

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 7, 2013

Reference No.: 2.3a.(2)
Action item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Terry L. Abbott
Chief
Division of Design

Subject: RESCISSION OF FREEWAY ADOPTION – 10-STA-120 PM 3.0/R13.3
RESOLUTION HRU 13-01

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) is the Rescission of Freeway Adoption Resolution HRU 13-01. The California Department of Transportation (Department) recommends that the Commission approve the resolution to rescind a portion of the freeway adoption for State Highway Route (SR) 120 in the county of Stanislaus from Valley Home Road to 2.8 miles east of Lancaster Road in accordance with the recommendation of the Chief Engineer.

ISSUE:

On April 25, 2012 the Commission adopted Resolution NIU 12-01 to notify the public and all affected local, regional and state agencies of its intent to consider rescinding the freeway adoption for the portion of State Route 120 known as the Oakdale Bypass project. The resolution allowed the Department to issue a public notification to the general public, local, regional, and state agencies requesting additional information or comments regarding the rescission. The 60 day comment period ended on February 13, 2013. The procedures for recycling, notifying the Commission's intention to consider rescinding a freeway route adoption, and disposing of acquired right of way, were established by the Commission in Resolution No. G-15 adopted on November 17, 1978 and amended on February 29, 1980.

This document describes the current status of the un-constructed freeway, the proposed replacement/alternative project, provides an evaluation of the proposed rescission, and provides a summary of comments received during the 60-day notification and comment period.

Recommended by: _____
KARLA SUTLIFF
Chief Engineer

BACKGROUND:

The Department in cooperation with local and regional agencies proposes to rescind the freeway route adoption for SR 120 from Valley Home Road to 2.8 miles east of Lancaster Road (PM 3.0 to R13.3) in Stanislaus County and not construct a freeway on a new alignment known as the Oakdale Bypass. The Department also proposes to sell the right of way acquired for the Oakdale Bypass. The Commission approved Resolution NIU 12-01, Notice of Intent to Unadopt, on April 25, 2012. The Department then notified all affected local and regional agencies of the intent to rescind this route.

In the late 1960's, the California Highway Commission adopted into the state highway system SR 120 between Interstate 5 (I-5) in San Joaquin County and the four-lane expressway section in Tuolumne County.

Existing SR 120 is a major east/west route that begins east of Tracy at its junction with I-5, extending eastward through the cities of Manteca, Escalon, Oakdale, Sonora and Yosemite National Park, and ending in the community of Benton, Nevada, near the California/Nevada border. SR 120 meets with SR 108 in downtown Oakdale and continues east toward SR 49 as coincident routing for both SR 120 and SR 108 for approximately 25 miles until separating just west of the City of Sonora in Tuolumne County. SR 120 and SR 108 are the main routes to the fast growing Tuolumne County, carrying a diverse mixture of commercial, agricultural, recreational, commuter, truck and local traffic.

Traffic on both SR 120 and SR 108 into and through Oakdale has been steadily growing for several decades, leading to a growing traffic congestion problem. The Department and the local community have been working to address traffic growth for many years. Congestion is most severe during weekends due to recreational traffic traveling to Yosemite National Park, to the Jamestown and Sonora areas, and to destinations east of Sonora. This elevated interregional traffic demand often conflicts with local traffic demand resulting in congestion, and increased noise and air pollution. The location most severely affected by congestion is at the junction of SR 108 and SR 120 (Yosemite Avenue and "F" Street) in downtown Oakdale where the level of service (LOS) in 2001 was classified as "F", representing heavily congested traffic with long delays. The LOS was projected to continue to degrade to "very high delays" by the year 2020 in the absence of any system improvement.

In 1984, StanCOG requested the Department to complete a Project Study Report for an Oakdale Bypass to address the severe interregional traffic congestion on SR 108 and SR 120. In 1990, a Value Engineering study for the SR 120 Oakdale Bypass project identified a need to further study the development of a southern SR 108 bypass as well as the need for the SR 120 Oakdale Bypass itself. The Department and Local entities identified the preferred alternative for the Oakdale Bypass as a northern corridor expressway starting north of the Stanislaus River near

Twenty Six Mile Road and ending eight miles east of Oakdale. The SR 120 Oakdale Bypass Route was adopted by the Commission in 2002.

During this same time period, changing traffic patterns in Stanislaus County were fostering a growing realization that a southern bypass of Riverbank and Oakdale (i.e. the North County Corridor [NCC]) was in critical need and should perhaps be given a higher priority than the northern Oakdale Bypass. As a result, StanCOG, the Cities of Modesto, Riverbank, and Oakdale, and the County of Stanislaus identified the NCC as a priority corridor. In 2007, following several years of project delay due to inadequate funding of the Oakdale Bypass, the Commission redirected the Oakdale Bypass project Interregional Transportation Improvement Program (ITIP) funds under the authority of the resolution approving the 2006 State Transportation Improvement Program (STIP) Augmentation, with the understanding that these funds would be restored to a viable replacement project in the future.

The three cities and county formulated a Joint Powers Authority referred to as the North County Corridor Transportation Expressway Authority (NCCTEA), executed in 2008. The NCCTEA is committed to the development of a multi-modal transportation corridor with regional and interregional significance between SR 99 and SR 120. Two studies were completed to document the feasibility, scope and funding needs for the NCC project. The NCC Feasibility Study was completed in January 2008. In February 2008, the Department provided documentation in support of a corridor solution and to remain committed to providing ITIP funds in the future once an ITIP eligible project was identified. In April 2008 StanCOG completed the NCC Preliminary Design Report. In May 2008, the Commission deleted all programming from the Oakdale Bypass project under the authority of a resolution (Resolution G-08-08) approving the 2008 STIP adoption and recognizing the NCC project as the viable replacement project. In May 2010, the Commission approved the Route Adoption of the NCC SR 108 East project under the authority of two resolutions (Resolution HRA 10-02 and HRA 10-03).

The 2011 Regional Transportation Plan (RTP) adopted by StanCOG indicates that the initial portions of the NCC project will be in construction by the year 2020.

Rescission of the adopted SR 120 Oakdale Bypass is appropriate for several reasons. The route segment is not needed for system continuity. Traffic patterns for the areas have changed over the last decade. The Department and its local partners have identified a viable alternative to replace this route segment and have begun development of that alternative. The SR 120 Oakdale Bypass project is not currently funded, since the Commission deleted programming for this project via CTC Resolution G-08-08, and there are no plans to build this project. Fifteen parcels were purchased before programming was deleted for the SR 120 Oakdale Bypass, totaling 86 acres, of which 12 parcels are now deemed to be excess lands and three (3) parcels are to be held for mitigation. With the Commission's approval of the route adoption rescission the Department can

dispose of the properties that are no longer needed for the bypass project. Therefore, the Department recommends the route adoption be rescinded immediately.

After obtaining the Commission's approval of Resolution NIU 12-01 on April 25, 2012, the Department notified all affected local, regional and state agencies of the route rescission proposal and asked the agencies for any additional pertinent information that might be helpful to the Commission in making a final decision. Public notices (copy of public notice attached) were published in The Oakdale Leader weekly newspaper on December 19, 2012. Local and regional agencies including StanCOG, San Joaquin Council of Governments, Stanislaus County, San Joaquin County, City of Ripon, City of Escalon, City of Oakdale, City of Riverbank, City of Modesto were notified. The Department also notified the State Clearinghouse requesting that the public notices be routed to all relevant State agencies for their review and comment.

The 60-day comment period concluded on February 13, 2013. The Department received no comments from the general public or from the local and regional agencies. StanCOG submitted Resolution 11-54 in support of the rescission (copy attached). Only one comment from the Department of Conservation (DOC) was received. The DOC indicated that they had not received notice of intent by the Department to acquire one specific parcel that was subject and protected under the Land Conservation Act contract. Therefore, per DOC's request, the Department provided the right of way contract for this parcel acquisition to DOC on February 28, 2013 which completes the administrative record and resolves DOC's comment.

In accordance with NIU 12-01, the Department recommends the route adoption be rescinded and the acquired right of way no longer needed for the Oakdale Bypass project be disposed of.

Attachments:

- (1) Resolution HRU 13-01
- (2) SR 120 Rescission Map
- (3) Vicinity map
- (4) Copy of Public Notice advertisement for NIU
- (5) Copy of StanCOG Resolution 11-54

CALIFORNIA TRANSPORTATION COMMISSION

**Rescission of Freeway Adoption
10-Sta-120 PM 3.0/R13.3**

Resolution HRU 13-01

WHEREAS, a location for State Highway Route 120 was previously adopted and declared a freeway on December 11, 2002, between Valley Home Road and 2.8 miles east of Lancaster Road in Stanislaus County; and

WHEREAS, the aforementioned freeway portion of SR 120, also known as the Oakdale Bypass, will not be constructed as a State highway within the foreseeable future because of lack of operational need, local support and funding; and

WHEREAS, in May 2008, the California Transportation Commission (Commission) deleted all programming from the Oakdale Bypass project and redirected the Interregional Transportation Improvement Program funds to the North County Corridor (NCC) SR 108 project recognizing it as the viable replacement project; and

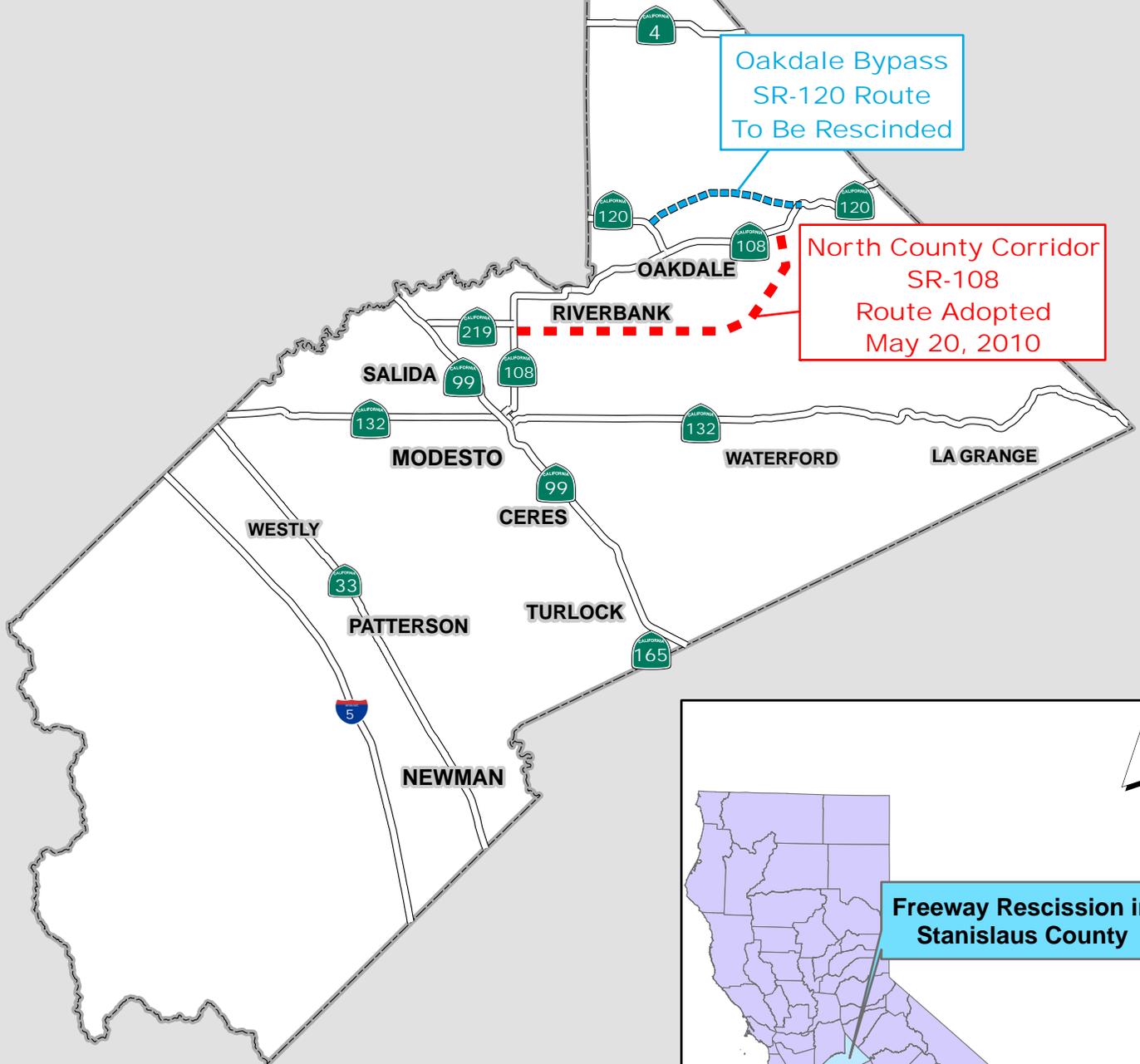
WHEREAS, the NCC SR 108 project freeway route adoption was adopted by the Commission on May 20, 2010, to bypass the Cities of Riverbank and Oakdale; and

WHEREAS, retention of the SR 120 freeway adoption may not be desirable and would subject the Commission to possible future expense for acquisition and maintenance of property or future expense for acquisition of property on a hardship basis; and

WHEREAS, there is excess rights of way to dispose of.

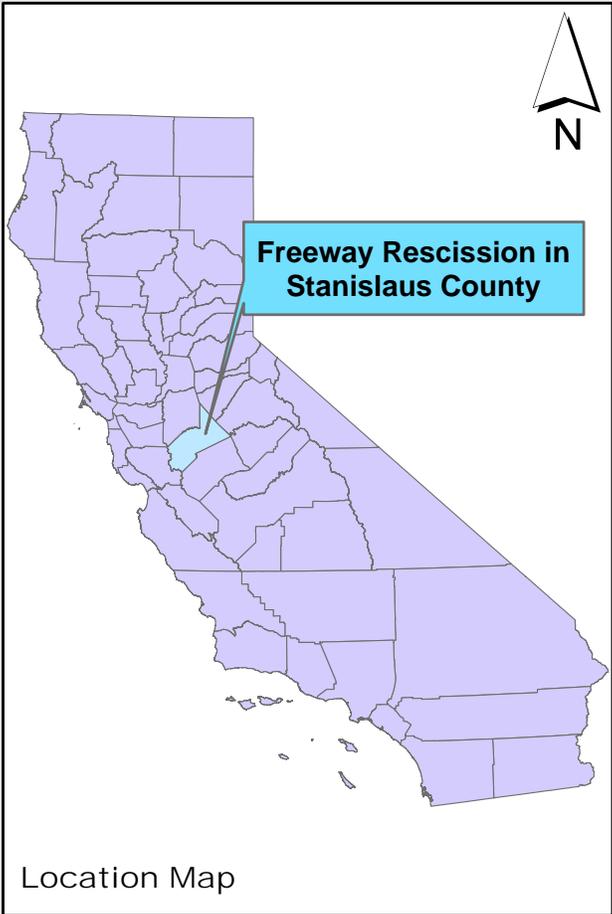
NOW, THEREFORE, BE IT RESOLVED by the Commission that pursuant to the authority vested in it by law, this Commission does hereby rescind the freeway adoption of State Highway Route 120 in the county of Stanislaus, from Valley Home Road and 2.8 miles east of Lancaster Road, effective immediately as shown on the Route Rescission Map.

SR-120 Oakdale Bypass Rescission Map



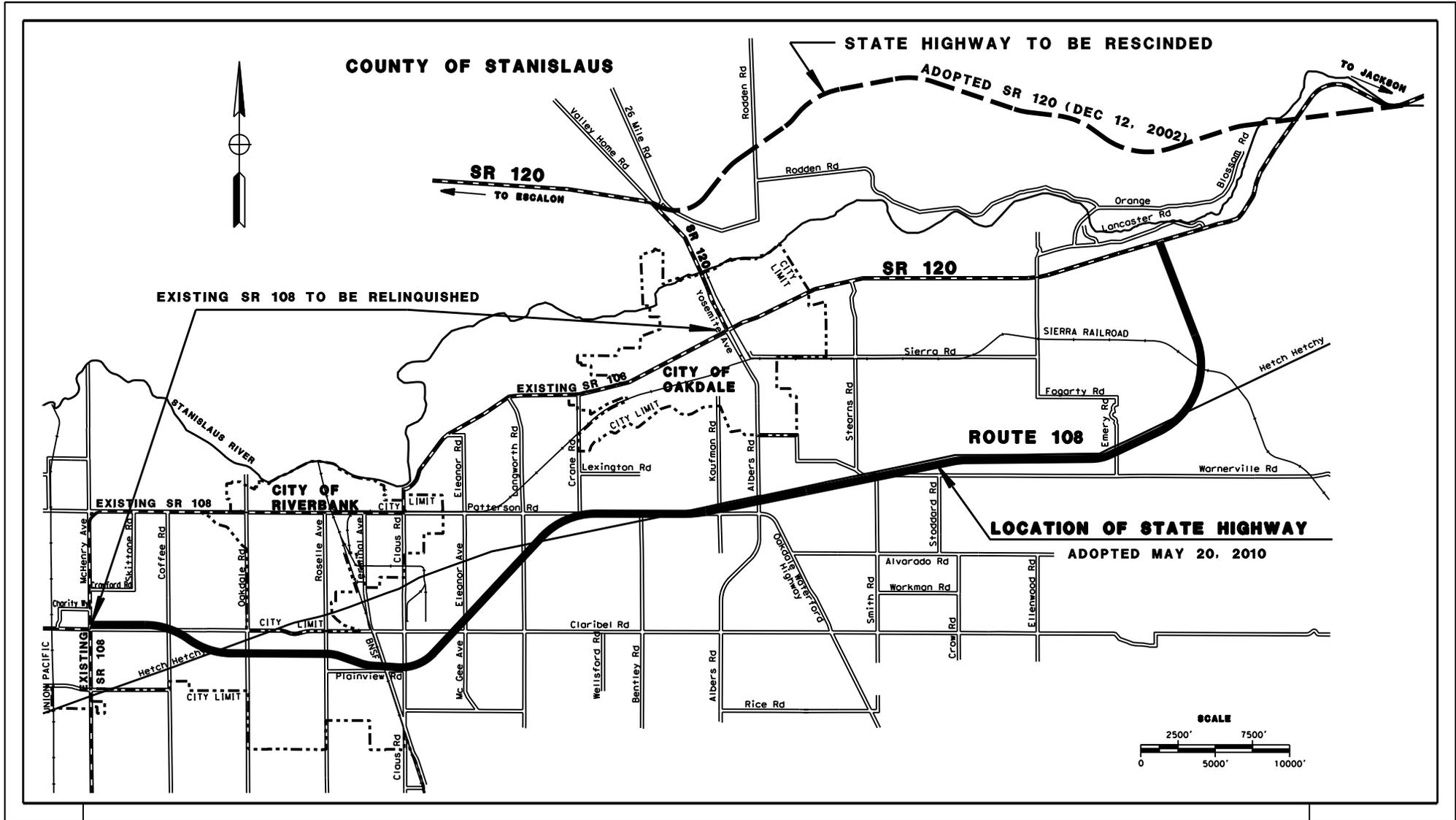
Oakdale Bypass
SR-120 Route
To Be Rescinded

North County Corridor
SR-108
Route Adopted
May 20, 2010



Freeway Rescission in
Stanislaus County

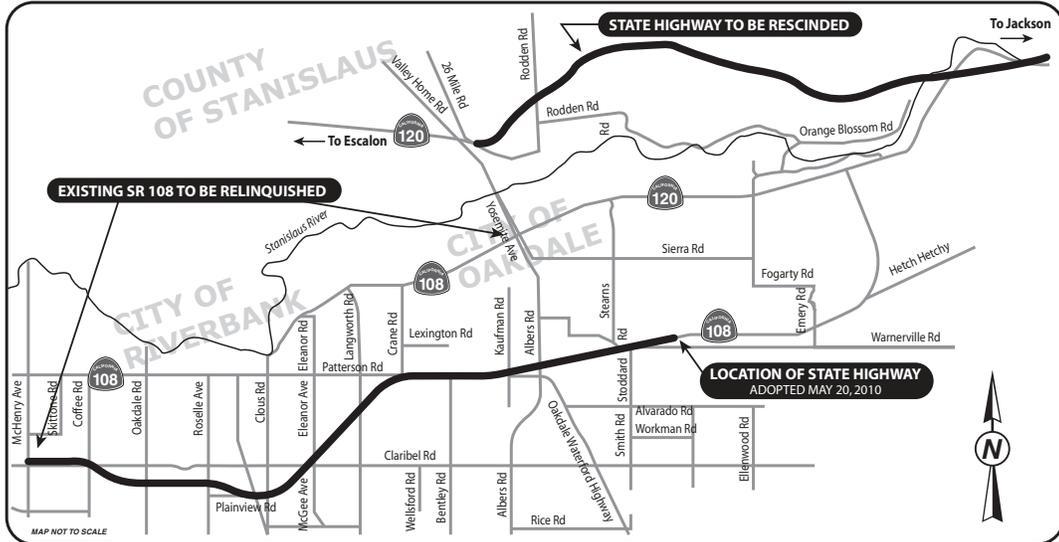
Location Map





PUBLIC NOTICE

NOTICE OF INTENTION TO CONSIDER RESCINDING FREEWAY ADOPTION



THE PROJECT

The California Department of Transportation (Caltrans) is proposing to rescind the adopted freeway agreements covering a previously approved new freeway alignment on State Route 120 known as the Oakdale Bypass. The boundaries of this project are State Highway Route 120 in the county of Stanislaus from Valley Home Road to 2.8 miles east of Lancaster Road. The rescission of this freeway agreement will allow Caltrans to sell the parcels of land currently under Caltrans ownership to local governmental agencies or to other interested parties.

COMMENTS

If you would like to make comments on the rescission proposal please submit them in writing no later than February 12, 2013 to Caltrans District 10, 1976 E. Dr. Martin Luther King Jr. Blvd., Stockton, CA 95206, Attn: Sam Sherman. Comments can also be submitted via email to sam_sherman@dot.ca.gov.

STANISLAUS COUNCIL OF GOVERNMENTS
RESOLUTION 11-54

To Designate the North County Corridor State Route 108 East Route as the Alternative to the State Highway Project known as the Northern State Route 120 Oakdale Bypass and Request the Rescission of the State Highway Route Location of the Northern State Route 120 Oakdale Bypass per Government Code 14528.7.

WHEREAS, the Stanislaus Council of Governments (StanCOG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation; and

WHEREAS, the Northern State Route 120 Oakdale Bypass is no longer needed due to changes in traffic patterns, and;

WHEREAS, it is further realized by the regional agencies that a southern bypass of Riverbank and Oakdale, known as the North County Corridor State Route 108 East Route, is more critical and a higher priority than the northern State Route 120 Oakdale Bypass,

NOW, THEREFORE BE IT RESOLVED that the North County Corridor State Route 108 East Route is the locally chosen alternative to the state highway project known as the Northern State Route 120 Oakdale Bypass is hereby adopted.

BE IT FURTHER RESOLVED that StanCOG request that the California Transportation Commission also adopt the North County Corridor State Route 108 East Route as the alternative to the state highway project known as the Northern State Route 120 Oakdale Bypass, and;

BE IT FURTHER RESOLVED that StanCOG request that the California Transportation Commission rescind the state highway route location of the Northern State Route 120 Oakdale Bypass per Government Code Section 14528.7.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Council of Governments, on the 21st day of March, 2012. A motion was made and seconded to adopt the foregoing Resolution. Motion carried and the Resolution was adopted.

MEETING DATE: March 21, 2012



WILLIAM O'BRIEN, CHAIR

ATTEST:



VINCENT J. HARRIS, EXECUTIVE DIRECTOR