

North County Corridor (NCC) Environmental Focus

Meeting Summary

August 19, 2008

10:00 a.m. – 12:00 p.m.

1. Welcome, Introductions & Agenda Review **(08/019/08 Agenda Item #1)**

Mr. Balaji welcomed everyone to the meeting. Christine Cox provided an overview of the project and emphasized the urgency of completing the CEQA for Route Adoption. Caltrans is an active partner in the project team and the Caltrans role is more interactive than typical project oversight. Caltrans representatives worked with StanCOG and the consultant team in developing the approach that is being presented. Caltrans leadership has made a commitment that this project will be a state highway.

The following comments were added to the agenda review:

- Provide clarity to the project's expectations and the outcome of the product.
- Ms. Hibbard added that she would like to see concise and clear requests when they come to Caltrans, especially when it involves the NCC project, buildable segments or any environmental issues that may arise as the research develops.

The group agreed and no additional comments or items were added to the agenda.

2. Meeting Purpose **(08/01/08 Agenda Item #2)**

Mr. Davis from Jacobs explained that the purpose of the meeting is to review the new approach that will be taking place with this project. The purpose will be on the focus on the initial route adoption process. He made the group aware of the two environmental reports rolled into this process as one, in order to obtain funding from the CTC and ultimately move forward to the construction phase.

Mr. Balaji stated that though we are on accelerated schedule, the quality of work will not be compromised, nor any corners cut to meet the deadlines. He indicated that, however, as we move forward in this process, he is looking up to the team to come up with innovative ideas and creative solutions that will produce a high quality product while accelerating the schedule.

3. Project Overview **(08/01/08 Agenda Item #3)**

Mr. Balaji provided a brief overview of the project starting from the Oakdale Bypass project to where we are today. He talked about the Feasibility Study, and the Preliminary Design Report (PDR) that was prepared to program the PA&ED into the 2008 STIP. He explained the urgency behind the critical milestone (CEQA for Route Adoption), and the reason that it must be completed by Fall of 2009 to qualify for 2010 STIP funding.

Ms. Christine Cox from Caltrans added that the first step in getting the project's documentation ready for review for funding at the 2010 STIP funding process is to

complete the official route adoption, complete the analysis of the buildable segments and designation highways. She stated that much of the prior studies used for the Oakdale bypass will be of use as there was a southern alignment. She also noted that for route adoption projects, the focus should be on the connections and typically less detail on the generally broad and unrefined alignments in between.

“The second milestone of the NCC project in preparation for the 2010 STIP funding process is a bit more challenging, which involves identification of logical termini and independent utility” stated Ms. Cox.

Overall, the NCC project is anticipated to be supported at the state level. It also anticipates that the sales tax measure being introduced in the November ballot will assist in generating extra revenue for construction of the project.

4. Environmental Process

(08/01/08 Agenda Item #4)

Mr. Davis explained to the group the necessary steps to get this environmental process moving forward. He mentioned the level of analysis and to anticipate issues and the purpose of the studies is to support the route adoption decision. He mentioned the databases; the technical analysis formats to be used in the reports and how to get the environmental reports ready for public viewing.

The group discussed the “Route Adoption PEIR” and the “NCC Tiered Environmental Documents” at great lengths. Bryan Apper explained the importance of using the Caltrans guidances for cumulative and growth-related indirect impacts and the need for convening a “focus group” as part of the cumulative impact analysis. He also informed the group that the route adoption process requires that upon adoption by the CTC of the route, all affected local agencies have a limited time (about 120 days) to amend their applicable General Plans to incorporate the route into their local plans. This is outlined in the Streets and Highways Code.

Mr. Apper reminded the group that the Gold Book and the SER are the primary process references for the project and to keep in mind that if NEPA documents are completed and no actions take place for 10 years, then the cost must be repaid to FHWA. Ms. Cox explained that the NEPA/CEQA document will identify buildable segments with independent utility and these will be pushed forward.

The group agreed to develop two communication plans. The first communication plan should be generated for internal purposes. The second communication plan should be geared towards the public outreach aspect of the project.

The group agreed to share information with each other to streamline the process and be more cost effective.

Mr. Apper suggested the use of the EIR/EA template in the planning process of this document. Mr. Smith will discuss the best outline with Caltrans staff and inform the consultant team which outline should be used. Ms. Hibbard commented that the Preliminary Design Report will provide the details needed for the second phase of the study, so it’s important to “double duty.” There will be additional traffic analysis. Mr. Roschen agreed with Ms. Hibbard and stated, “...if you see a need, but it won’t affect the

schedule, go ahead and do it. It would be very cost effective for the second phase of the project.” Mr. Balaji concurred.

It was also recognized that the project had three relationships. The first is to get the legislators involved in the process, especially since in 1984 when there were law revisions to process. The second step associated with the relationship of the project is funding. Mr. Davis asked the group to be prepared and be flexible with the “ups and downs” that come when trying to fund a project before the CTC Board Members. The challenging aspect to this project stated Mr. Davis, “...is the cost associated with the construction of a project this size, so be flexible when we are asked for more documentation to justify the environmental aspect of the project.”

Mr. Davis will be sending out a schedule to all meeting participants for review and comment.

The group mentioned the inter-agency coordination and getting them involved in the process, so that when the reports are presented for review that these agencies will be aware of the NCC information and be supportive of the process.

At the conclusion of these discussions the group concurred that an EIR will be prepared to support the Route Adoption decision. Multiple alternatives may be considered but the project will generally be a broad line on the map with no precise engineering.

The group concurred that a Notice of Preparation (NOP) without an initial study will be required. However, until the project team concludes western terminus discussions, it would be premature to issue the NOP and schedule Scoping meetings. The public involvement plan to be developed by Judith Buehe will outline the public communications protocols. All project team communications are coordinated through the Caltrans PIO.

5. Roles and Responsibilities *(08/01/08 Agenda #5)*

The group went around the table and shared with their roles and responsibilities. As each participant shared their roles and responsibilities, a question and answer session developed among the group, providing clarity to the expectations and direction.

It was clarified that given the nature of the programmatic review of the Route Adoption EIR, the standard Caltrans environmental technical studies would not be applicable (e.g., CIA, NES, HPSR, etc.). Technical experts discussed data needs and reporting formats as part of their presentations. The group concurred that the technical teams need to remind themselves that the programmatic analysis is not field data intensive and existing databases with limited verification will suffice. For example, no wetlands delineations or cultural resources field inventories will be required. It was explained that the region has a cultural resources sensitivity model that will be useful for the programmatic analysis.

Issues of concern that came up during the “question and answer” session were items such as, the selection process of a general corridor as a route adoption, how public notices should be handled during the public outreach process, Caltrans procedures before information is presented to the public or board members, how questions from the public should be handled during the public outreach format, the difference between the engineering and environmental effort, public outreach flyers, press releases, email distribution procedures,

technical analysis of the environmental studies, project documentation filing procedures on the Caltrans server and website updates, the project's deliverable deadlines, the risk associated with dairy farms close to the NCC Corridor and a planning approach for the EIR using a new template reducing "reviewing time" and the schedule.

Review times were discussed. The Caltrans PIO requires 30-days advance notice of the Scoping meetings. The schedule will need to reflect this upfront time. This will be part of the Public Involvement Plan. Ms. Cox recommended and the group agreed that an ongoing coordination meeting (following-up on this meeting) occur on a regular basis. Initially these will be monthly and will transition to quarterly face-to-face meetings with additional teleconferences as appropriate.

Caltrans has an established quality review process which Mr. Apper will lead. He explained that the Draft EIR will have a 20-day QC review schedule and the Final EIR will have a 14-day QC review schedule. Other internal QC reviews by subject matter experts will occur as technical memoranda are developed. Overall, there is a standard 8-week quality review process which Caltrans requires be included in the project schedule.

Mr. Hightower requested that the Public Involvement Plan include early preparation of a project fact sheet that can be available at the Planning Department counters of all the JPA member agencies. It is important for all participants to provide consistent and current information about the project.

6. Wrap up and Meeting Summary *(08/01/08 Agenda #6)*

Mr. Davis, Mr. Balaji, Ms. Hibbard and Mr. Roschen wrapped up the meeting by each providing a brief synopsis of the main points covered in the meeting.

In the wrap up of this meeting, the following action items were developed:

Action Item	Responsible Party	Due Date
1. Press Release	Judith Bethle	Pending
2. Traffic (Scope of Work)	Eddie Barrios	Pending
3. Investigate mapping with Layers on FTP site	Theron Roschen	September 22, 2008
4. PDT Mtg Coordination for September, 2008	Ernie Cute	August 28, 2008
5. Set 30 minute Environmental Meetings for Sept. & December.	Ernie Cute	August 28, 2008
6. Traffic Focus Meeting	Christine Cox	ASAP
7. Provide Aerial Software to team	Theron Roschen	August 28, 2008
8. Create FTP site send to Scott. Scott to distribute to CT staff	Theron Roschen/Scott Smith	August 28, 2008

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|------------------------------------------------------------------------------------------------|--------------------------------|-------------------|
| for uploading of prior studies | Scott Smith | August 28, 2008 |
| 9. Send new EIR/EA template to Mike Davis add in CEQA conclusions | | |
| 10. Link web site to Caltrans | Jacobs | When available |
| 11. Investigate Route adoption legislation | Kris Balaji | September 8, 2008 |
| 12. Develop Communication Plan | Kris Balaji, Christine Cox, | September 8, 2008 |
| 13. Send Project Schedule to Scott | Theron Roschen
JD Hightower | August 24, 2008 |
| 14. Send date and location of County Planning Director's mtg. to Theron | Jacobs Team | August 28, 2008 |
| 15. Coordinate with County and Caltrans PIO's | Jacobs | When necessary |
| 16. Prepare a project team roster with parallel names from Caltrans and the StanCog consultant | | August 28, 2008 |

7. Adjournment *(08/01/08 Agenda #7)*

The meeting adjourned at 12:12 p.m. The next meeting will be scheduled

North County Corridor (NCC) Traffic Operations Focus

Meeting Summary

September 10, 2008

3:30 p.m. – 4:30 p.m.

1. Welcome, Introductions & Agenda Review

Mr. Balaji welcomed everyone to the meeting.

The group agreed and no additional comments or items were added to the agenda.

2. Meeting Purpose

The purpose of the meeting is to obtain Caltrans concurrence on the method and scope of work for operational analysis for the Route Adoption primarily, and the later environmental clearances.

3. Discussion

Mr. Barrios provided a brief overview of the project Traffic Operation methodology and scope that had been distributed in advance. Key requirements identified are at a macro level or roadway “link” level (Daily travel) and Vehicle Miles Traveled and Vehicle Hours. Not proposing detailed operational analysis with peak hour, intersection LOS. This will be differed to later study after Route Adoption. The analysis will include volume/capacity using Stanislaus County General Plan criteria. Mr. Vu stated he will review capacity table per WBS 116.10.35 and provide comments. There was discussion on the title of the traffic study and it was agreed that it should be called a, “Traffic System Planning Study”. The analysis includes over 100 roadway segments on the proposed routes and parallel roadways as this facility will pull traffic from parallel facilities and redistribute them to north/south roadways. This may result in off-site improvements with the proposed first phase project as mitigation.

Differences between alternative model runs will be made for the roadway network and the shifts to and from the proposed roadways will be made. Each will include measures of effectiveness as appropriate. There will also be a significance analysis and identification of any mitigation measures for environmental review. There was a discussion of the level of traffic analysis between the CEQA Route Adoption and the Program Level EIR. The sample project on Placer Parkway was stated and will be posted on the Project file-share. Mike Davis with Jacobs will confirm. The following questions:

- Is there Air Quality conformity analysis in the CEQA Route Adoption?
- What (if any) differences are there in the traffic analysis between the CEQA Route Adoption and the Program Level EIS?

The number of lanes of the proposed alternatives will have to be assumed for the model runs. However, should not be highlighted in the Route Adoption document and with the public. The beginning and end points of the route should be specific.

There was a discussion of the Air Quality conformity year and traffic forecast year. The StanCOG RTP uses 2035. This project will need a 2040 to 2050 completion. An extrapolation methodology will be proposed. It may use the Valley “Blueprint” process that is underway that has land use beyond 2025. The date of the next AQ conformity update with StanCOG is 2012. There was also a discussion regarding a recent process being used in Bakersfield. Jacobs to arrange a discussion with equivalent staff among the two projects.

4. Wrap up and Meeting Summary

Mr. Balaji and Ms. Hibbard wrapped up the meeting by each providing a brief synopsis of the main points covered in the meeting. Caltrans Operations staff requested to attend the next PDT meeting. Laurie Barton and Mr. Balaji were to discuss and get back to them. At the very least meeting minutes will be distributed to the focus group attendees.

In the wrap up of this meeting, the following action items were developed:

Action Item	Responsible Party	Due Date
1. Placer Parkway on File-Share	Theron Roschen, Jacobs	September 17, 2008
2. Traffic Analysis level of detail between Route Adoption and Program EIS	Mike Davis, Jacobs	September 17, 2008
3. Confirm in Writing on Forecast and Traffic Analysis Methodology as Discussed	Christina Hibbard, Caltrans	September 20, 2008
4. Provide Comments on Capacity Table per WBS 116.10.35	Christina Hibbard, Caltrans	September 20, 2008
5. Set Meeting with Fresno CT Staff on Bakersfield process	Kris Balaji, Jacobs	Pending
	Christina Hibbard, Caltrans	
6. Distribute PDT Minutes to Focus Groups	Theron Roschen	On-Going

5. Adjournment

The meeting adjourned at 3:30 p.m.



**PROJECT DEVELOPMENT
MEETING MINUTES
September 17, 2008
1:00 p.m. to 2:30 p.m.**

1. Introductions and Agenda Review ***(09/17/08 Agenda Item #1)***

The meeting began at 1:00 p.m. Introductions were made and a review of the agenda was conducted. The purpose of the meeting is to discuss the project's developments. There were no additions to the agenda; however, the group decided to change the name of the meeting from Project Development Team (PDT) to Project Development (PD) meeting. The group mutually decided to add to the meeting time to an additional 30 minutes.

2. Inter-Agency Issues ***(09/17/08 Agenda Item #2)***

There were no inter-agency issues, other than, the discussion that took place at Planning Director's meeting. It was here at this meeting that the merits of the projects and the description of the project were discussed by the Directors.

It was agreed among the group that a tri-fold brochure needs to be developed with frequently asked questions; in addition, have the brochure provide information to the public about the project. This tri-fold brochure will be passed on to the Environmental Coordinators of the various agencies and other related potential Public Works officials in the area for distribution, and possibly it would be a handy item at the agency's counter for public use.

In addition, Mr. Balaji or Mr. Roschen to provide a monthly update to Mr. Yamzon; which in turn, Mr. Yamzon report the information to the StanCOG Board of Directors.

3. Accomplishments to Date and Schedule ***(09/17/08 Agenda Item #3)***

July Accomplishments

- Met with sub-consultants to clarify scope
- Kick-off meeting held
- Traffic Forecast approach meeting with StanCOG
- Route Adoption Strategy Meeting with Caltrans
- Performed travel time surveys on 19 corridors and began data reduction (about 50% complete).
- Internal Project Controls set up (Schedule, Budget, and Earned Value)
- Presented NCC Project at the City/County Public Works Coordination meeting
- Obtained aerial topographic mapping from Stanislaus County from 2001. However, the files did not contain control points or digital terrain model rendering the mapping unusable
- Obtained GIS line work for parcels, streets, canals, creeks, rivers, railroads, city limits and zoning and created base map

August Accomplishments

- Began traffic forecasting (about 6% complete for Task Order 1)
- Finalized data reduction to travel time surveys
- Directed traffic counting firm to begin roadway volume data collection
- Obtained counts from City of Modesto and County
- Draft Project Charter with Caltrans sent
- File-share website set up
- Obtained property owner database
- Focused Traffic Forecast meeting with Caltrans
- Focused Operations and Traffic Studies meeting
- Focused Environmental approach meeting with Caltrans to clarify roles and responsibilities and identify communication protocols. (Draft schedule has been developed)
- Assembled available environmental databases and technical experts who will be working on the project (combined Caltrans, JPA and consultant team members).
- Web domain names and logo concepts
- Public meeting checklist
- Presented NCC Project at Countywide Planning Directors meeting
- Meet with Caltrans establish photogrammetric mapping protocols, field surveys initiated

4. Communications and Meeting Protocol *(09/17/08 Agenda Item #4)*

This item has been moved to the next meeting due to time constraints.

5. File Share Demo *(09/17/08 Agenda #5)*

This item has been moved to the next meeting due to time constraints.

6. Route Adoption Update *(09/17/08 Agenda #6)*

Mr. Machado and Mr. Balaji provided an update of the Route Adoption Video Conferencing meeting to the group. Please refer to the Route Adoption meeting minutes that will be forthcoming.

7. Risk Mitigation, Charter *(09/17/08 Agenda #7)*

Mr. Roschen presented the general risk development to date, and asked the group to provide additional risk factors that should be tracked. Mr. Roschen is to distribute, at a later date, general risks tracking issues and solicit input from the group for additional items.

Similarly with the Charter issues, there are policies that need to be included with the Charter draft document. Mr. Roschen is to distribute the draft Charter and solicit comments from the group for policy issues that need to be included.

8. Focused Group Update *(09/17/08 Agenda #8)*

Each meeting participant gave their update to the group; however Mr. Vohra made a very valid point on the traffic update to the group. Mr. Vohra stated that Mr. Barrios needs to include a reality check system to validate the model based on land use and that models tend to be overly optimistic; therefore some type of mechanism would be of great benefit to the project.

In addition, Mr. Barrios is to work on the extrapolation methodology memo. The other traffic discussion item that took place among the group was the extrapolation traffic data and from this, the group agreed on the projected completion year of 2030 with a design year of 2050. Mr. Balaji is to send information to Caltrans on the design year.

Next, there was discussion on the public outreach piece of the project. Ms. Buethe reported on the press release and she's to check with Ms. Gail Miller thirty days before the public notice is announced to the public, as a guideline. The other item mentioned during the meeting were the two scoping workshops scheduled for: 1) November 13th 2) November 20th.

Ms. Buethe and Dax Castro are to provide a few more logo samples, so that the PD team can comment on the logos and pick the best one for the project by September 30, 2008.

When it came to the environmental update, the group talked about having the project definition for the route adoption option to include alternatives for using the route adoption option matrix, as the starting point.

Also, Mr. Davis provided a brief update and stated that he was confident that the project is on schedule. Mr. Davis stressed the importance that since we don't have a resolution on the route adoption option strategy, that he'll get started on the four options that were briefly previously discussed. And Mr. Davis stated that it would probably be an added cost about approximately 15% to 20% increase to the project's environmental task; but it would enable the team to stay on schedule. The group concurred.

No updates on design.

9. One Month Look-Ahead ***(09/17/08 Agenda #9)***

This item has been moved to the next meeting due to time constraints.

10. Action Items Update & Wrap up

- Break out schedule with deliverables to Caltrans incorporating their review time – Theron Roschen
- Trifold on project fact sheet for agency counter – Judith Buethe
- Monthly update to StanCOG Policy Board – Carlos Yamzon
- Submit invoice – Kris Balaji
- Design year need to be resolved by October 3, 2008
- Projection of extrapolation by October 3, 2008
- Completed: Get the year of completion from Matt Machado – Laurie Barton
- Completed: Information to send to Caltrans on the design year – Kris Balaji
- Extrapolation Methodology Memo – Eddie Barrios
- Press Release – Judith Buethe

- Public Outreach Notice to be approved 30 days by Gail Miller before publishing date - Judith Buethe
- The four option cost projections by 15% to 20% increase to the environmental task – Mike Davis
- Logos for TAC – Judith Buethe
- Communication Plan Sample – Christina Cox
- Charter to be routed by October 10, 2008 – Theron Roschen

The meeting adjourned at 2:30 p.m.



**PROJECT DEVELOPMENT
MEETING MINUTES
October 15, 2008
11:00 a.m. to 12:30 p.m.**

1. Introductions and Agenda Review *(09/17/08 Agenda Item #1)*

The meeting began at 11:00 a.m. Introductions were made and a review of the agenda was conducted. The purpose of the meeting is to discuss the project's developments.

A category for the review of action items has been added to the agenda for each meeting.

Sign-in Sheet Attached

2. Inter-Agency Issues *(09/17/08 Agenda Item #2)*

There are some communications issues with Caltrans, the consultant group and the local agencies. Caltrans is not sure how we will conduct our various meetings. For an environmental focus meeting, the PDT has a very specific function in project development (this was pulled from the Caltrans Project Development Procedures Manual). Kris looked at the PDPM for CEQA requirements and did not find any such requirement. He stated that a typical PDT is somewhat different from what we are doing here. Everyone needs to be comfortable with flow of information if we are going to be able to get it done in a year. Need a face-to-face meeting to accomplish that. Everyone agreed that the meeting to be set up by Dennis Agar will address this issue.

3. Accomplishments to Date and Schedule *(09/17/08 Agenda Item #3)*

- Public outreach, invitations and property owner data base are set up. The tri-fold is developed. How many copies are needed? Are we just targeting front counters or do we need to take them to public works offices? It was decided that the project would pay for the printing and would start with a small number of copies. There needs to be enough copies for the public scoping meeting. The team decided that we need to provide consistent story, so let's make sure this is the story we want to begin with. There isn't dated material in the tri-fold; it refers people to the Website. Judith needs to check with Caltrans before releasing to the public, but it's JPA's handout so we should not add contact information for Caltrans. The copy of the tri-fold which was presented at the meeting was not the most current one; (the correct one was e-mailed). There needs to be a general consensus on content, then on the designed copy as well. The plan is to have the tri-fold printed and at the counters by next Friday. Ads have been placed in the area newspapers for Public Scoping meetings as of Oct. 24th.
- The plane has flown the corridor but it will take four months to deliver the data. The start of the project was delayed by Caltrans survey and encroachment process to obtain target protocols and set them. For the route adoption, Jacobs will use existing mapping. However, Jacobs will produce new maps starting from western end to the eastern end of the alignment because most changes have occurred on the western end. Jacobs is looking to see if the work can be accelerated. We may be

able to work with material we already have. Is there any additional cost in the work around? If we can't find current information on western portion, we may have to pay overtime to Denver to get it done. We will work with counties to see what mapping they have.

ACTION ITEM – Theron will investigate what the county has, see how accurate it is and try to accelerate deliverables.

- The charter was distributed to everyone. The charter has to go to the JPA Board. Laurie and Christina will meet next week to final the comments.
- The traffic data has been collected and now traffic planning and forecasting are underway. Mike Davis and Scott Smith had a very detailed meeting, will update the schedule to get project back in line. Need to have base mapping by January timeframe.
- Jacobs reports that a draft of traffic forecasting methodology report was completed. The next step is to develop the traffic volumes to share with the team.
- Traffic needs reallocated funds from Task Order #1 to continue work uninterrupted. By the end of the week, Theron to give Laurie a document to show where we are in the budget and then propose what scope we are not going to use in Phase 1. That money could be given to Fehr & Peers to continue. The strategy for Task 2 is to drop all elements in Task 1 that are complete, show those that are partially completed and will be billed out in Task Order 2, and describe all tasks that carry the project through route adoption.

4. Communications and Meeting Protocol **(09/17/08 Agenda Item #4)**

This item will be skipped this week because Communications were discussed in #2 above and Meeting Protocol will be discussed next week.

The Website is northcountycorridor.org. Team decided that the public meeting to be main focus for communication – not to use the Website as a blog where people can read other people's comments. The team met and reviewed the Website and provided comments directly to Judith.

5. File Share Demo **(09/17/08 Agenda #5)**

This item will be deleted from the agenda next meeting.

6. Route Adoption Update **(09/17/08 Agenda #6)**

Re-schedule of cancelled meeting with Caltrans District 6, Headquarters, and JPA. Dennis Agar is setting that up.

7. Risk Mitigation, Charter **(09/17/08 Agenda #7)**

Theron gave out the Risk Mitigation plan in draft form and is looking for comments on the plan.

8. Update on Action Items (Master List)* **(09/17/08 Agenda #8)**

The master list was distributed by Theron. Theron will update the master list based on the discussion. All action items were discussed.

9. Focused Group Update* **(09/17/08 Agenda #9)**
(Covered in other items)

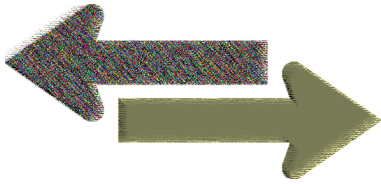
10. One Month Look-Ahead **(09/17/08 Agenda #10)**

11. Wrap up & Action Items* **(09/17/08 Agenda #11)**

1. There will be no invitations sent to Modesto, Oakdale, Riverbank, Stanislaus Counties and StanCOG for the meeting with Kim Anderson and Terry Ogle. Matt Machado has taken the lead to coordinate with Caltrans.
Due Date: N/A
2. Judith Buethe to establish a communication protocol, which is to be discussed at the Dennis Agar meeting. (This meeting will be scheduled by Mr. Agar's assistant).
Due Date: October 31st
3. Judith Buethe to prepare 2,500 tri-fold brochures for printing and ready for distribution at all public outreach meetings. *Due Date: October 30*
4. Judith Buethe is to forward the final tri-fold brochure to Christina Hibbard for Fresno Caltrans Environmental approval before submitting it for printing or distribution. *Due Date: October 27th*
5. Theron Roschen to investigate what Stanislaus County has on file for the "west end" aerial photographs, (since our aerial photography schedule will take another four months to complete). *Due Date: October 28th*
6. Kris Balaji is to add IRRS designation to the risk management plan.
Due Date: October 28th
7. Mike Davis to forward the assumptions and agreements made with Gail Miller and Scott Smith, Fresno Caltrans Environmental department, to Theron Roschen for placement into the charter's documentation. *Due Date: November 5th.*
8. Kris Balaji to email the design year memo to Christina Hibbard. *Due Date: (Done)*

9. Kris Balaji to visit with Anton Kismetian and Ken Cozad to discuss the interchange spacing and relinquishment issues surrounding the North County Corridor project.
Due Date: November 7th
10. Theron Roschen to coordinate a meeting on Task Order Number Two.
Due Date: October 30th

The meeting adjourned at 12:30 p.m.



An East-West Connector

The population of northern Stanislaus County has grown dramatically in recent years. As a result, traffic congestion has increased, and is expected to continue. The Stanislaus Council of Governments (StanCOG) forecasts that the population of Stanislaus County will grow to approximately 823,000 residents by the year 2025. StanCOG also estimates that the vehicle miles traveled in the Stanislaus region will increase by almost 70 percent. The North County Corridor Transportation Expressway Authority was formed to study and propose possible roadway improvements to meet the expected growth.



What is the North County Corridor Transportation Expressway Authority?

The North County Corridor Transportation Expressway Authority Board has five members. Stanislaus County appoints two Directors, and the Cities of Modesto, Riverbank, and Oakdale each appoint one director. Also integral to the Authority are two ex-officio members: the StanCOG Executive Director and the Caltrans District 10 Director. The Stanislaus County Public Works Director is the Authority Manager. The Board meets the second Wednesday of every month at the County/City Training Room located in the basement at 1010 10th Street, Modesto, CA 95354 at 4:30 p.m.

A North County Corridor Transportation Expressway Authority Technical Advisory Committee is made up of five agency staff members representing Stanislaus County, StanCOG, City of Modesto, City of Oakdale and City of Riverbank. The Technical Advisory Committee meets the first Tuesday of every month at the County Public Works Conference Room at 1:00 p.m. at 1010 10th Street, Suite 3500, Modesto, CA 95354.

October 2008

Get Involved

How Can You Help?

Get involved. Give us your comments and suggestions on what the North County Corridor should look like, where it should be located, and other project elements.

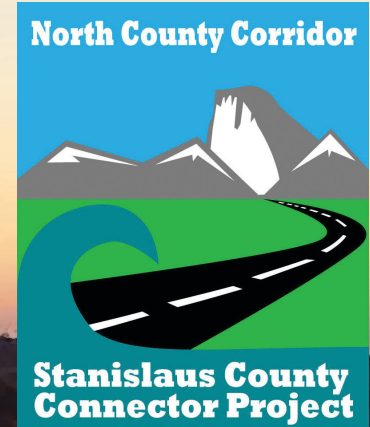
Here is how you can become involved:

- Come to a public meeting.
- Attend a Technical Advisory Committee meeting.
- Attend an NCC Transportation Expressway Authority meeting.
- Call the Hotline toll-free (877) 464-4350.
- Send e-mail to Hotline@buethcommunications.com.
- Write to Public Outreach Coordinator, P.O. Box 773, Stockton, CA 95201-0773.
- Visit www.northcountycorridor.org or www.stancounty.com/publicworks/ncc-main.shtm

Or, feel free to contact:

Matt Machado, Authority Manager
NCC Transportation Expressway Authority
1010 Tenth Street
Modesto, CA 95354
(209) 525-6550

Your suggestions and comments will be acknowledged and shared with the project team.



**High-Capacity
High-Speed
East-West Roadway**

Will:
Meet Future Traffic Needs
Improve Safety
Alleviate Traffic on Parallel Roadways
Accommodate Multi-Modal Travel
Provide Regional Connectivity
Provide for Economic Growth

What Has Been Done So Far?



Two studies have been completed. The first—the North County Corridor Feasibility Study (Feasibility Study)—was completed in January 2008. This study described and analyzed existing conditions and potential route alignments for the North County Corridor, as well as anticipated constraints and likely environmental issues associated with potential alignments.

The second study—the North County Corridor Preliminary Design Report (PDR)—was completed in April 2008. The PDR further defined the conceptual alternatives along the two major alignments proposed in the Feasibility Study.

New studies of the potential environmental impacts associated with adoption of a preferred route corridor alternative are underway.

What Is Being Considered?

The primary purpose of the North County Corridor project is to provide a high-capacity, high-speed east-west roadway that will

- meet future traffic needs,
- improve safety in the north county area,
- alleviate traffic on parallel roadways,
- accommodate multi-modal travel,
- provide interregional connectivity, and
- provide for economic growth.

The Authority anticipates that the ultimate roadway 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. Given the funding constraints, the corridor will likely be constructed in phases.



The route for a North County Corridor roadway alignment lies entirely within unincorporated portions of Stanislaus County. 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 project study area boundaries are generally defined by the Stanislaus River on the north and the northern boundary of the City of Modesto on the south. The proposed alignment may be an entirely new roadway or may be integrated into the existing local road network.

The roadway would carry between 14,000 and 76,000 vehicles in average daily traffic, depending on location along the alignment.

Designation of the North County Corridor roadway as a State Route is the first step in developing the proposed project.

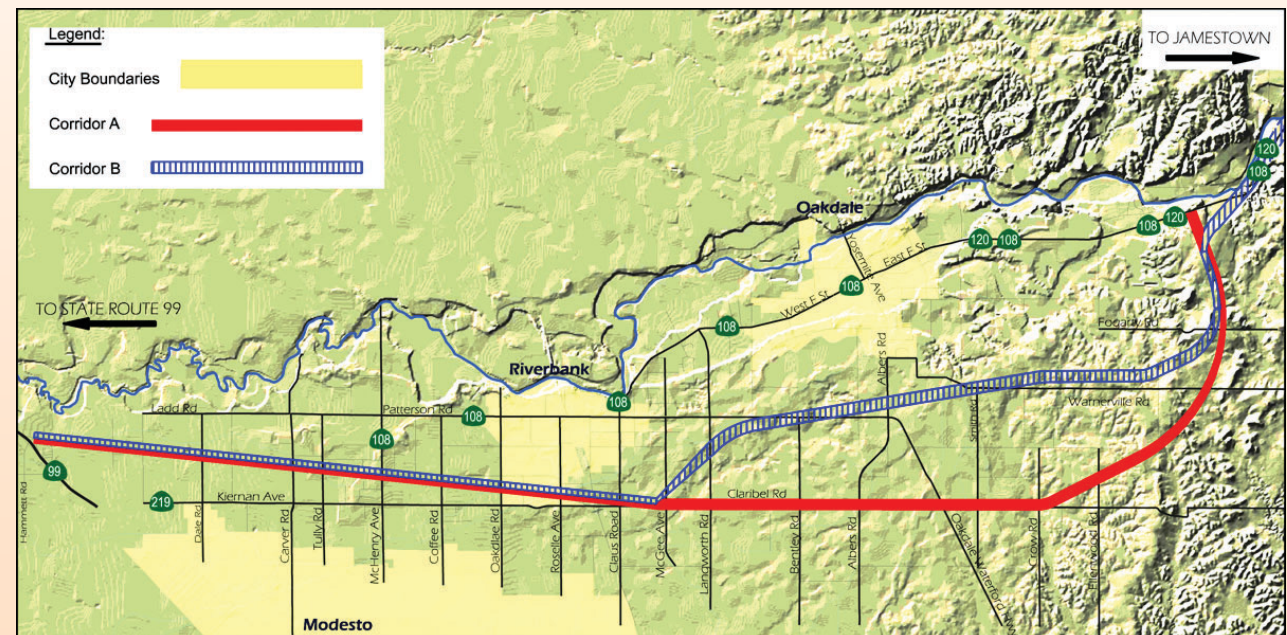
How Will This Be Paid For?



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

When Will This Project Be Completed?

Environmental and technical design studies that are necessary will include a robust public involvement program throughout the course of the project. The California Transportation Commission is expected to adopt the route as a State Route early in 2010. State approval for the Environmental Impact Report for the entire route is estimated to be complete in 2012. The construction schedule is contingent on funding availability. The project could be completed by the year 2030.



Dist - E.A 10-10XXXX Stanislaus SR108/120

North County Corridor Project (PA&ED)

Co-Rte-PM-108/120 PM XX to XX

On New Alignment between State Route 99 Hammett Road IC to

Date 9/8/2008

7.7 miles east of State Route 120/108 junction in Stanislaus County

Project Mngr Theron Roschen Telephone Number

916-929-3323

PROJECT RISK MANAGEMENT PLAN

Priority	PROJECT RISK MANAGEMENT PLAN														
	Identification					Qualitative Analysis				Response Strategy		Monitoring and Control			
	Status	ID #	Date Identified	Functional Assignment	Threat/Opportunity Event	SMART Column	Risk Trigger	Type	Probability	Impact	Risk Matrix	Strategy	Response Actions including advantages and disadvantages	Responsibility (Task Manager)	Date, Status and Review Comments
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(16)	(17)	(19)	(21)
1	Active	A	8/15/2008 PA&ED	Environmental	Timely delivery of CEQA doc. For Route Adoption to meet CTC funding deadline	If Route Adoption CEQA clearance extends beyond CTC deadline of March 2010, earmarked funding from SR 108 Oakdale by-pass may be reallocated from project.	Missing schedule milestones.	Schedule	Moderate	Very High		Acceptance	Identify technical environmental studies that can proceed before public process required for route adoption and interregional designation schedule	Davis	Existing environmental studies being compiled for use in CEQA Route Adoption
2	Active	B	8/15/2008 PA&ED	Environmental	USFWS or ACOE reviews may delay schedule.	Gaining a B.O., 404 permit or LEDPA concurrence with agencies could stretch out beyond current schedule delaying other activities.	Biological findings of endangered species or wetland impacts exceeding five acres.	Schedule	Moderate	High		Avoidance	LEDPA may be driver on alternate selection. Build mitigation into project with remnant property. Create habitat conservation plan in County General Plan.	Davis	Existing environmental studies being compiled for use in CEQA Route Adoption
2	Active	C	10/1/2008 PA&ED	Environmental	New, unanticipated alternatives that arise late in the process	If new alternatives emerge after the environmental document has gone public, additional evaluation would be required.	Scoping for Route Adoption EIR then Scoping for EIS/EIR	Schedule	Moderate	High		Avoidance	Aggressive Scoping processes	Davis	Planning for robust Scoping processes is underway and scope of services includes the necessary tasks.
2	Active	D	10/1/2008 PA&ED	Environmental	Strong opposition to project from community members/groups or land owners	Opposition could slow environmental review process, force consideration of options or new alternatives or increase mitigation costs.	Scoping for Route Adoption EIR then Scoping for EIS/EIR. Extensive outreach as part of public involvement process.	Schedule	Moderate	High		Avoidance	Aggressive Scoping processes	Davis	Planning for robust Scoping processes is underway and scope of services includes the necessary tasks.
2	Active	E	8/15/2008 PA&ED	Design	Interchange spacing standards by CT may impact the Salida Community Plan	May trigger additional cost, envr. Study and r/w impacts	Environmental/Traffic measures of effectiveness must mesh with competing political priorities and standards.	Cost	Moderate	High		Acceptance	Operational impacts to mainline raising safety and tort liability issues will have to be studied in detail. Other options: braided ramps, split interchange, parallel collector systems. May need design variance or change Salida Community Plan.	Roschen	Not begun
3	Active	F	8/15/2008 PA&ED	Structures Design	Initial estimate for structure could increase costs substantially	Concurrent design "At Risk" during CEQA EIR for route adoption and combined program/project-level EIR Tier 1 EIS/project level EIS.	Estimate at type selection	Cost	High	Moderate		Acceptance	The PS&E level estimate will require a conservative contingency. The design work will be fatter along than a typical GP level estimate.	Roschen	Not begun
3	Active	G	10/1/2008 PA&ED	Environmental	Regulatory reviews and regulatory agency requirements.	Unanticipated requests for detailed impact assessments for program/Tier 1 level analysis could slow project.	Coordination Plan development for EIS/EIR	Scope	Moderate	Moderate		Avoidance	Interact with agency representatives during Scoping	Davis	Planning for robust Scoping processes is underway and scope of services includes the necessary tasks.
4	Active	H	8/15/2008 PA&ED	Traffic	Acceptance of Modified Project Study Report process	2010 STIP funding drives the project's critical path. No time to prepare full PSR.	Missing schedule milestones.	Scope	Low	Moderate		Avoidance	Build upon prior Feasibility Study and Project Design Report with traffic data and obtain CT approval to forgo formal Project Study Report. Use for Route Adoption.	Balaji	Traffic data collection and forecast in process. Charter will approve approach.
4	Active	I	8/15/2008 PA&ED	Design	Phase I construction definition	To be ITIP-eligible Phase I project must have logical termini and be fundable. Funding may require interim at-garde expressway with later freeway. The CEQA/EIR for route adoption is not eligible for federal funding. JPA must seek "State Only" funding authorization from the CTC for a portion programmed in the STIP or use other non-federal funding sources	Environmental/Traffic measures of effectiveness must mesh with competing political priorities.	Scope	Low	Moderate		Acceptance	Get update of traffic recommendations and confer with District and JPA Board early on.	Balaji	This project must be made priority for the functional units through Project Charter.
4	Active	J	8/15/2008 PA&ED	Design	May not get design exceptions for non-standard features to avoid R/W and environmental impacts.	Enable the JPA to start early construction on first phase project following accelerated environmental delivery	Initial consultation with Design Reviewer. Modified PSR may not identify.	Scope	Low	Moderate		Acceptance	Define R/W and Environmental impacts and confer with District and JPA Board early on.	Roschen	Engage District Reviewer as soon as issues are identified
4	Active	K	10/1/2008 PA&ED	Environmental	Changes in regulations and procedures during the environmental process	New species listings, new regulations and guidances could require rework of completed technical analyses.	Publication of new regulations or results of litigation	Scope	Low	Moderate		Acceptance	Track status of regulations as part of focused Environmental meetings	Davis	Ongoing. New Section 4(f) regulations are in place. Potential changes to Section 7 consultation process being monitored. GHG requirements being monitored.