

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

ITEM: 4c

SUBJECT:

Project Updates

STAFF RECOMMENDATIONS:

Discussion Only

FISCAL IMPACT:

Not determined

DISCUSSION:

The Caltrans District Director approved the Final Environmental Impact Report (FEIR) for Route Adoption on April 13, 2010. The California Transportation Commission (CTC) at their hearings on May 19 and 20th unanimously approved the NCC project and the Route Adoption. They also approved a resolution for the 2010 State Transportation Improvement Program (STIP). Please see attached resolution and exhibit that was presented to the CTC.

Jacob's staff provides the following updates:

Design Update – Caltrans Management has signed The Route Adoption Project Report and Project Study Report. Alignment geometric refinements continue within the selected corridor and on the next phase to the west of SR 108.

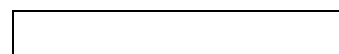
Public Outreach – The FEIR has been posted on the NCC and Caltrans web-sites. CD's were mailed to members of the public that responded to the DEIR.

Environmental Update – Caltrans will notify Local Planning Commissions of Route Adoptions Approval and they have 90 days to adopt into the transportation element of their General Plans. The approved environmental strategy and tentative schedule for the next phase is attached. A focused Project Development Team meeting was held on May 27, 2010 to inform the Project Development Team of this strategy.



North County Corridor – State Route 99 to State Route 120 DRAFT Schedule

Item #	Key Milestones	Date
1	Route Adoption approval by the CTC	Complete
	NCC West & SR108 East - EIR Strategy approval by Caltrans	Complete
2	Traffic Methodology Approval	June 2010
3	Initial Alternatives Analysis	July 2010
4	6002 Coordination with Agencies	July 2010
5	NOI	August 2010
6	Scoping Meeting for the NCC Tier 1 EIR/EIS	September 2010
7	Existing Traffic Conditions Report	December 2010
8	Final Traffic Operations Report	November 2011
9	Completion of Env. Technical Studies towards Draft EIR/EIS	November 2011
10	ITIP Nomination for RW & Design of Initial Constriction Phase	Nov 2011
11	Circulation of Admin Draft EIR/EIS & Draft PR	May 2012
12	Release of Draft EIR/EIS to public	July 2012
13	Public Hearings & comment period (45 days)	Aug 2012
14	Selection of preferred “Alignment” for First Buildable Segment	Sept 2012
15	Notice of Determination / Record of Decision	June 2013
16	Start Formal Design & RW Acquisition for Phase 1	July 2013
17	Start Construction of Phase 1	April 2014
18	Phase 1 open to traffic	Dec 2016



CEQA/NEPA Approach – CEQA Hybrid EIR/NEPA tiered EIS

With the CTC action of Project Approval and Route Adoption in May 2010, the JPA and Caltrans will begin preparation of a combined CEQA/NEPA document to define specific NCC/SR 108 East alignments from SR 99 to a connection to existing SR 108 east of Oakdale. A “Blended” CEQA EIR and Tiered NEPA document (as a single document) will be prepared. Within the combined CEQA/NEPA document, the specific description of the proposed action (e.g., number of lanes, interchange locations, etc.) will be defined, a distinct range of reasonable alternatives identified, and the preferred alignment (location) for the route ultimately identified.

The CEQA/NEPA document would achieve the following:

- Qualify the project for future federal funding,
- Allow the JPA to implement alignment preservation strategies, and
- Permit the initial funded, constructible phase to begin, Each future segment would be subject to re-evaluation or subsequent environmental documentation for project-specific impacts which means that some form of supplemental documentation for each segment can be anticipated (this is not atypical for large public infrastructure projects that compete statewide and nationally for funding sources).

The project will be defined as a combination of a project-specific description for the identified construction segment within the limits of the project with the remainder of the project and its alternatives being defined as a design footprint of approximately 400 feet in width to allow for meaningful comparison of impacts. Because future construction segments are unfunded and in recognition that future segments will be subject to evaluation under future project level tier 2 supplemental analyses. The level of analyses of impacts for future phases under CEQA and NEPA will be “corridor level” – as opposed to project-level analyses for the funded constructible segment.

Within the range of alternatives to be considered, the alternatives for the portion between SR 99 and McHenry Avenue will include both a local road alternative and a state route alternative.

Under this approach, Caltrans will serve as CEQA and NEPA lead agency. The JPA will serve as the responsible agency under CEQA and as a cooperating agency under NEPA.

Certification and Record of Decision and Notice of Decision associated with the approach would pertain specifically to the funded constructible phase only for construction purposes. The combined document would also allow for right-of-way/corridor preservation.

A new Route Adoption may have to be processed should the selected alignment significantly vary from the approved Route Adoption corridor.