain and keep for the family. It seems unfair that any government body can just come in a take our heritage away.

At the present time we have a 25 year lease with Lent Burden Farms to put almonds and/or grapes on the property where they are able to do so. This farming endeavor has two agricultural wells that appear to be in the path of the southern proposed route. The entire area is not able to be planted because of vernal pools that have been designated by the County of Stanislaus. In these vernal pools are the fairy shrimp and possibly tadpole shrimp. There is also an Owl and a hawk that lives between the northern part of our parcels and the neighboring ranch to the north.


My daughter and son-in-law; Sandi and Neil Casey recently put a home on the north side of the ranch. Neil plants a 21 acre part of the northeast part of the property in grain - a tradition since my grandfather was alive - to help with income and the cattle he runs on the part of the property that cannot be planted because of the vernal pools. My husband and I also plan on building on the property sometime in the near future as well.

I think it would be more prudent to use an existing road and just widen it. The point where the roads are going to converge is a very precarious one because of the narrow part at what the locals call Lover's Leap. Maybe a mere southern junction would be easier and use Claribel Road or Warnerville Road as a road to the east instead of going through what seems to be the middle of so many properties. You could possibly hook up with Williams road to the east and go on into the existing 4-lane road starting just before the Tuolumne County line.

Hoping you come up with a different solution to this than you have,

Darlene Cross

Darlene Cross



Comments

Name (Please print): Steven Dickson Date: 11/20/18

Street address: 15527 Alvarado

City: Oakdale State: CA Zip: 95361

Please add my name to the North County Corridor Project mailing list.

I would like the following comments included in the record. (Please print.)

Both routes have the bypass detouring into Hwy 120 before "Lovers Leap." This makes no sense! It's a two-lane highway at that point. It would make a lot more sense to take the bypass all the way out Claribel, and have it dump in after Knightz Ferry where ~~the~~ Hwy 120/108 is four lanes. This is a longer route, but it would pay for itself in less accidents. Besides, there is nothing but pasture land out of the end of Claribel and over to Hwy 120/120.

Please call or e-mail to: California Department of Transportation
Attn: Dan Miller
201 East Street, Suite 100, Fresno, CA 93720
Tel: 559.222.4444
www.dot.ca.gov/hq

November 21, 2018

William & Annie Fogarty
205 California Ave.
Oakdale, CA 95361

North County Corridor
Stanislaus County Connector Project
Dan Miller, Caltrans
205 East Street, Suite 100
Fresno, CA 93720

Dear Dan Miller/Caltrans:

We have several concerns about the proposed North County Corridor Project. My grandparents owned the property. This land has been in our family for over 125 years and is a vital part of our life/cattle operation.

The re-zoning, we question why this project, which will supposedly benefit the cities of Manteca, Riverbank, and Oakdale, runs nowhere near those cities. They will reap the benefits, while the project will destroy rural and agricultural operations. Why would the path of the corridor run through the "heart of retirement" all the respective cities, among those areas are clearly zoned for development (an example of this would be HWY 120 - Manteca bypass)?

Our Thresh will be building this project and it appears that when they construct such bypasses, they take over large sections of land, much more than is actually needed. This practice takes valuable land out of production.

After studying the proposed routes/this project, the routes go directly through the middle of many agricultural parcels. These routes will "blow" through fields, farms, and ranches. Who does that make sense? It appears there was no thought given to the effects this project will have on individual landowners and their livelihoods.

Many of these parcels are not zoned, they make up the backbone for many families' businesses. With a highway running through your business, how do you get your tanks, hoses, equipment, etc. from one part of your operation to another?

The eastern end of the North County Corridor will go through local previously zoned areas. We require this highway and encourage growth in eastern Stanislaus County, growth was needed. Availability of water is specific to the area, and the area is also found in a heavily agricultural area.

Thank you for your attention to our initial concerns about this project.

*William Fogarty
Annie Fogarty*



Comments

Name (Please print): William & Annie Fogarty Date: 11-21-18

Street address: 205 California Ave

City: Oakdale State: CA Zip: 95361

Please add my name to the North County Corridor Project mailing list.

I would like the following comments included in the record. (Please print.)

Please call or e-mail to: California Department of Transportation
Attn: Dan Miller
201 East Street, Suite 100, Fresno, CA 93720
Tel: 559.222.4444
www.dot.ca.gov/hq



Comments

Name (Please print): Vicent Janson Date: 11/20/18

Street address: 228 Maple Avenue

City: Ripon State: CA Zip: 95366

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

Please mail or email to: California Department of Transportation
Attn: Gail Miller
201 East Shiloh Avenue, Suite 100, Fresno, CA 93720
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dot411



Comments

Name (Please print): DAVID TUBIS AYON Date: 11-20-18


Street address: 10344 HILLCREST RD

City: PAROLLE State: CA Zip: 95361

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

Please mail or email to: California Department of Transportation
Attn: Gail Miller
201 East Shiloh Avenue, Suite 100, Fresno, CA 93720
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dot411



Comments

Name (Please print): Dan Miller Date: 11-20-18

Street address: 2076 Argonaut Ct

City: Parolle State: CA Zip: 95361

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

I strongly oppose the bid for the bypass, especially (North County Corridor B19) for several reasons. First, I believe it appears to not directly touch our property (land) in Ripon. As I stated above, "Secondly, I see the bypass cut across on an angle to the County and specifically intended to change its growth and more so, create growth. The big thing this County and Ripon in Ripon's needs is more growth. We are being hit by the San Joaquin Valley. The high speed rail project and it may be to provide not direct relief. Ripon is a good example of a community retaining its character through building conventions. Why can't we please do this here in Ripon and the Stanislaus County. Lastly, it appears the bypass is to serve that purpose to connect between ripon property and within the area."

Please mail or email to: California Department of Transportation
Attn: Gail Miller
201 East Shiloh Avenue, Suite 100, Fresno, CA 93720
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dot411

Beverly J. Noe
Hodgdon Enterprises, LP (Partner)
11155 Highway 108
Jamestown, CA 95361
209-988-8417

November 20, 2018

To Whom It May Concern,


As a partner with Hodgdon Enterprises, LP, I am voicing my concerns of the planned bypass occurring along Kamas Road and Gladis Road connecting into Highway 198/120 west of Knight Ferry in Stanislaus County. In reviewing your plans I noticed that one of the options diagonally across our property (A.P.N.: 091003-018 and 013-002-032 totaling 680 acres) located between Gladis and Wasserville Roads, near Emery Road. The property has been in our family for approximately 100 years and has been recently leased to Last Dollar Farms for the purpose of almond trees. Approximately 500+/- acres have been planted in almond trees with an estimated 250 acres dispersed by the State of California, Environmental Study, on being Verand Trees and land shiloh. It is my understanding due to the Habitat and Protected Species Act development of this particular portion of the property is not permitted by the State of California. The portion of the property that this affects lies in the middle of the 735 acre parcel south of Gladis Road and some of the 125 acre parcel that lies south of Gladis Road. It was further recently discovered, although I can't positively state to this, that a Tiger Salamander was seen. In looking at the area map designed for the Tiger Salamander there is an area south of Highway 198/120 so it could be a possibility.

If at all possible I would like to see different bypass options that would stay with the existing roadway so that low private property would be affected.

Thank you in advance for taking other options into consideration. Any further communication required of me may be addressed to the information listed in the letterhead above.

Sincerely,

Beverly J. Noe
Partner
Hodgdon Enterprises, LP



Comments

Name (Please print): John ONYK / CINDY ONYK Date: 11.20.08
 Street address: 7503 PATTERSON ROAD
 City: OAKDALE State: CA Zip: 95261

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

- we have opposed to the project regardless of either proposed route
- our property is under the Williamson Act
- the proposed routing on Patterson Road being grade road is a greenbelt area
- there are existing grade roadways that can be improved & widened to accommodate the limited traffic thru this area (Cummer & Co)
- any tax dollars could be better spent improving the roads we have.

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller
 2015 East Shasta Avenue, Suite 100, Fresno, CA 93728
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/d10



Comments

Name (Please print): John ONYK Date: 11.20.08
 Street address: 7503 PATTERSON ROAD
 City: OAKDALE State: CA Zip: 95261

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

- if the initial 120 bypass was removed due to public outcry, what is the point of moving it to a new location? politics & \$\$\$?
- is there any way that much anticipated traffic demand? or is it being created by developer interests?
- we did not move to the country to be placed next to a freeway.

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller
 2015 East Shasta Avenue, Suite 100, Fresno, CA 93728
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/d10



Comments

Name (Please print): Pat Perrin Date: 11-20-08
 Street address: 5012 Smith Rd
 City: Oakdale State: Mo Zip: 95261

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

I believe the "B" alternative route would be the best overall route because the route is closer to town and businesses would not be affected they could easily get to town and connect with the more sophisticated route.

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller
 2015 East Shasta Avenue, Suite 100, Fresno, CA 93728
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/d10



Comments

Name (Please print): George Santillanes Date: 11.20.08
 Street address: 7601 Patterson rd
 City: Oakdale State: Calif Zip: 95261


Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)

The oakdale bypass disturbed ranchlands, homes, orchards etc. Cal trans disrupted peoples lives, then canceled project.

This proposed project is all planned as once again you will trample Williamson Act - agricultural lands. I am opposed to this project.

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller
 2015 East Shasta Avenue, Suite 100, Fresno, CA 93728
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/d10



Comments

Name (Please print): Debra A. Santillanes Date: 11-20-08
 Street address: 7601 Patterson Rd
 City: Cardinal CA State: 95561 Zip: _____
 Please add my name to the North County Corridor Project mailing list.
 I would like the following comments filed in the record. (Please print.)
Not interested in Measure S - again - Money
Williamson Act - Green Belt
Not interested in this project -
Moved out to the Country for
a reason - not to have someone
take it away - you have to leave
some country property somewhere - make
it a Smart Move - you already messed
up the last project - Escalon cardinal
Project. We are not interested

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller
 2015 East Shasta Avenue, Suite 100, Fresno, CA 93728
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/hot/let10



Comments

Name (Please print): Jeff Swaine Date: 11/21/08
 Street address: 554 G Yosemite Ave, ORANGE, CA 92661
 City: _____ State: _____ Zip: _____
 Please add my name to the North County Corridor Project mailing list.
 I would like the following comments filed in the record. (Please print.)
I work for Gen Agri lands and both option A & B will severely
cripple the water capacity of the facility. This would
take out a huge amount of water used for irrigation and
wash water discharge. This would impact feasible production
of the facility growth and economic benefits to the city of Orange
and the County. I would look at a corridor south of
option (A) especially in the area of Bentley road / Cleaveland / Patton
and further.

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller
 2015 East Shasta Avenue, Suite 100, Fresno, CA 93728
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/hot/let10



Comments

Name (Please print): Henry Van Delft Date: 11-20-08
 Street address: 16796 Sexton, Fresno
 City: _____ State: CA Zip: 95324
 Please add my name to the North County Corridor Project mailing list.
 I would like the following comments filed in the record. (Please print.)

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller
 2015 East Shasta Avenue, Suite 100, Fresno, CA 93728
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/hot/let10



Comments

Name (Please print): Alyce Wagon Date: 11-20-08
 Street address: 19181 WORKMAN ROAD
 City: ORANGE State: CA Zip: 92661
 Please add my name to the North County Corridor Project mailing list.
 I would like the following comments filed in the record. (Please print.)
I think that the amount of traffic that is anticipated is
way out of line with what is really needed. It is
worrying to create new routes and disturb and displace
farmland. Use of existing roads makes better sense
lots more people will be put out and lose out on property
values, serenity and wildlife. What sense does it make to
take a road away outside of town that can benefit from
the traffic and money infused into the community. Orange
and Riverbank (nearby Danville) will become a great
town - they don't realize how much money comes from
having 108/180 in town. Protect our farmland.

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller
 2015 East Shasta Avenue, Suite 100, Fresno, CA 93728
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/hot/let10

North County Corridor
Stanislaus County Connector Project

Comments

Name (Please print): Jim & Karen Ashby Date: 12-3-08

Street address: 321 Crawford Rd

City: Merced State: CA Zip: 95324

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print) What are you people thinking?? Why tear up more farmland? Because road is being widened now - Just continue it on our parcel Clear Rd. There is also field Rd. it would make a good connector to the freeway and the fast lane. Don't mess up anymore farmland. I remember when highways were the answer to a town traffic - That never worked for you either. Stop writing and crying on all these surveys and use your gut common sense project that lives in the area and get out of the way. Try to accommodate many and not spend what you don't have.

Don't mess up more farmland of my own.

Please mail to: **California Department of Transportation**
 Attn: Gail Miller
 2015 Shields Avenue, Suite 100, Fresno, CA 93726
 Gail.Miller@dot.ca.gov
 www.dot.ca.gov/hq

North County Corridor
Stanislaus County Connector Project

Comments

Name (Please print): Joe Triano, Valeria Date: 12-4-08

Street address: 1500 St. Roman Ave

City: Merced State: CA Zip: 95324

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print) What are you people thinking?? Why tear up more farmland? Because road is being widened now - Just continue it on our parcel Clear Rd. There is also field Rd. it would make a good connector to the freeway and the fast lane. Don't mess up anymore farmland. I remember when highways were the answer to a town traffic - That never worked for you either. Stop writing and crying on all these surveys and use your gut common sense project that lives in the area and get out of the way. Try to accommodate many and not spend what you don't have.

Don't mess up more farmland of my own.

Please mail to: **California Department of Transportation**
 Attn: Gail Miller
 2015 Shields Avenue, Suite 100, Fresno, CA 93726
 Gail.Miller@dot.ca.gov
 www.dot.ca.gov/hq

Doc ID: 02 06-84 John Brichetto 200847-020 21

Doc ID: 02 02-02 John Brichetto 200647-020 21

Handwritten: To Kris Balagi 12-26-08
 c/o Jacobs
 3 pages following
 From John Brichetto
 209 404 6550 call

December 26, 2008

Ms. Gail Miller
 California Department of Transportation
 2015 Shields, Suite 100
 Fresno, CA 93726-0246

RE: North County Corridor - Stanislaus County Connector Project Scoping Comments and the Impact on ConAgra Foods Operations

Dear Ms. Miller:

The proposed two alignments of the North County Corridor have many merits if the final corridor is properly aligned. The alignment as outlined on the preliminary design report has a grave error in the location as it approaches Oakdale from Riverbank. The alignment passes through property now in long term use by Oakdale's top employer, ConAgra Foods. ConAgra Foods employs 600-1000 people at the plant, spends \$100 million on their annual budget and they have high impact on the supporting businesses. These supporting businesses include tomato trucks, pallet and bin companies, can companies, tomato farmers, fertilizer companies, equipment manufacturers, etc. ConAgra Foods processes 280 truck and trailer loads of tomatoes per day beginning on the first days of July through the middle of October each year. ConAgra Foods is the largest single tomato plant in California and the Oakdale facility is ConAgra's flagship plant on the West Coast. The Oakdale plant produces under the number one selling label "Flums".

The proposed alignments remove land from the wastewater application area and also make some of the area unusable by the inability to irrigate and recapture the runoff from these fields as tail water return. Significant acreage that would be in the roadway and roadway easement varies with each design but the Hotch-Helthy alternative will result in the loss of approximately 160 acres: eighty acres for the roadway, shoulders and cloverleaf design and eighty acres would be deemed unusable.

Ms. Gail Miller
December 21, 2008
Page 2 of 3

ConAgra Foods developed the wastewater application area in 2001, and they acquired a permit through the California Central Valley Regional Water Quality Control Board which entails a comprehensive Waste Discharge Requirements and Monitoring Reporting Program. ConAgra Foods pipes their processing water 2 1/2 miles through 24" PVC pipe to the ranches. These ranches comprise almost 1,700 acres. ConAgra Foods built a 35 million gallon reservoir on the property to hold the processing water that the plant discharges during the winter season. Winter season irrigation is not conducive to plant growth, nor is irrigation allowed by the permit unless significant dry periods are observed. ConAgra Foods purchased 60 truckloads of plastic pipe, which also included more than ten miles of a drainage system and tail water return pumping system to provide for a closed run-off return system as required by the state permit. This water application area has operated flawlessly since completion and the water permitting authorities use it as a model. ConAgra Foods spent and continues to spend millions on the permitting process: pipelines, ponds, extensive and frequent permit monitoring, requirements, monitoring wells, rents to the landowners, management, and consultant costs.

In contrast, Modesto food processing facilities had to rely on the city to segregate the processing water from the sewer and storm system, install miles of pipelines and purchase 3,000 acres in West Modesto to similarly apply the processing wastewater. Modesto charges their larger plants upwards of one million annually based on plant discharges and many facilities have closed in that area and have no plans to expand. ConAgra Foods, due to loading rates, has maximized the allowable discharge on some of their fields in the past, and additional loss of lands to roadway construction will eliminate their options to expand and/or to continue operations in Oakdale.

ConAgra Foods is currently the largest employer in Oakdale since Hershey Chocolate closed and went to Mexico. Oakdale's economic situation is heavily reliant on ConAgra Foods since the sales tax generators, Steve's Chevrolet, Haidlen Ford, and Richardson Dodge's sales of vehicles have plummeted to sixty percent of prior sales. Oakdale cannot sustain another loss, nor would it be wise to reduce the application area or limit any further expansion possibilities available for ConAgra Foods.

The North County Corridor alignment must stay to the south of Claribel road between Langworth and Bentley roads to avoid the ConAgra Foods'

Ms. Gail Miller
December 21, 2008
Page 3 of 3

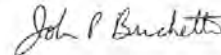
application area. The current alignment avoids the sports ball park at Clans and Claribel roads, and I know the economic impact of ConAgra Foods greatly exceeds the ball park economic impact to this area. Both current alignments are south of Claribel at: Claus road, and it appears that it would be very logical to simply continue on the south of Claribel past Bentley road.

In comparing the two routes, south of Claribel and Patterson road alignment, the Patterson road alignment would constrict Oakdale's logical expansion of future industrial growth around Hershey Chocolate Plant area. The south of Claribel Route would seem to be the best choice because it would allow an extra one and a half miles of growing room for the City of Oakdale.

ConAgra Foods and I recently prevailed in a 4 1/2 year court case, Van Dyke versus ConAgra Foods and John Bricetto, related to the acquisition of 195 acres needed for continued long term use in this application permit area. I closed escrow on this property earlier this month. After 4 1/2 years of binding arbitration, superior court, appellate court and supreme appellate court appearances to preserve and defend the application properties we will legally challenge and defend this area. The recent fast tracking approach for design-building of this alignment needs to be changed to the south side of Claribel Road past Bentley Road.

Your attention and support in this important economic decision for Oakdale is appreciated.

Sincerely,



John Bricetto
Bricetto Cattle Company
P.O. Box 11600
Oakdale, CA 95361
(209) 404-6550

cc: Mr. Shawe Zablocki, ConAgra Foods Environmental Director

Comments Received on Wednesday, November 13, 2008

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Public Hearing
November 13, 2008
North County Corridor Stanislaus County Connector
Project
Salida Regional Library

10 Oral Statements Taken By: Tara A. Lohman

11

12 STEVE ANRADE

ADDRESS: 5931 Clariabel Road Oakdale, CA 95361

13 PHONE NUMBER: 209.847.5399

14

15 STEVE ANDRADE, present at 6:32 PM on his own behalf,
16 stated as follows:

17

18 My question is that it's been at least three years
19 that Cal Trans had a meeting regarding this and they
20 talked about it, the widening of the road. There's
21 already a fifty foot easement there now, and I got up
22 and I told the people that they need to speak up. Just
23 being in construction all my life and listening to this
24 guy talk, it's a bull story. It's going to be a bigger
25 story than they are talking about. They are talking

1 about four to eight lanes going down Clariabel [sic].

2 That's right past my house.

3 And I asked this gentleman over here in the green
4 shirt -- I don't know his name -- what happens to the
5 people that live on this red line? That's gonna affect
6 their lives for the rest of their lives. And he said he
7 couldn't really answer that. And he said if I had any
8 complaints or anything else, to talk to you, and that's
9 why I'm here.

10 I think if they're this far in this meeting, and as
11 much as they spent on the northern quarter above Oakdale
12 -- which is defunct.

13 So I think that these guys, after this many years --

14 I mean, it's going to affect people's lives. I'm a
15 disabled guy, and I built this house on Clariabel [sic]
16 in 1973 and expect to die there. And now this whole
17 life that I'm looking for here in the near future is all
18 up in turmoil because I don't know what I can do or
19 should do because -- are they going to take my property?
20 Are they going to take ten feet or two hundred feet? No
21 one can tell me, and I think it's very unfair to the
22 people that this is mainly going to affect.

23 It's not going to affect the people out in Oakdale to
24 keep traffic out of the town. That's all they're doing.

25 I've lived here all my life. I was born here in Modesto

1 and I've seen changes. I'm for that, but not when it

2 ruins lives started out as a dream. When they were
 3 young and all of a sudden, the dream is going to blow up
 4 because of the expressway.
 5 And I don't think it's a fair thing that we are
 6 having these meetings and no one can tell me what's
 7 going to happen. If this road is going to be eight feet
 8 wide or two hundred feet. And it's a freeway, it's
 9 probably going to be around two hundred feet wide. And
 10 my house is two hundred feet from the road, so where
 11 does that leave me, you know. And I built it two
 12 hundred-some feet back because of the noise.
 13 Now, it's a whole different ballgame. I don't know
 14 what I can do or what anyone can do. And the prices of
 15 the homes aren't like they were a year ago, two years
 16 ago, and what's going to happen in the future? Land is
 17 something that you can't make anymore. It's hard to
 18 find, and when you have it you don't want to lose it.
 19 And it looks like we're going to lose it, and no one can
 20 tell us why or how. And that's what I want to know.

21
 22

1 MATTHEW TABLIT
 ADDRESS: 5304 Silverstone Circle Salida, CA 95368
 2 PHONE NUMBER: 209.545.5299
 3

4 MATTHEW TABLIT, present at 6:35 PM on his own behalf,
 5 stated as follows:
 6

7 My issue dates back to 2004 when the noise level on
 8 Highway 99 dramatically increased. Two parts were
 9 heavier traffic, and the other part was the Perone [sic]
 10 Road development.

11 After that, I requested the State to perform a noise
 12 -- something, and they did and it was taken on October
 13 12th, 2004. And I received the results of that from
 14 Agnus Jenkins [sic], and in the letter it states that it
 15 was recognized that there are elevated noise levels in
 16 my subdivision. It also states that they consider
 17 primarily the first and closest street to the highway in
 18 all my correspondents back with the State and with,
 19 well, Salida MAC [sic] meetings, and Stan Cogg [sic],
 20 they viewed maps -- but my house, my street, faces
 21 directly towards 99 and not parallel. It's
 22 perpendicular to it, so I look right down 99 North.
 23 So, it's kind of an issue if you're dealing with
 24 standards. It should be considered because standards
 25 are only guidelines.

1 The letter states that the consideration -- and then
 2 they gave the levels of the sounds taken, which were --
 3 some readings which were over 66 DB [sic], and the
 4 average normal residential noise level is around 40
 5 during peak day. And at night, it should be around 25
 6 DB [sic].

7 So one thing I didn't add to my letter, or that they
 8 didn't consider when they did their study -- as nice as
 9 it was that they did do their study -- is that the
 10 two-story homes that are in that neighborhood, the
 11 elevation of the bedrooms and living quarters are
 12 elevated twenty-five feet above the base. So, standards
 13 calls for a reading at a six-foot level with no
 14 consideration for what's above. The subdivision has a
 15 soundwall, but it's inadequate because from wherever
 16 you're at from my street, you can see directly over the
 17 soundwall. And, you can see the tops of the tractor
 18 trailer, semi-trucks. And what California standards
 19 calls for, that shouldn't be allowed. You shouldn't be
 20 able to see the exhaust on those vehicles. That wasn't
 21 placed into consideration.
 22 But post that, since then, I've attended several
 23 Salida MAC [sic] meetings, voiced my concerns with the
 24 new planner and Matt Machado, and he heard me. And he
 25 said he would take it into consideration and use my --
 1 or view my concerns over to Cal Trans if any projects or
 2 if they were working with Cal Trans. That's why I'm
 3 back here, because this project will definitely impact
 4 our residential area. So I wanted them to consider this
 5 again and do another -- or perform noise studies or
 6 whatever necessary to mitigate the noise problem that we
 7 have in Salida.
 8 And that's it.

9
 10 GARY COTTRELL

ADDRESS: 7535 Patterson Road Oakdale, CA 95361

11 PHONE NUMBER: 209.848.8806

12
 13 GARY COTTRELL, present at 6:58 PM on his own behalf,
 14 stated as follows:

15
 16 Probably a couple of concerns of the proposed
 17 corridor -- actually, not the A but the B that goes down
 18 Patterson Road goes right in front of our house, and
 19 there are a couple of other things that are right there,
 20 also. There's Hetch Hetchy [sic] lines, telephone lines
 21 -- I'm sorry, electrical lines. And also right there,
 22 there's Oakdale irrigation, some of the main pipelines
 23 from Oakdale irrigation are there. So obviously we're
 24 concerned about an eight-lane freeway going there around
 25 property lines.

1 There's also a greenbelt there that runs somewhere
 2 right between Bentley [sic] and Coffman [sic] Roads, and
 3 that greenbelt runs -- I've got to get the greenbelt
 4 location. I believe it's located between Bentley [sic]
 5 Road and Coffman [sic] Road. This should definitely be
 6 investigated, the boundaries and everything, before the
 7 project is considered. My wife might have something to
 8 add, but that would be for her to talk to you about.

9

10 JOHN MARTIN

ADDRESS: 5804 Trail wood Drive Salida, CA 95368

11 CELL PHONE NUMBER: 209.404.0221

12

13 JOHN MARTIN, present at 7:03 PM on his own behalf,

14 stated as follows:

15

16 One issue is that Jeff Grover and others should be
 17 down here so we can quiz him and get some other people
 18 going on this.

19 But, on this road, I don't think they should go the
 20 way it's planned right there. They're already doing
 21 Kiernan Avenue/Highway 219. They've already disrupted
 22 those people and got utilities and all involved. Why
 23 not use Kiernan all the way out and make a huge
 24 interchange? That's better than going out in Hammett
 25 [sic]. That's going to be an area with a new elementary
 1 school, so that's bad.

2 So, the other route would be 120. It's already
 3 there, and it's wide open. I just really think they
 4 need to address that, at least research it, before going
 5 through with this other plan route that they have here.
 6 I really think it would be better off that way.

7 They're going to have the Pelandale Expressway that
 8 they're in the process of redoing right now going all
 9 the way out. They've got Kiernan that they started at
 10 Salida Boulevard. They're going to go all the way out
 11 to McHenry. It is going to take a couple years to do
 12 that. Just extend it all the way.

13 It's a shame Jeff Grover isn't here.

14 That's what I have to say.

15

16 CARLA COTTRELL

ADDRESS: 7535 Patterson Road Oakdale, CA 95361

17 PHONE NUMBER: 209.848.8806

18

19 CARLA COTTRELL, present at 7:09 PM on her own behalf,

20 stated as follows:

21

22 First of all, I don't want a four- to eight- lane
 23 road going through to the front of my property. I moved
 24 to the country because I want to live in a country.

25 Second of all, the noise right now from Patterson
 1 Road coming down that corridor down from Patterson --
 2 coming down from Bentley [sic], you can hear the cars.
 3 I mean -- and so, a four-lane or eight-lane road is just
 4 going to be more noise coming right down there. We have
 5 a lot of gravel trucks that use that road, and cars, and
 6 you hear them from inside my house. And I am not -- I
 7 am at least six hundred yards off the road, six hundred
 8 or more. So, I'm a quarter of a mile from the road.

9 But my pasture backs up right to Patterson Road. So,

10 that's the first thing.
11 Second thing is, I moved already once before. I
12 lived in Riverbank and they moved the city around. So I
13 already moved once because of poor planning. And plans
14 changing after plans were already made. I'm not doing
15 it again.
16 Now, the other thing I do understand is that nobody,
17 or very few people, are going to want a four- or
18 eight-lane road in their house. And I also understand
19 that we do have to change the impaction of all this
20 traffic. All you have to do is go down Clariabel [sic]
21 Road at night during rush hour and see that when people
22 are traveling west to the east and see the traffic
23 backed up to know that we we've had very poor planning.
24 And the development -- and where the development grew
25 out into the rural area for housing development and
1 roads were not built to accommodate those people that
2 now live in those housing developments. Because, I
3 think it probably takes them as long to get from 99 to
4 their houses just as long as it takes some people to get
5 from the bay area to work. I see that's a bit of an
6 exaggeration. But if I were one of those people I would
7 be livid and I would want a road that I could drive onto
8 get to my house without traffic every five seconds.
9 So I think that our county has planned very poorly
10 for all the growth. And we wanted growth. People in
11 this city, we wanted growth. We wanted jobs. We've
12 mainly been an agricultural community for a long time.
13 As the city moved this way, people wanted jobs. They
14 wanted jobs and we can see what's happened because of
15 it. With our government, with housing, with now what's
16 happening.
17 And we haven't had good planning in the very
18 beginning. When construction people were coming from
19 the bay area and building here, they weren't extracting
20 fees from them. They are now. I understand that they
21 are now -- or at least what I've been told. But I know
22 in the very beginning they weren't, because we talked to
23 people back when it was happening. So, that's another
24 problem.
25 I voted no on Measure S, and I would get anybody I
1 know to vote no. I resent building roads where money
2 has already been paid to build roads. So, I don't want
3 to pay more taxes because of poor planning. I don't
4 think that the people who are supposed to guard public
5 trust has done a very good job in our community, and
6 that saddens me. And I've been involved on several
7 different projects. I was involved twenty years ago
8 when LAFCO [sic] the building -- the building group.
9 And they didn't protect the public trust, either. And I
10 went to their meetings.
11 Now, the city is building and I haven't looked at the
12 city website, but just in looking down the road, the

13 city is widening Pelandale to four lanes, and my
14 understanding is that it's supposed to go all the way to
15 99 to Old Oakdale Road.

16 So, I would propose an alternate route to save money
17 if we're talking about trying to protect the public
18 money, simply because if you connected at Old Oakdale
19 Road -- this east/west -- east corridor at Old Oakdale
20 and Pelandale, you would already have a four-lane road
21 all the way to Oakdale. Now, I don't know. I do
22 believe there are some stop signs on it, so there would
23 probably have to be some consideration made and how that
24 would be dealt with, but it's pretty quick to go down
25 Pelandale. They're working on it right now. They're
1 widening the road right now, and they probably have
2 enough room for three lanes on each side, a total of six
3 lanes all together. And, I'm not sure how they're
4 planning to do it, but it would be worth looking into it
5 if somebody hasn't already.

6 Also, the other thing is whether or not my
7 understanding is that the purpose of the northern
8 corridor being where it is is to help people get from
9 the west to the east, from 99 to 120. And it would. It
10 would take the place of the Old Oakdale Road. It would
11 regroup the Old Oakdale Road by Patterson, because it's
12 going to meet past the city of Oakdale -- which is where
13 I think it is going to ignite a question in my mind.
14 Which is: Would people coming down 99, which they now
15 get off in Manteca and go through Escalon, would they
16 really drive on down 99, which is a jam-packed freeway
17 to Salida to get on this northern corridor in order to
18 get across Oakdale? Or would this be a futile effort to
19 bypass Oakdale, and would they still come down 120 and
20 impact Oakdale? Which, I'm sure if people that decided
21 to do it this way would like Oakdale to be still
22 impacted, which are merchants and people receiving
23 revenues from people coming through Oakdale. The
24 problem is, people who wanted to drive don't want to
25 have to deal with stop signs and impaction from driving
1 traffic. And as an Oakdale resident, I'm not real crazy
2 about all the traffic in Oakdale. So, I think a bypass
3 is a wonderful idea. But if you move it to Salida, I
4 have a feeling that you're still going to have people
5 not willing to drive. They're still going to get off
6 and go down 120. So, some study about that should be
7 made.

8 Now, the Crosstown Freeway from Stockton works
9 beautifully. But, they did a bypass in the Gilroy area,
10 and my husband and I travel over there quite frequently.
11 And the traffic seems, to me, to be just as heavy on
12 those Shore Roads [sic] -- on those back country roads
13 where people are headed for Santa Cruz. They're not
14 going down -- they aren't going, necessarily going down
15 that shortcut. Of course I'm only saying that from

16 observation. I don't know what the studies show, but
17 that would be something to look, and a study do look at
18 and actually see if that's been helpful, and see if
19 people are willing to go past the roads they are used to
20 and use a new road that might provide them a quicker,
21 faster way to get there, but a longer distance to
22 travel. So, that would be a study to look at.

23 About ten years ago, my husband and I attended a
24 meeting because they were looking at this Patterson Road
25 as an road through the town, and we went to a meeting.

1 And at that time, I believe that the meeting was -- I
2 think it was in Oakdale. I think it was Oakdale Public
3 Works that had that meeting. And at that time, we were
4 shown some maps of a green belt there, there is a green
5 belt somewhere in the vicinity of Bentley [sic] Road.
6 If I can find those maps, I can probably be more
7 specific, because I keep this kind of information. So,
8 I think it's like Bentley [sic], and somewhere between
9 Bentley [sic] and Coffman [sic] there's a green belt
10 there. So somebody might want to take a look at that,
11 because they told us at that time that it wouldn't be
12 coming up Patterson Road, or if they did, it wouldn't be
13 coming up that.

14 And then also, we have, we have cranes, blue cranes.
15 I think they're called blue cranes. I don't know if
16 they're endangered. I don't know. I think, actually,
17 where that part of that green belt is where those cranes
18 come in and they nest. And during the certain times of
19 year, there are hundreds of them out in the pastures
20 right off of Bentley [sic] and Coffman [sic] out in
21 there. So I don't know if that would be something to
22 consider or not for the road. I don't -- first of all,
23 I don't know if they're endangered, but I know I don't
24 see them anywhere else now. You see them, really, only
25 on the coast up by the other places like Point Reyes,
1 but I don't know if they're the same kind of crane.
2 They look the same to me. I'm not an environmentalist,
3 so I don't know if this goes through or how it is looked
4 into.

5 But I would also recommend they get their websites up
6 and running with a title somewhere and information for
7 the public to look at. If they got the website up and
8 running, it might save people from being distressed
9 because, you know, my very first reaction is, "Oh, they
10 don't want me to know about it." And in light of all
11 the political things that have happened in the last few
12 years, people are becoming distressed and distrustful of
13 government a little bit.

14 So, I already know I don't want it to be in front of
15 my house, and now I think people are withholding
16 information from me. I don't think that now, but when I
17 couldn't find anything on the website. But, I will say,
18 Gail e-mailed me back and gave me the information I was

19 asking for. But there are a lot of people who aren't
20 good with computers or even older people in these
21 communities, but they may not know how to use a
22 computer, so going to a computer to get information
23 isn't real feasible for them. So, I ended up going to
24 Public Works to get my information because that's the
25 kind of person I am.

1 I'd like them to do the noise study.

2 And also, there are a couple people that have built
3 huge, brand new million dollar houses -- ours is not one
4 of those -- off of -- right where they're talking about
5 taking that corridor would be. They only built those
6 houses like two years ago. Why, if they were planning
7 on doing this, have they allowed people to do this? Why
8 did they not -- hello -- give people a clue about what
9 they were thinking about doing so that people wouldn't
10 spend their lifetime savings?

11 You know, most of what I own is equity in my
12 property, and if that goes through in my front pasture,
13 my property won't be worth anything. And I'm sure that
14 one person doesn't matter when you're talking about the
15 whole scheme of things. I mean, I understand about
16 eminent domain. I understand that public good takes
17 precedence over one person's good, but why would that
18 not be -- I mean, why would other people building in
19 this place -- I mean they had to know this was a
20 possibility two years ago. I don't believe this just
21 happened in a second.

22 So also, several of the pieces of property, mine
23 included, that are out there are in the Williamson Act,
24 which means that they're designated as agricultural
25 lands. So, I'm not sure, I don't know the law. I'm not
1 sure that Williamson Act land can be taken from public
2 domain. I don't know that, but I do know that I'm the
3 only one that can take it out of the Williamson Act. I
4 have to apply to take it out if I own the land, and I
5 will not do that because I will have to pay all the back
6 taxes on it.

7 So, they allowed a whole -- there's a -- there's two
8 whole communities on Patterson Road. One is off of an
9 avenue, which is a private road, and the other off of
10 Bentley [sic] going north from Patterson Road. All of
11 that land out there is in the Williamson Act, and they
12 allowed the man who owned the large parcel to divide
13 that land and sell it. The county allowed him to draw
14 land lines and sell it. We bought one of those parcels.
15 That's why we built there. And because they allowed him
16 to divide that land and sell parcels without taking it
17 out of the Williamson Act when we bought it, it has
18 since remained in there. We bought it under the
19 Williamson Act, and the only way we can take it out of
20 the Williamson Act is if we pay all the back taxes from
21 wherever. It got some kind of tax exemption. Now, the

22 county decided not to give us the Williamson tax
 23 exemption. We pay taxes on it, which is probably
 24 illegal. But, they did it anyway. And I protested that
 25 profusely. And we had a couple lawyers tell us that it
 1 would be useless for us to fight it. That, yes, it is
 2 illegal for them to do it, but if we took it to court we
 3 don't have enough money to fight city hall. And so, all
 4 the people out there are paying a higher tax rate than
 5 they should be. But, we still are in the Williamson Act
 6 and if they're going to take any of that land to put in
 7 anyway under -- what do they call it -- imminent domain.
 8 So if they take land for -- if they can take that land
 9 for imminent domain, do they pay you for the land or
 10 whatever they do? They are going to have to deal with
 11 that because there could be legal issues involved
 12 because it is in the Williamson Act.
 13 Instead of the Gilroy bypass, in speaking about
 14 bypasses, that instead of the Gilroy bypass that I was
 15 speaking of earlier, it's actually called the Hollister
 16 bypass. I would be interested to see if people are
 17 actually using it to get to the other cities that
 18 they're going to, because we always go down Shore Road,
 19 and there are lots of cars on it all the time. So I
 20 would be interested to find out if the bypass was a good
 21 idea in the planning.

22
 23

1 DARYL DANIEL
 ADDRESS: 3442 Atchison Street Riverbank, CA 95367
 2 PHONE NUMBER: 209.602.4381

3

4 DARYL DANIEL, present at 7:33 PM on his own behalf,
 5 stated as follows:

6

7 My comments are that they should keep the name
 8 Highway 108 as 108, okay? And Highway 219, Salida to
 9 McHenry to Highway 120 is Highway 219, just like it
 10 already almost is. Anyway, rather than try to call it
 11 the 108 bypass, you know. So, keeping Highway 108 as
 12 108 and then whatever you got to do to 219, because it's
 13 only very small. It's Ripon to McHenry, and then it
 14 doesn't go anywhere else. And then it's actually on the
 15 maps. It's actually considered a highway. It's state
 16 highway -- it's a state highway equally like 120 is.
 17 And I'm glad that they're planning. Hopefully, they
 18 don't plan for the year 2050, or something, cause they
 19 need to build it before the cow dies of old age I guess.
 20 That's about it.
 21 Thank you.

22

23

1 JOE EUGENE HAMRICK
 ADDRESS: 5778 Dale Road Modesto, CA 95356

2 PHONE NUMBER: 209.543.9460

3

4 JOE EUGENE HAMRICK, present at 7:36 PM on his own
5 behalf, stated as follows:

6

7 As far as this project goes, I think that it ought to
8 be connected from Lydden [sic] to Hammond, for one.
9 And, there ought to be a connection from Lydden [sic]
10 to 120, that connects to French Camp Road.

11 And as far as the Perone [sic] project connecting the
12 Perone [sic] Road ought to be forgotten.

13 And I don't see the potential of having this
14 expressway unless there isn't the stop signs and stop
15 lights that have been spoken about.

16 The potential of where to start it, and at the east
17 of Oakdale, that end of it should end at Highway 49 --
18 that connects to 4 that goes into Copperopolis. There's
19 no reason to have a project just end at North Oakdale,
20 and the arteries that are here now is Kiernan Road. And
21 we know from the previous time that before they put in
22 the CHP office, that we could put a lot of numbers down
23 a two-lane road down at Lydden [sic].

24 So basically, that what I'd like to say.

25 I'm done.

1 CRAIG COKER

ADDRESS: PO Box 260 Salida, CA 95368

2 PHONE NUMBER: 209.545.1641

3

4 CRAIG COKER, present at 7:39 PM on his own behalf,
5 stated as follows:

6 First off, the richest lands in the Central Valley is
7 in the Stanislaus County. And the richest land in
8 Stanislaus County is what this expressway is going to
9 pass over.

10 I can't understand why they wouldn't widen 120,
11 Highway 120, and tie it into Oakdale rather than come
12 south on 99, go through this new highway to end up in
13 Oakdale, where 120 gets there probably fifteen miles
14 shorter, fifteen miles less. You head straight through
15 from Manteca to Oakdale -- that's fifteen miles shorter,
16 instead of nine miles south. But, you know, there's --
17 they've already got their right away, everything is
18 there for 120, so turn it into a freeway.

19 Yeah, seriously, the richest land in the valley is in
20 this county, and the richest lands in this county is
21 right over there.

22

23

1 JEANIE KNOX

ADDRESS: 4455 Roding Road Ceres, CA 95307

2 PHONE NUMBER: 209.537.9491

3

4 JEANIE KNOX, present at 7:42 PM on her own behalf,

5 stated as follows:

6

7 From what I have seen, I am very leery of their
8 plans. I am concerned that they are paving over prime
9 agricultural land that we are going to lose, and we are
10 not going to be able to replace.

11 I feel quite strongly that a country that is
12 self-sustainable is that country that will survive,
13 regardless of what's happening throughout the world. If
14 we can feed ourselves, somehow we will manage at the
15 bottom, the low point, and slowly climb up.

16 We are losing -- we used to have, in California, over
17 fifty percent of the produce that supported our country.
18 We're losing that. We've got less than fifty percent.
19 Yes, we are exporting a lot of nuts and such, which is
20 good for us and good for our economy, but we are losing
21 prime land for the benefit of sprawl, for the all-mighty
22 dollar and big mansions that we don't need. We should
23 be focusing on filling in towns. We should be focusing
24 on very nice condominium high-rises in the downtown area
25 instead of spreading out beyond the city limits. We
1 seem to have local government that's more concerned
2 about sprawl than about what the wishes of the citizens
3 are.

4 I have a recommendation for public transportation.
5 Modesto has the Virginia corridor. It used to be the
6 TID [sic] tracks when it was originally created. It was
7 a commute train from Modesto to Stockton. Later when
8 the canneries came in, it was used to haul the produce.
9 When the canneries closed, the tracks weren't used. As
10 a child, I lived near those tracks and I'd walk to the
11 tracks and on the tracks to get to Davis, to get to MJC.
12 It's nice that they're using a path now. That path that
13 Virginia corridor ends at is Bangs [sic] Road there. If
14 we put in an Ace Train station at the north end of Bangs
15 [sic] Road, we could run that on the existing tracks up
16 to Escalon, install a station there. This station would
17 be beneficial for Riverbank, Oakland, Knights Ferry,
18 Stockton, all of the smaller communities on the east
19 side of the valley.

20 To get to the Ace Train station in Escalon from there
21 it would curve northwest towards Stockton, it comes in
22 -- just the existing tracks come in just below the
23 Stockton airport. A shuttle bus could go back and forth
24 between it. And the airport would benefit people trying
25 to use the Stockton airport, and a shuttle bus on north
1 to Stockton would allow connections. There would have
2 to be a curve, wide curve, southwest to connect it up to
3 the existing Ace Train tracks, and then it would hit all
4 of the Ace Train stations all the way to San Jose.
5 This would take millions of cars off of the road. It
6 would be safer in the winter with the fog that the
7 valley gets, and the rains and such, it cuts down on the

8 smog. It's a win-win situation for everyone.
9 I am concerned that these corridors are going to
10 route around Riverbank and Oakdale, and those
11 communities are going to lose the tourist dollar as part
12 of their revenue. Not only is this impacting our ag
13 lands, it's impacting our communities. And how are they
14 going to address that?
15 Thank you

Dictated Comments at Public Meeting on Wednesday, November 20, 2008

1
2
3
4 Public Hearing
5 November 20, 2008
6
7 North Corridor Stanislaus County Connector Project
8 Oakdale Community Center
9
10 Oral Statements Taken By: Tara A. Lohman
11
12 KEN KRAUSE
13 ADDRESS: 8806 Wamble Road Oakdale, CA 95361
14 PHONE NUMBER: 209.848.2525
15 KEN KRAUSE, present at 7:20 PM on his own behalf, stated
16 as follows:
17
18 What I'd like to know is why they're not tying the
19 eastern in -- they're not showing that they're tying the
20 eastern into the divided highway on the other side of
21 Knights Ferry.
22 My concern is if you have a four- to eight-lane
23 highway plugging into a two-lane highway, it's going to
24 be a terrible bottleneck there, and could be a situation
25 where a lot of accidents can happen because you have a
1 lot of traffic and have the equipment moving and these
2 kinds of things.
3 That's it.
4 Thank you.
5
6 CHAROLETTE WAGGNONER
7 ADDRESS: 1600 Irvin Court Oakdale, CA 95361
8 PHONE NUMBER: 209.847.0369
9 CHAROLETTE WAGGNONER, present at 7:39 PM on her own
10 behalf, stated as follows:
11
12 This is the most stupid thing I've ever seen. I
13 worked on the bypass committee for five years on the
14 north area. We were promised that if we bought a lot of
15 land and we took our dream houses -- and we stopped it.
16 And at that time we were told by County and State that

17 we could never go south, because one was owned by the
18 State and one was controlled by the County.
19 All that money was spent. All those exports'
20 studies, they were just college kids making a good
21 living and didn't know anything about the project, and
22 it was a whole mess.
23 I've worked on this for sixty years. I said thirty
24 years ago I didn't want to see it in my lifetime, and I
25 don't expect to see it in my lifetime now.

1 Thank you.
2 For a long time, Briggsmore or another street -- that
3 was supposed to go through to Albergs [sic]. That never
4 happened, either. So much for planning.
5

6 PAUL FOGERTY
ADDRESS: 14943 Warnerville Road Oakdale, CA 95361
7 PHONE NUMBER: 209.847.6906
8

9 PAUL FOGERTY, present at 7:48 PM on his own behalf,
10 stated as follows:

11
12 You're swinging too far to the East. It needs to
13 come in close along the railroads, close to the airport,
14 and that way you can keep Oakdale there. Because, as
15 far out as you're shifting, it's not going to -- it's
16 not going to meet your goals.
17 Also, at road costs per mile, it's ridiculous.
18 Thanks.
19
20

1 WILLIAM FEGARTY
ADDRESS: 265 California Street Oakdale, CA 95361
2 PHONE NUMBER: 209.847.5271
3

4 WILLIAM FEGARTY, present at 8:06 PM on his own behalf,
5 stated as follows:

6
7 I would like to see an alternate route on the east
8 side of Oakdale through for fear of the influence of
9 Oakdale since that land is going to be developed anyway.
10 And, there is an expressway designed for that. Why not
11 combine the North County Corridor with the expressway
12 through the east side of Oakdale and make it one
13 project?
14 Thank you.
15

16 CARLA COTTRELL
ADDRESS: 7535 Patterson Road Oakdale, CA 95361
17 PHONE NUMBER: 209.848.8806
18

19 CARLA COTTRELL, present at 8:14 PM on her own behalf,
20 stated as follows:
21

22 I do not want a freeway going by my property! !.....
23 you put an exclamation with that?
24 Okay. I feel that by doing the meetings this way,
25 rather than having a public forum meeting, the people in
1 charge are avoiding real public discussion about this
2 corridor. By doing this, where people come individually
3 talking to you or individually write their comments on a
4 paper -- that doesn't even say it's going to be read but
5 that it will be filed, and my feeling is it is going to
6 be filed in a garbage can.
7 And by doing it in this way, they're not allowing
8 real public discussion, because they really don't want
9 public opinion. And that's one of the reasons that we
10 mistrust people in public service.
11 I understand that they don't want people to be upset,
12 that they don't want to have confrontation, but
13 sometimes that's the only way you can get to the bottom
14 of issues. And people have to be able to air the things
15 they feel, and you have to hear the concerns the people
16 have, and the things that people say, and what other
17 people think, because they may think of something you
18 haven't thought of.
19 And so, I really feel that they don't really want
20 public discussion.
21 If I know something and I stand up in a public
22 meeting and I say something about it, there may be other
23 people in that meeting that have that same issue. But
24 we will never know that because it's all being done
25 individually and put in a box that probably the same
1 people are going to read them all. And, if they did,
2 they wouldn't read what they read from the last one to
3 this meeting.
4 So, it's just a way of inviting us in to say, "We
5 want to know what you think when we really don't want to
6 know what you think. We just want to do what we want to
7 do." And that just really makes me angry because I'm a
8 taxpayer. I pay lots of taxes. I have worked for most
9 of my life. I have great faith in this country and the
10 people in this country, but I have very little respect
11 for whoever's running this because of the way it's been
12 done. And unfortunately, we've come to that place in
13 our country where we have very little respect for our
14 leaders and people in public service for exactly this
15 reason.
16 You cannot just shove things down their throats,
17 especially Americans. This is not involvement in the
18 process, this is pretend involvement in the process.
19 It's a ploy, and I'm not so stupid that I don't realize
20 that. And I want you to know that whoever is going to
21 read this -- if anybody is. I mean, I'm not even sure
22 you're going to read my comments I've made. I've made
23 plenty of them -- some more than once, and it's
24 irritating.

25 I am upset that they did not have a public forum
 1 meeting where people could come and air. I understand
 2 that it's going to be confrontational. I feel like it's
 3 confrontational for me on the other side, but I would
 4 still be willing to listen to what people have to say.
 5 And, if it's really in the public good -- if that's
 6 really the reason for taking the freeway by my house,
 7 then I would understand that and I would have to feel
 8 that that would be okay.
 9 But, doing this this way is very offensive to me,
 10 unless they're going to allow us to have an open forum
 11 at that point in time, which I don't see on their
 12 schedule. In this meeting, it would just be a way to
 13 let people think they could air their views, and I don't
 14 think people are really going to care, but I don't know
 15 how else to let people know that.
 16 Thank you.

17
 18

1 JANET METINA
 ADDRESS: 2098 Rapunzel Court Oakdale, CA 95361
 2 PHONE NUMBER: 209.847.6527

3
 4
 5
 6

7 JANET METINA, present at 8:23 PM on her own behalf,
 8 stated as follows:
 9
 10 I'm here tonight because I'm a land owner and our
 11 family ranch that is a home was started in the 1870s is
 12 part of the route that will be taken by the bypass.
 13 I'm concerned, because I've lived here in Oakdale all
 14 my life, and I'm fifty-three years old. I moved away,
 15 went to college, came back here and raised a family.
 16 I'm concerned, because I feel that the agricultural
 17 lands in this area will be compromised by these routes.
 18 I am curious to why the northern bypass has been
 19 abandoned. I feel that the reason why it has been
 20 abandoned is because there are very large, expensive
 21 homes on the north side of Oakdale that have more
 22 influence over our government officials than we do as
 23 agricultural land owners.
 24 I do not wear a big diamond ring on my finger. I
 25 wear the same pair of shoes every day. I am a special
 education teacher here in Oakdale. I have triplets. I
 have an older child, and my husband is a general
 contractor that makes his living in both agricultural
 reasons because the cow business and in house building.
 1 Our family has had that ranch out there for a hundred
 2 and fifty years, and so we are here for the duration.
 3 And, I feel that the traffic here in Oakdale is not
 4 bad. I don't think that we need to build a corridor that
 5 goes up to the Sierra Nevadas and Foothills, because I
 6 think that will encourage more developers and more
 7 subdivisions in our native California lands.
 8

9 Where are the Red Tail Hawk going to live? Where are
10 the coyotes and the wildcats going to live? What will
11 happen to our Sierras and to our Foothills? They will
12 be paved over by subdivisions.
13 I feel like our area is rapidly becoming the
14 low-income area of California. As an educator, I see
15 that twelve to sixteen percent of Stanislaus County, San
16 Joaquin County, and Merced County are college graduates
17 at the age of thirty. I see a huge dropout rate from our
18 high schools, and our low education rate here in the
19 Central Valley makes us much like an inner city.
20 We are ignored by state politicians. Our county
21 politicians want to bring in developers to pay their
22 bills, and our city politicians want to bring in
23 developers to pay their bills.
24 I don't want this area to grow. My husband does fine
25 with remodels, maybe a new construction here or there,
1 every year or so, one at a time.
2 I think there needs to be a moratorium building, and
3 I feel that the bypasses are a joke. All it is going do
4 is going to bring people through that area, into areas
5 that are more desirable to live in like the Sierra
6 Nevadas and the Foothills, and I'm tired of it.
7 I wear the same pair of shoes every day.
8 Thank you.
9
10

Appendix F: Meeting Sign-in Sheets



Date: 11-13-08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
MARK STONE	—	330 St. Francis Ave	AARDVARK@softcom.net	521-0681
BRAD P.H.S	—		BRAD.PHS@ATT.NET	484 6961
MARK GROVER		2829 Kieman Ave Modesto 95356		545-3223
Judy Sly	Mod Bee	P.O. Box 5256 Mod 95352	jsly@madbee.com	578-2317
Ieland Jamison		5307 Tully Rd Modesto CA 95356	Jamisonfamily@juno.com	545-3487
RON OWEN	MODESTO CHAMBER OF COMMERCE	3205 CARAWAY CT. MODESTO, CA 95355	RONAWO@CUMCART.NET	551-9358
Gerda Jalliff		6173 Dale Rd Modesto Ca 95356		

Thank you for attending. Gracias por su asistencia.



Date: 11/13/08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Bill Mussman		1101 Sylvan Ave Modesto Ca 95350	wmussman@aol.net.com	209 604 5452
Ann Mussman		319 Clavibel Rd, Mod 95356		209/524-1992
Angie Darcy		1601 Kieman Ave Mod 95356	wren10ter@yahoo.com	
Akachi Anago		4195 Callahan way Modesto 95350	akachi.anago@y.com	209-200-1874
Patty Heckendorf		P.O. Box 576066 Modesto, CA 95357	pheckendorf@gmail.com	209 572-2811
Tom Hayward		1637 Ladd Rd Modesto Ca 95356		809-545-5762
JOEL E. IVIE		5109 FARKS AVE 95369	jevie@shelburne.net	209-464-6481

Thank you for attending. Gracias por su asistencia.



Date: 11/13/08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Jim Ashby		201 Crawford Rd.	—	209-544-2744
Ken Bittner	None	12834 Maxwell Dr TUSTIN, CA 92782 5418 Caffee Road	bittners@cox.net	
11 Bob & Kelly SBORGIA	None	5713 Tully Rd	Ksborgia@msn.com	(209) 545-1896
Ron ROAKS	PRUDENTIAL COMMERCIAL REAL ESTATE	1101 SYLVAN, SUITE A25 MORFET 95350	RUROAKS@PRUDCOMMERCIAL.COM	209-228-5197
Dale Donahue		636 Ladd Rd		526-0515
David Metzger		1491 Ladd Rd		545-0548
Darryl Donald	SNOW WHITE DRUG & RUMORHART / OAKDALE	3442 Alchison	SNOW WHITE FOOD EXHA	6024 381
Sabrina Pinkew	StamCOG	5201 Bigben Ct. Salida	Sabrina@stamco.com	(209) 818-2554
Gregg Oxley	Allen A. Wygoner Cons. Eng & Underground Contractors Association	5342 Tully Rd.	gregg@aaawgoner.com	(209) 549-8288
FRANK BAUARO	BAVARO RANCH	22280 Sexton rd. ESCALON CA 95320		209-573-3178

Thank you for attending. Gracias por su asistencia.



Date: 11-13-08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Hedder Garcia		95356 5121 TULLY ROAD	HGarcia@valleyremediation.com	209-540-7788 209-531-1224
NICK THORNBERY	UNKE INC.	13308 WATERWAY DR. WATERFORD, CA 95386	NICKTHORNBERY@SBORGIA.NET	209 674-3154
Ken Thornberry	UNKE	1932 Richard Way, Ceres, CA 95307		209-495-9234 538-8492
WILLIAM ROSS, JR		3818 ROBERTS RD CERES, CA 95307		209-656-6615
EILEEN OHLSON		106 Claribel Rd Yuba City, CA 95356	ohlson@clearwater.net	(209) 876-3470
PAUL WARDA		3232 LADD RD 95356		545-0984
Jeffrey Levers		1567 Sophie Lane Escalon 95320	jlevers@sjgov.org	
Sue Smith		6147 American AV 95356		545-5461
Jeanie Kuse		4455 Roeding Rd. Ceres, CA 95307	jeanie2@gmail.com	
Zilie Nogueira		1976 E Charter Way		948-3930

Thank you for attending. Gracias por su asistencia.



Date: 11/13/08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
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Silvia Dayak	Caltrans	P.O. Box 2048 Stockton CA 95201		209-941-1963
John Bricketts		P.O. Box 11600 Oakdale 95361	John P Bricketts@yahoo.com	404-6550
John Thomas	Caltrans			
Diak Monteth	BOC			
Betty Harrell		3125 Tully Rd. Modesto 95356		545-0592
Terry Wyllie		5206 Tully Rd Mod 95356		545 0211
Max & Marylou Gianini		473 St Francis Ave Modesto, CA 95356	MFGianini@4net.com m-p.gianini@hotmail.com	545-2189
Helen Edwards		5250 Kelly Rd. Modesto CA 95356	helenedwards@real estate.ca	543-0884

Thank you for attending. Gracias por su asistencia.



Date: 11/13/08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Kelly Darpinian		2131 SEASX Rd Escalon 95320		838-1690
Roxanna Horne		5849 Claribel Rd. Oakdale, CA 95361		
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Mike Ernst		5942 American Ave Modesto CA 95356	mdernst@aol.com	
MARINO GIANNINI		2472 KERNAN MODESTO		
Wm McKinney		1106 St Francis Ave MODESTO 95356		
Doug Basmajian		6060 American Ave Modesto CA 95356	Info@CRRANCHPETOTEL	545-1255
Matthew Tablit		35304 Silverstone Circle Salida Ca.	M1tablit@abcglobal.net	545 5799
Ronald R. Greed Beallev		3902 Kall Rd Modesto Calif.		545-1784

Thank you for attending. Gracias por su asistencia.



Date: 11/13/08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
GARY DARPINIAN	K. DARPINIAN & SONS INC	5913 COFFEE RD MODESTO 95357		209-524-4442
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Tom Davis	SCFB	1201 L STREET, Modesto 95354	tomcastanford@comcast.net	209-522-7278
Gregg Meloni OXUP		5342 Tully Rd Modesto		209-543-6393
Helen Wang	City of Modesto	4808 Sun Dawn Pl. Salida 95368		575-5190
Tim Baum		3867 LAPP RD Modesto, CA 95356		209-515-7860
Kurt Bess	Stanislaus County	1010 10th St Salida 95354	Doyle@stanislaus.com	
Carla Cottrell		7535 Patterson Corbett	escottc@earthlink.net	(209) 848-8808
GARY COTTRELL		" " "	gcottrell@earthlink.net	" " "
Russ Hannink		5437 McHenry Ave Modesto 95356		

(12)

Thank you for attending. Gracias por su asistencia.



Date: 11/13/08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Beverly Tillman		1536 Kiernan		545-1087
Irene Froboe		3604 Corte Madison Ave Modesto 95356		529-1834
Wayne Virginia Gilbert		4220 Campbell River Dr Salida 95368	vgilbert74@sbcglobal.net	650-787-1360
John + Anna VanKeller		6118 Pittman Rd Salida, CA 95368	RVR745@AOL.net	648-3777
Robert Froboe		521 E Clairibel Rd Modesto Calif 95357		869-2652
John + Barbara Padnos		1885 Ladd Rd Modesto CA 95356		545-1717
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Tom VanderVeen		5366 American Ave	Tom.Vanderveen@sbcbal.net	545-1954
Tim Moran	the Modesto Bee	P.O. Box 5256 Modesto 95352	Tmoran@modbee.com	577-2347
Theresa Johnson		4525 Sunburst Rd, Salida 95368	mama_squirrel@earthlink.net	543-9093

(13)

Thank you for attending. Gracias por su asistencia.



Date: 11/13/08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
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Rod Wright		1604 St Francis		(209) 545-2923
x1 Mike + Lisa Giannini		Po Box 69 Hickman 95323		209 874 5088
Jodi Wegrink		5305 Cypress Crk		986 9950
Jack B. Brown	-	P.O. Box 569 Salina	-	209 545-0328
JOEY VARGAS		1506 SAINT FRANCIS	-	209 543-9035
JAMES MACIAS		5250 Tully Rd		209-604-6134
x1 AL & LINDA WAGNER		5306 Tully RD		209-581-4021
DAVE TANNER	Prudential RE	1101 Pythian A25 Mod 95350	dtanner@pnccommercial.com	758-3108 209-538
x1 Audrey & Roy Madalena		618 American Ave Modesto 95356	rc.maddesbcglobal.net	209 545-1802

Thank you for attending. Gracias por su asistencia.



Date: 11/13/08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
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Scott Smith	Caltrans	"	scott_smith@dot.ca.gov	(559) 943-9223
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Craig Miller	Caltrans	"	qa.l.miller@dot.ca.gov	(559) 243-8274
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Robert Wery		Po Box 1156 Salina, CA 95368		209 540 3521

Thank you for attending. Gracias por su asistencia.



Date: 11-13-08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
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JAMES VELLA	P&J RANCH	5913 DALE RD MODESTO 95356		209-5450614
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Melodi Row	Clouds Ranch	2017 SAN MARINO BLVD Modesto CA 95355	mela10071345@yahoocn	577-3800
MATT MACHADO	Stan. County			525-7581

13

Thank you for attending. Gracias por su asistencia.



Date: 11-13-08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Mary Curtoni	Private	10 Willowood Dr #10 Oakdale CA		
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Ashley Dolezal	"	"	ashley@buehkecommunications.com	

Thank you for attending. Gracias por su asistencia.



116 TOTAL

Date: 11/20/08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
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Steve & Ellen Dickson		10537 Alvarado Rd Oakdale, CA 95361		845-8815
Kathy & Fred Stepp		4554 Wellsford Rd. Oakdale	KFSTEPP@Yahoo.com	577-3374
A.K. GOTTSCHALK		Box 1428 OAKDALE		845-8980

Thank you for attending. Gracias por su asistencia.



Date: 11/20/08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
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EDWIN SchALI		13860 ORANGE Blossom Rd		209-848-8582
Krista Smith		11843 Orange Blossom Rd.	Smith kt@velociter.net	847 9595
DAVE HENDRICKS		1966 Alta Ct OAKDAL 95361		209 848 4803
Maryl A. TAGAW		8762 Rodden Rd OAKDALE 95361	Maryl.Tagaw@NA. MYKLOGISTICS. com	209 848 4679

Thank you for attending. Gracias por su asistencia.



Date: 11/26/08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
JAMES LOTZ		9030 ALVARADO RD		209-847-1961
Rae & Julie (Hoffman)		10355 WORKMAN RD OAKDALE		209-845-2111
E E Wagoner		1600 IRVIN CT 95361		209 847-0367
Rex DALRYMPLE		10506 CLARIBEL		209-847-9420
Madel Verra		6860 Crawford		404-5980

Thank you for attending. Gracias por su asistencia.



Date: 11/26/08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Rona Janet Reinitz		95361 10149 Alvarado Rd. Oakdale	RIANTZ@AOL.COM	209-847-4862
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Mike Ashur		14207 Warnerville Rd Oakdale	MurphyDog@clearwire.net	872-3465 847-1464
Jennifer Holzum		P.O. 190 Oakdale	HolzumJH@yahoo.com	209-848-8784
Bruce deVisser		4500 Albans Rd Oakdale	BruceVDairy@AOL	541-4757
Leta Lutz		5700 Oakdale-Waterford Hwy Oakdale	FrRichard@pc-intouch.com	847-1196
Eric Lammann		1482 ST FRANCIS MORSEVILLE CA		

Thank you for attending. Gracias por su asistencia.



Date: 11/20/08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
George Debra Santillanes		7601 Patterson RD Oakdale CA 95361		847-8671
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Bill & Linda Johnson		421 N. Maag Ave. Oakdale 95361		
CELI A ACEVEDO	MILD	P.O. Box 4060	CELIACE@MILD.ORG	526-7433
DAVID DONOVAN		461 TREECREST CIR., OAKDALE		847-7119
FRAN BRYANT		972 S. STEARNS RD, OAKDALE	Fran 7777@sbcglobal.net	847-4024
DAN BRYANT		" " " " "		
JOHN ONKEN		7583 PATTERSON ROAD	JOHNKEN@EVELOCI.TE.NET	847-8681

Thank you for attending. Gracias por su asistencia.



11/21/08

Date:

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
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Gary Cottrell		7535 Patterson Rd 95361 Oakdale	" " " "	" "
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Chuck Cross	" "	" "	"	"
Sid Dadruss		5907 C-oo Rd.		
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WESLEY FIRCH	NONE	1585 WOOD APT 130 OAKDALE	NONE	NONE
JEFF GROVER	STANISLAUS CO	190 10th St Merced CA 95354		525-6560

Thank you for attending. Gracias por su asistencia.



Date: 11/20/08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Phil Hudson		P.O. Box 216 Waterford, CA 95386	philohud@hughes.net	209-847-6202
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John Roen Jr		Warner, Valle, Ca		
Sandi Casey	Holgen Enterprise	P.O. Box 1543 Oakdale, CA 95361 Residence 6440 Emery Rd		(209) 606-4311
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Bonnie Fogarty				
Jim + Linda Griffiri		10407 Workman Rd Oakdale		847 4150
JEFF JONASMA		P.O. Box 2097 OAKDALE, CA 95361		848-9355

Thank you for attending. Gracias por su asistencia.



11/20/08

Date:

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
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Claire Bromund	ICF Jones & Stokes			
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CHUCK PENNINGTON		5019 CROW RD. OAKDALE, CA.		209 847-0673
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The URBAN'S		10424 WORKMAN rd OAKDALE		848-8122
Henry Van der Pol		16996 Sexton, Escalon		830-8685
Vickie Thompson		1137 S. Stearns Rd. Oakdale		848-0830
Christine Kaplan	Kaplan Real Estate	PO Box 452 Oakdale	Kaplanrealestate@ATT.net	847-5253

Thank you for attending. Gracias por su asistencia.



11/20/08

Date:

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
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PATRICK CASSET		6440 EMERY RD OAKDALE 95361		209 988 7079
LOREN *Karen Valenzuela		PO Box 1135 10536 Warnerville Rd	KValenzuela@yahoo.com	847-5660
SUSY LOZA	City of Oakdale Public Works	455 S. PINE AVE OAKDALE CA 95361	SLOZA SLOZA@ci.oakdale.ca.gov	845-3600

Thank you for attending. Gracias por su asistencia.



11/2

Date:

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
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Kunt Hekstra	Hekstra Dairy	10836 Hwy 120 Oakdale		765-2932
Pete Dykzcal	Hollandale Dairy	5829 River Rd Oakdale		872-7080
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Jackie Dubach		320 N 6th Oakdale	Dubachj@yahoo.com	209 847-6613
ROBERT HOYER	OAKDALE FIRE DIST	1398 EAST F. ST OAKDALE	HOYERORFD@SBCGLOBAL.NET	847-6898
Bill Douglas	10224	10224 Wakman Rd	CAIGRAZE@hotmail.com	845-1887
Vince Jamison		223 Maple Avenue Ripon, CA 95366	jamisonv@masters.edu	404-8595
Walter Full	Oakdale Cheese	10040 Hwy 120		

Thank you for attending. Gracias por su asistencia.



11/20/08

Date:

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
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Gilbert Reynolds	Ranching	P.O. Box 931 Oakdale, Ca.		209-847-2311
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Gerard Vandenberg	GTH Dairy	16841 Sexton Escalon		209-765-6225
Steve Hoff	Hokumawats, Home	807 S STEARNS		201 444-7155
Chris Lane		10513 WORKMAN RD OAKDALE		848-9411
Robert Cushing	Farming	11555 Sierra Rd Oakdale		845-1533
Stefany Gonzalez	STANCOOR	900 H ST. MODESTO	wjammal@stancoor.net	525-4600

Thank you for attending. Gracias por su asistencia.



11/20/08

Date: 11/20/08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
JUDITH BUETHLE	JBC	P.O. Box 773, Stockton 95201		
Ashley Dolezal	JBC	" "		
Coreen Huey	JBC	" "		
Kris Balaji	Jacobs	108 Promenade Cir, Sacto.		
Tara Lohman		475 Forest Hills Dr Tracy CA 95376		

Thank you for attending. Gracias por su asistencia.

