

**NORTH COUNTY CORRIDOR
TRANSPORTATION EXPRESSWAY AUTHORITY
TECHNICAL ADVISORY COMMITTEE**

ITEM: 4b

SUBJECT:

California Transportation Commission Report

STAFF RECOMMENDATIONS:

None

FISCAL IMPACT:

None.

DISCUSSION:

Attached is the powerpoint presentation and the approved May 20, 2010 CTC resolution language for the NCC Corridor Route Adoption.

BE IT FURTHER RESOLVED that, the Commission recognizes Stanislaus Council of Governments (StanCOG) for its efforts in keeping its commitment made during the 2008 STIP by bringing forth to the Commission, the North County Corridor for adoption into the State Highway System as State Route 108, and the Commission acknowledges StanCOG's successful effort in supporting a legislation to designate State Route 108 between State Route 132 and State Route 120 as an interregional route to provide interregional connectivity, and

BE IT FURTHER RESOLVED that, the Commission acknowledges the Department's continued intent to nominate up to \$91 million in the 2012 ITIP for programming of a segment of the North County Corridor – State Route 108, and



Briefing for California Transportation Commission



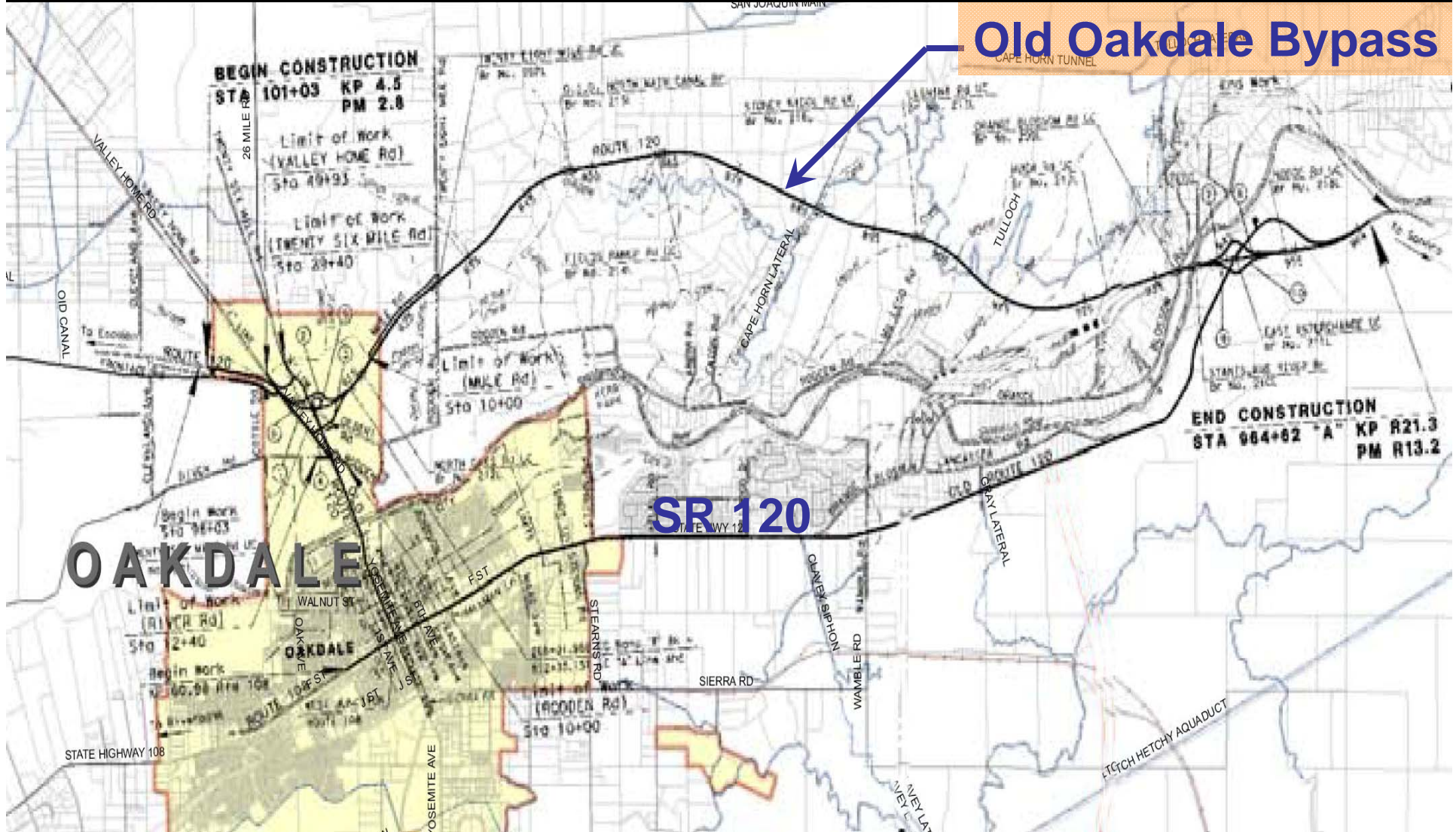
May 20, 2010



- 1) Project Background
- 2) Project Benefits
- 3) Route Adoption Action
- 4) Project Delivery Estimate



SR 120 – Old Oakdale Bypass



CALIFORNIA TRANSPORTATION COMMISSION
Adoption of 2006 State Transportation Improvement Program

Resolution No. G-06-03
(Rescinding Resolution G-01-26)

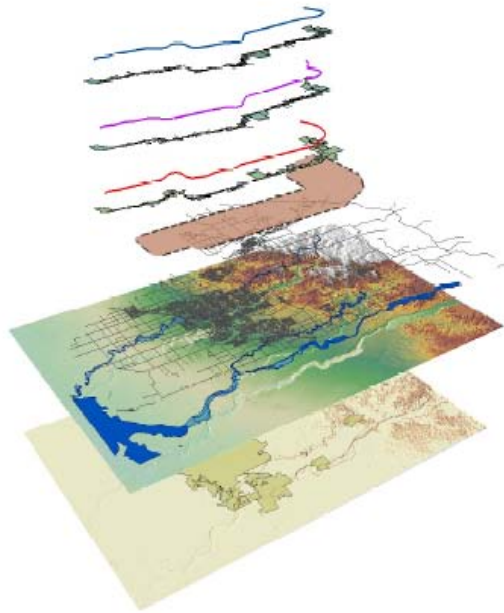
PASSED BY
CTC
APR 27 2006
CALIFORNIA
TRANSPORTATION COMMISSION

- Stanislaus. For the Route 120 Oakdale Bypass (#941), change \$14,000 for R/W capital (\$1,245 Stanislaus county share and 12,755 interregional share) from the prior year to 2008-09. Caltrans advises that R/W purchases are suspended and this amount has not yet been expended.

Feasibility Study & PSR by StanCOG



NORTH COUNTY CORRIDOR FEASIBILITY STUDY



JANUARY 2008

Stanislaus Council of Governments



April 2008
Preliminary Design Report (PDR)
North County Corridor

JPA Members

William O'Brien
Supervisor, Stanislaus County (Chair)

Jeff Grover
Supervisor, Stanislaus County

Farrell Jackson
Mayor, City of Oakdale

Jim Ridenour
Mayor, City of Modesto

Danny Fielder
Councilmember, City of Riverbank

Ross Chittenden
District Director, Caltrans (Ex Officio)

Vince Harris
Executive Director, StanCOG (Ex Officio)

Caltrans Commitment for up to \$91M in ITIP Funds February 2008



STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZBACH, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711



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February 19, 2008

Mr. Jeff Grover, Supervisor
County of Stanislaus – District 3
1010 10th Street, Suite 6500
Modesto, CA 95354

The Honorable Ferrell Jackson
Mayor of City of Oakdale

Supervisor Grover and Mayor Jackson
February 19, 2008
Page 2

If you have any questions please do not hesitate to contact Kome Ajise, District 10 Director, at (209) 948-7973.

Sincerely,

WILL KEMPTON
Director

c: John Chalker, Chairman, California Transportation Commission
Kirk Lindsey, Commissioner, California Transportation Commission

The Department, however, remains committed to working with the region on a corridor solution, and intends to commit ITIP funds in the 2010 STIP cycle for up to \$91 million in capital money for an ITIP-eligible North County Corridor project segment.

In 2004, since that time, traffic patterns in Stanislaus County have changed and the region has indicated that an alternative project may better serve the county's needs. Under the authority of the resolution approving the 2006 State Transportation Improvement Program (STIP) Augmentation last June, the California Transportation Commission redirected \$22,169,000 of ITIP funds from the Oakdale Bypass project with the proviso that funding would be restored when a viable replacement project was identified by the region. The Department understands the proposed North County Corridor project is being developed as a replacement for the Oakdale Bypass project. As we discussed, this project is in the early stages of development, and it would be premature to fund it in the 2008 STIP cycle.

The Department, however, remains committed to working with the region on a corridor solution, and intends to commit ITIP funds in the 2010 STIP cycle for up to \$91 million in capital money for an ITIP-eligible North County Corridor project segment. The Department fully supports the formation of a corridor joint powers authority to implement this work, and appreciates your efforts to secure a countywide sales tax measure or other funding source to fully fund this project. In addition, we understand that we also need to resolve the issue of the payment of support costs, and look forward to working with you to reach a resolution on this matter.

"Caltrans improves mobility across California"



"Caltrans improves mobility across California"



CALIFORNIA TRANSPORTATION COMMISSION Adoption of 2008 State Transportation Improvement Program

Resolution No. G-08-08



- 2.8 BE IT FURTHER RESOLVED that, while the Commission is deleting all programming for the Route 120 Oakdale Bypass in the 2008 STIP, as proposed in the ITIP, the Commission supports the Department's commitment to the development and delivery of the North County Corridor (NCC) project identified by the Stanislaus Council of Governments (StanCOG) as an alternative to the Route 120 Oakdale Bypass, and the Commission acknowledges the Department's intent to nominate up to \$91 million in the 2010 ITIP for programming of an ITIP-eligible project segment, and
- 2.9 BE IT FURTHER RESOLVED that the Commission recognizes StanCOG's commitment to the NCC project through the programming of the environmental component of the project in the 2008 STIP, and the Commission expects the Department and StanCOG to identify an appropriate scope, cost, and schedule for programming of a project segment in the 2010 STIP, and

MINUTES

CALIFORNIA TRANSPORTATION COMMISSION
<http://www.catc.ca.gov>

AUGUST 27-28, 2008
Sacramento, California

- | | | | |
|----|---|-----------------------------------|-------|
| 57 | Financial Allocation (2.5g.(3c)): One Locally-Administered STIP Project in Stanislaus County near Salida and Escalon for \$6,200,000.
<i>Contingent upon passage of the FY 2008-09 Budget Act.</i>
Resolution STIP1B-A-0809-005 | Mitchell Weiss
Rachel Falsetti | A D |
|----|---|-----------------------------------|-------|

Commissioner Lindsey moved to approve staff recommendations on Items 48-49 and 51-60, with noted changes on the pink under "Changes to Other Items".. Commissioner Tavaglione seconded the motion, which carried 8-0. (Commissioners Alvarado, Frommer and Tagami were absent.)

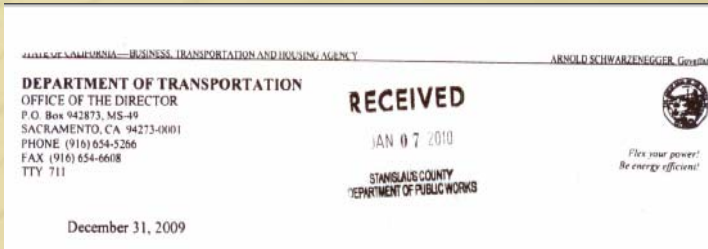
PA&ED Contract Awarded September 2008 by NCCTEA

- NOP Issued October 2008
- Scoping Meetings Held November 2008
(Over 230 attendees)
- Public Information Meeting Held June 2009
(Over 300 attendees)
- Public Hearings for Draft EIR Held October 2009





Caltrans Continued Commitment December 2009



Upon completion of a PID describing a constructible segment with a credible funding plan of demonstrable interregional benefit, we intend to meet our commitment to you by nominating the Project for ITIP funding.

It was a pleasure to meet with the members of the North County Corridor (NCC) Transportation Expressway Authority on November 16, 2009, to discuss the progress on the NCC project (Project) in Stanislaus County.

The California Department of Transportation (Department), with the understanding that the Project is being developed as a replacement for the Oakdale Bypass previously committed to nominate up to \$91 million in Interregional Transportation Improvement Program (ITIP) funds in a future State Transportation Improvement Program (STIP) cycle towards a much larger project. This was also supported by the California Transportation Commission in their adoption resolution of the 2008 STIP where they expect the Department and the Stanislaus Council of Governments to identify an appropriate scope, cost, and schedule for programming of a project segment in a Project Initiation Document (PID).

Upon completion of a PID describing a constructible segment with a credible funding plan of demonstrable interregional benefit, we intend to meet our commitment to you by nominating the Project for ITIP funding. The next regular opportunity for this to occur will be in the fall of 2011 for the 2012 STIP. Assuming the 2012 STIP will have new funding, the Department will nominate the Project. It is important to note that if capacity exists in the 2012 STIP, the funds would be available for programming no earlier than the 2015/16 fiscal year.

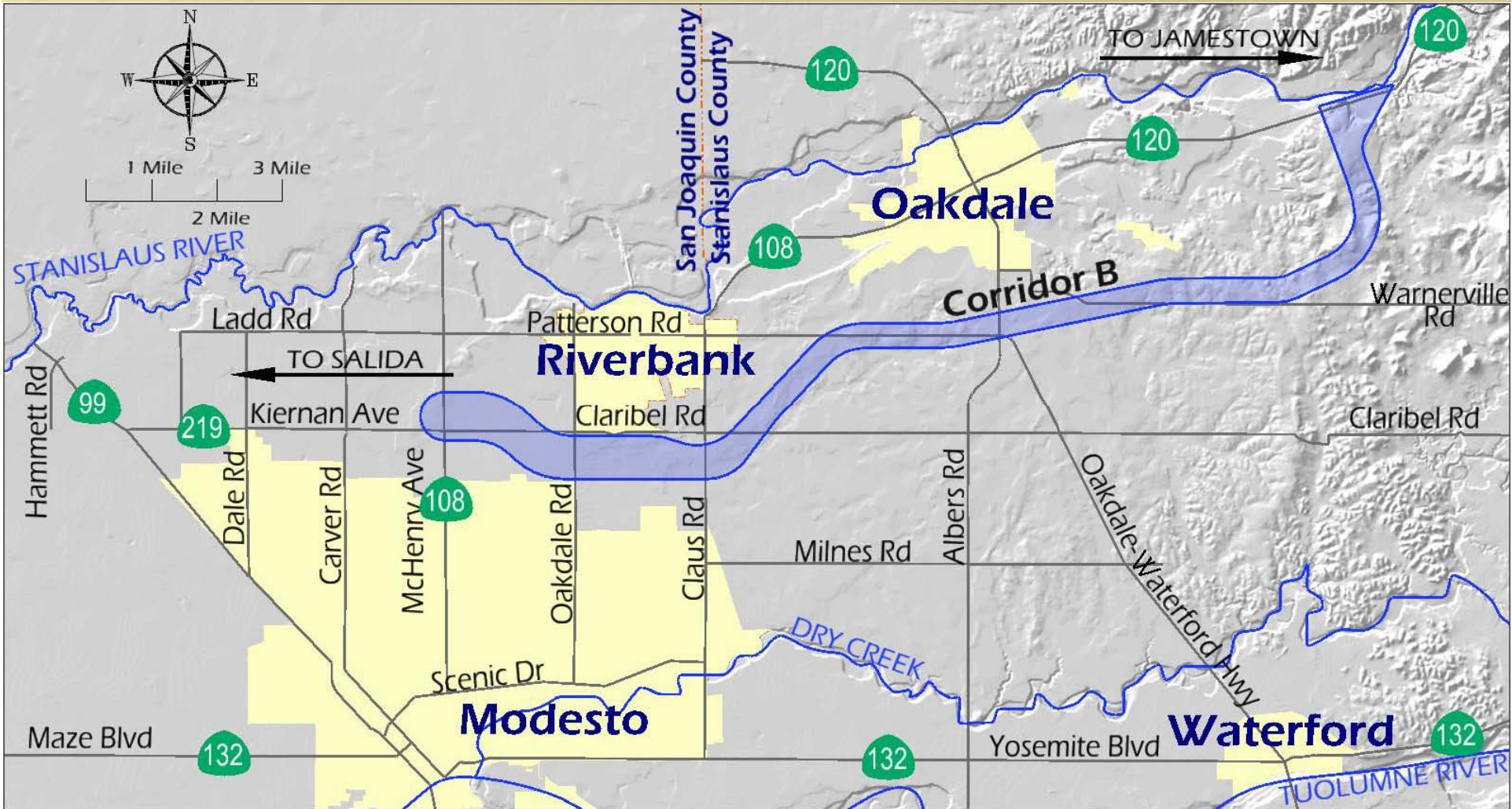
We look forward to continuing our partnership on this project and if you have any questions, please do not hesitate to call Ross Chittenden, District 10 Director, at (209) 948-7943 for continuing assistance from the Department for your Project.

Sincerely,
Randell H. Wasaki
RANDELL H. WASAKI
Director

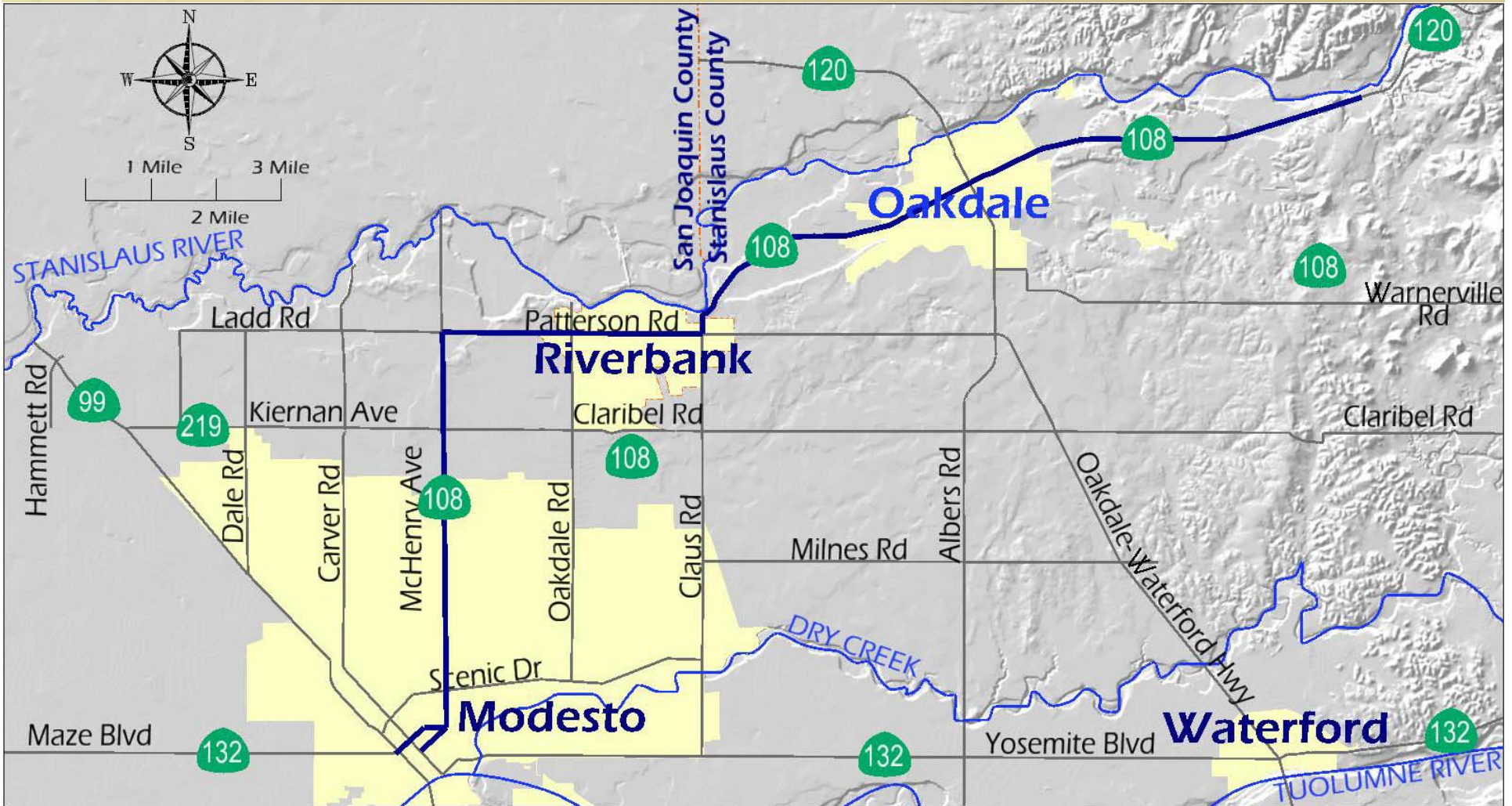
"Caltrans improves mobility across California"



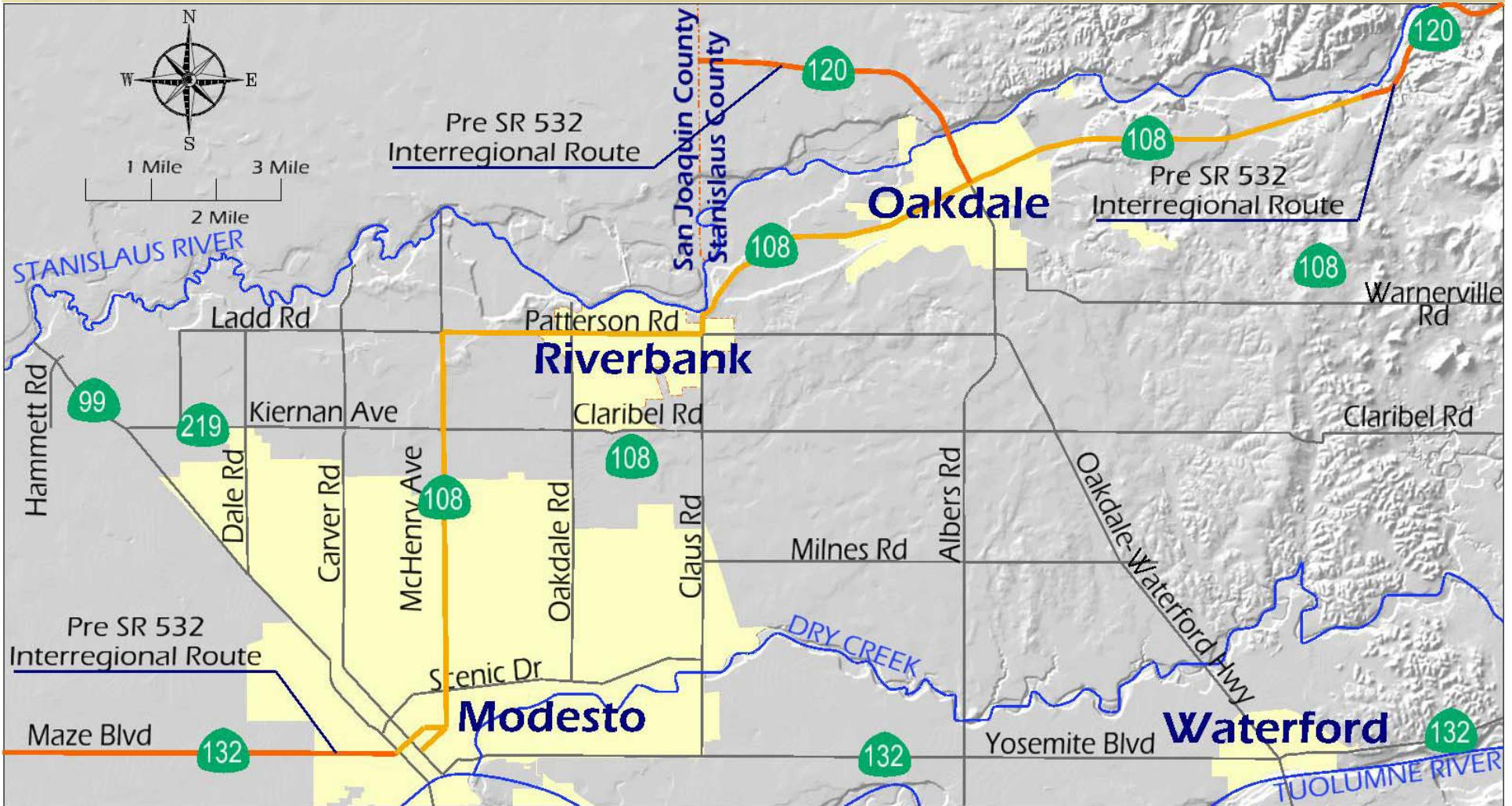
Route Adoption Corridor



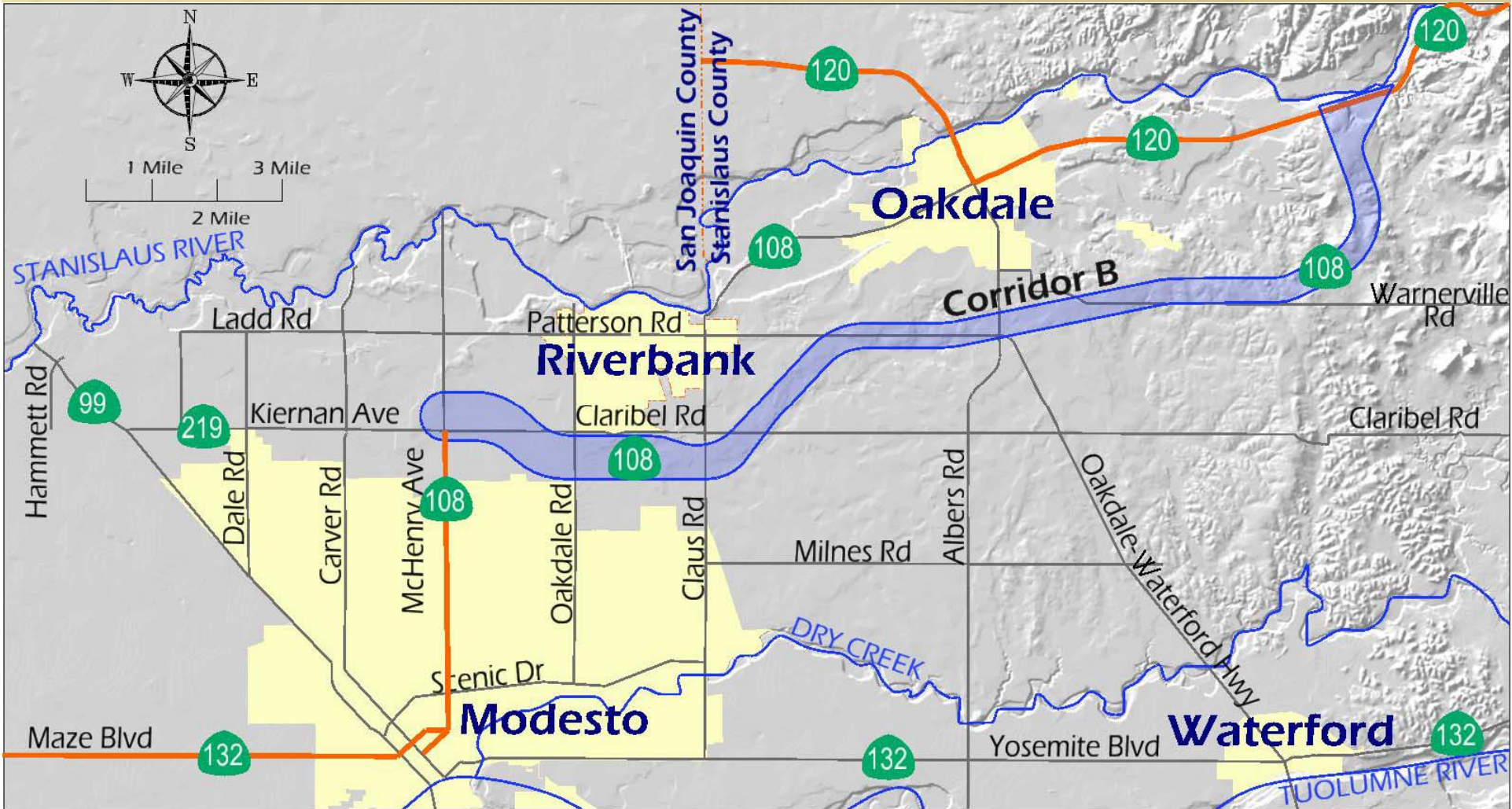
SR108 as Re-designated by SB 532 (Authored Sen. Cogdill)



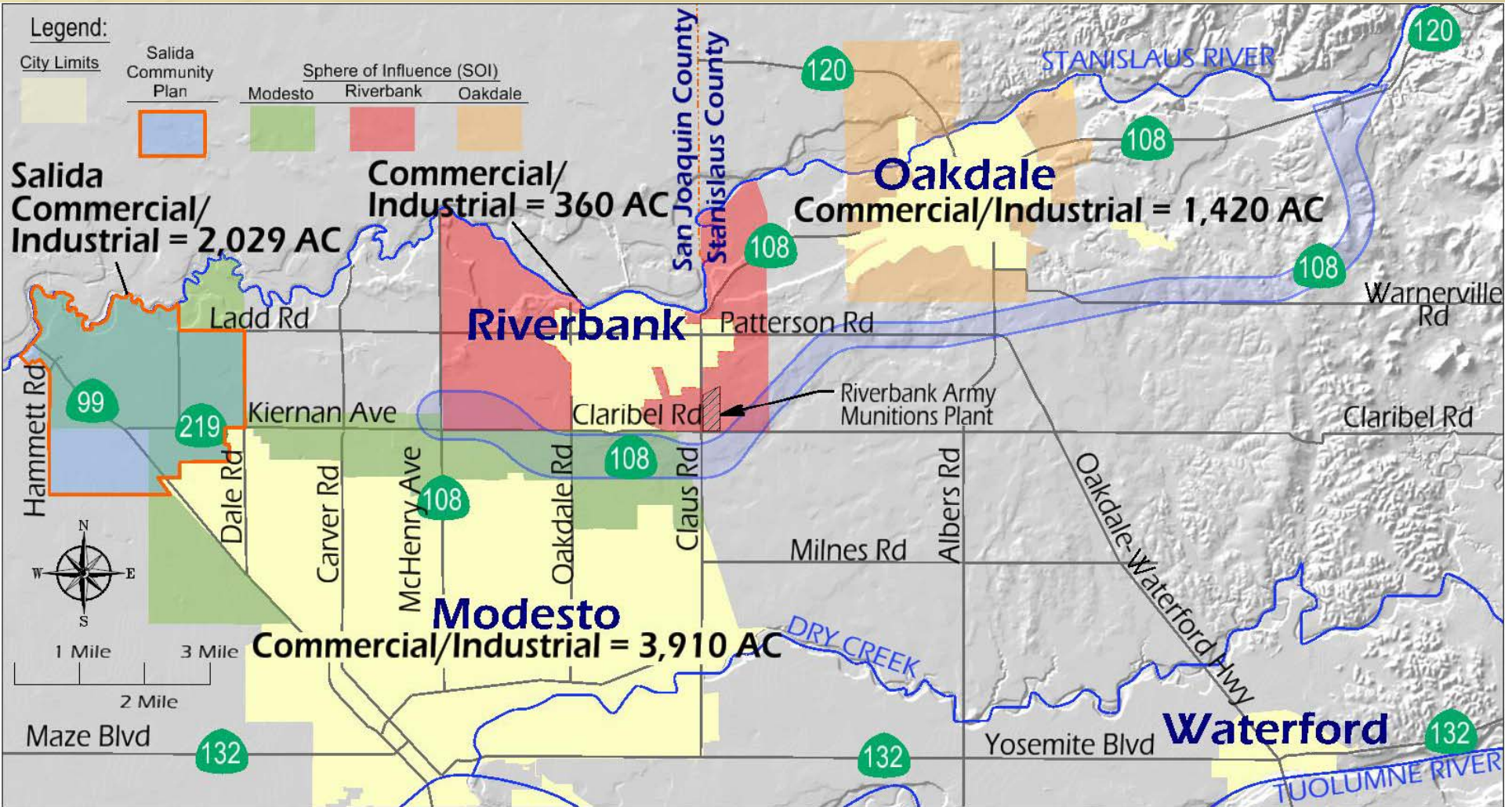
Interregional Designation of SR 108 by SB 532



NCC Within the Interregional Route



Key Commercial / Industrial Land Uses



Existing System Deficiencies

- High % of Truck Traffic on Local Roads
- Accident Rate on Existing SR 108 within Project Limit is 35% Higher than Statewide Average for Similar Facility
- State Highway Travels through the Downtown areas of Riverbank and Oakdale
- Several At-grade Rail X-ings



Project Benefits

- Improved Interregional Network Circulation
- Improved Access to and around the Cities of Modesto, Riverbank and Oakdale
- Reduced Traffic Congestion, Travel Times and Vehicle Operating Costs
- Improved Economic Benefits to Commerce



- Improved Goods Movement - \$2.47 Billion in Agricultural Commodities for Stanislaus County (2008)
- Faster and more Reliable Travel between Agricultural Areas and Processing Centers
- Enhanced Service to over 90 Interstate Trucking Lines and 100 Contract Carriers
- Enhanced Multi-modal Travel
- Enhanced Traffic Safety Conditions on SR 108



Project Benefit Statistics

- Reduction of 3,722 Daily Vehicle Hours of Delay in (2030) and 5,879 in (2050)
- Improved Travel Time of 20.6% in (2030) and 21.9% in (2050) between Kiernan/99 and County Line
- Reduction in Emissions in (2030):
 - ~ROG-4.3 Tons/yr
 - ~NOx-4.6 Tons/yr
 - ~CO-15.7 Tons/yr
 - ~CO₂-10,135 Tons/yr



Project Cost / Funding Strategy

- Preliminary Cost Estimate Range \$600M to \$800M
- Funding from a Combination of Federal, State (RIP and ITIP) and Local Development Impact Fees (PFF)
- Initial Construction Phase East to West as determined by EIR/EIS

Project Schedule

Key Milestones	Date
Selection of Preferred "Corridor"	Nov 2009
Final EIR Approval by the Director	April 2010
Route Adoption Approval by the CTC	May 2010
ITIP Nomination for RW & Design of Buildable Phase 1	Nov 2011
Approval of ITIP Funding for NCC	Apr 2012
Notice of Determination for Preferred "Alignment"	June 2013
Start Design & RW Acquisition for Phase 1	June 2013 (Based on funding)
Start Initial Construction of Phase 1	May 2014 (Based on funding)
Phase 1 Open to Traffic	Oct 2016 (Based on funding)

Commission Support

- CTC Route Adoption Approval
- CTC Commitment Resolution in 2010 STIP
- Support for ITIP Funding in 2012 STIP

Briefing for California Transportation Commission May 20, 2010

