



DATE: June 2, 2009

MEMO TO: North County Corridor TAC, Matt Machado, Authority Manager

FROM: JD Hightower

SUBJECT: North County Corridor Technical Advisory Committee (NCC TAC) Meeting
Minutes for June 2, 2009

In Attendance:

JD Hightower, City of Riverbank
Dave Myers, City of Oakdale
Carlos Yamzon, StanCOG
Matt Machado, Authority Manager

1. The NCC TAC was called to order at 1:15 p.m. on June 2, 2009 in the Room 3555/3772, 3rd floor, 1010 10th St. Modesto, CA.
2. The minutes of the March 31, 2009 meeting were approved. Motion by Myers/second by Yamzon.
3. Discussion regarding 6/15 meeting encourage everyone to be there at 6:30 PM
4. Discussion regarding alignments – It is the committee's understanding that the 4,000 ft corridor match lines maps will be presented as part of Caltrans 6/15/09 project workshop.
5. Scheduled item 4(B) tabled due to lack of Jacobs member – detailed schedule to be posted on website.
6. Gary Darpian suggested that the project workshop have time allotted to give people a chance to familiarize themselves with information then have a presentation that would start at 7:00 p.m.
7. There was a general discussion of 2005 Dowling report and regional growth as related to the purpose and need of the NCC project. It was pointed out that the NCC studies are consistent with 2005 report in that 30 new additional traffic lanes are needed in the north county area to accommodate projected growth. The NCC project is needed to accommodate the projected growth. Even in the recent downturn, regional growth has continued thus the need for the project. As an example, over the past 6 months Stanislaus County continued to grow at 1%. Growth projections questioned as to the need for the project. It was pointed out that regional water balance remains a factor that would limit growth as well as Air Quality. It was pointed out that these growth limitation factors are being addressed by multiple parties, both private and public. The need to preserve

farmland to accommodate growth was brought from the floor. It was responded by the committee that the NCC project does not address growth boundaries and that new growth areas could open.

As a public tax dollar cost savings measure, it was suggested from the audience that new growth should dedicate right-of-way as a condition for rezoning property and that Salida growth could leverage additional dedications for the western route.

Another cost savings was suggested by the audience to use the Kiernan alignment. It was pointed out by the committee that their area access control issues involved with Kiernan alignment has not been solved yet. Further investigation is needed before any alignment is selected. Kiernan access, driveways, land use may prohibit further expansion. Multiple connectors could manage traffic but would not meet the project criteria for a high-speed facility and would not meet the purpose for reduced travel times.

The NCC policy board has a compressed time to investigate, evaluate and decide the ultimate corridor, in that by 2012 the preferred alternative needs to be determined. To make this determination many factors considered for alignments, including land value. Both alternatives have challenges that must be evaluated.

The audience asked by the original Oakdale by-pass was dropped. The committee explained that there were other larger picture factors that make the NCC a preferred solution. The original Oakdale State Route 120 by-pass made better sense in conjunction with the State Route 120 Escalon by-pass was under consideration. Since it became obvious that there was a tremendous funding shortfall, the Escalon by-pass was removed in San Joaquin County sales tax expenditure plan. Also the original by-pass met with community resistance in Oakdale.

A discussion ensued on the benefits to alternative modes of transportation of the NCC project. It was pointed out that mass transit options are preserved with the NCC project. Alternative transportation modes associated with the NCC include possible focus on rideshare and bus systems.

A discussion on new growth was brought forward in what were the trends fueling growth. It seemed counter-intuitive that school districts are facing school closures. A brief description of co-hort survival demographic model was discussed showing surges in different age groups that determine school populations and funding thereof.

Adjournments: 2:20 pm